

## CANAL AND LOCKS

### GOVERNMENT TO INVESTIGATE AT OREGON CITY.

Many Points of Justice Involved Regarding Rights of Present Owners of Locks and Manufacturing Enterprises—Shall Government Buy or Build?—Stipulations as to Lake Washington Canal.

Washington, March 13.—The rivers and harbors bill, as presented by the house committee, authorizes the secretary of war to ascertain through a board of engineers whether the acquisition of the present canal and locks at Willamette falls, or the construction of a canal and locks by the government and their operation for the exclusive benefit of the navigation of the Willamette river would, by withdrawing the waters of this river from its customary channels, materially injure the manufacturing enterprises now in operation or contemplated at the falls; also to ascertain through the department of justice whether the Portland General Electric Company, by view of its ownership of property at Willamette falls, has legal right against the United States for the full, free and continued use of the manufacturing enterprises now located on its property; whether the water is needed for navigation, and if so, what method would be necessary on the part of the government to acquire title to such water for navigation purposes, and the measure of damages it must pay the company.

In making the allowance of \$160,000 for the Seattle canal, the bill stipulates that this appropriation, together with the unexpended balance, shall be expended in securing, by dredging the low water channel 10 feet in depth from Shilshole bay through Salmon bay to the wharves at Ballard. The bill also provides for a board of engineers to make surveys and examinations as to the feasibility and advisability of constructing a canal connecting Puget sound with Lakes Union and Washington, and to also examine a route for a similar canal connecting Elliott bay with Lakes Union and Washington, with a view to determining the feasibility of such a route. The board of engineers shall invite proposals for the Seattle and Lake Washington waterway, and for the construction of a similar canal connecting Elliott bay with both lakes. This board shall also report on the relative advantages of all proposed routes. "Nothing herein shall be construed as the adoption of any project for the construction of a waterway connecting Puget sound with Lakes Union and Washington," is the precautionary saving phrase inserted in the bill after the foregoing provisions.

With regard to the appropriation for Tacoma harbor, the bill stipulates that none of the fund shall be expended until a release from liability for damages shall be obtained, if any liability exists arising from a contract between the state of Washington and R. B. Lehman, and right is obtained to deposit material dredged from the proposed channel on adjacent tide lands, or in the deep water of Commencement bay.

### POOSEVELT'S FIRST VETO.

#### He Objects to a Bill Removing the Charge of Desertion.

Washington, March 13.—President Roosevelt has sent his first veto message to congress. It was directed to the senate and the bill vetoed was one removing the charge of desertion from the naval record of John Glass.

After the message had been delivered, Senator Gallinger, from the committee on naval affairs, read the report of the committee on which the senate acted. From that statement it appears that Glass enlisted in January, 1864, when only 16 years old, and that having witnessed an act which compromised the second officer of the ship, he was taken on shore in March of that year by that officer and told not to report again for duty. The committee says that this order together with Glass' youth was responsible for his desertion.

### Rebel Loss Was 600.

Colon, Colombia, March 13.—A paper published at Honda, on the Magdalena river, contains an account of a battle at Socha, near Bogota, February 23, in which the revolutionists numbered about 2,000 men, while the government had 3,000 engaged. The revolutionists lost 200 men killed or wounded and had 400 men taken prisoners.

### Big Warehouse Burned.

Chicago, March 13.—The five story brick warehouse of the Brunswick-Balke Candler Company, located at Wells and Superior streets, was practically destroyed by fire tonight. Loss, \$175,000. The principal item of loss was a great quantity of glass recently imported, and which would have been used for making mirrors. The value of the glass destroyed was \$100,000.

### PRINCE HENRY HAS GONE.

Sailed from New York on the Big Hamburg American Liner Deutschland.

New York, March 12.—Prince Henry of Prussia sailed for Germany on board the Hamburg-American liner Deutschland yesterday afternoon. His last day in America was spent entirely on board the Deutschland, but it was filled with pleasing incidents.

The prince breakfasted early and about 10 o'clock began to receive official farewells from representatives of Germany in this country and those of the United States government.

The members of the party which accompanied the prince on his tour were his guests at luncheon. Covers were laid for 25 persons in the dining room of the ship, and music was furnished by the band from the Hohenzollern. At the close of the luncheon, when it came time to say goodbye, the prince, taking a rose from the table, said: "This is the badge of that which I have been admiring during my entire trip to the United States—American beauty." He placed the flower in his buttonhole, and each guest followed his example.

Immediately after the luncheon, at the prince's invitation, the party went to the commander's bridge of the Deutschland, and was there photographed. Then the real leavetaking began. The final farewells were said by members of the German embassy at Washington.

When the ship sailed all the approaches and the pier was crowded. The first cabin section of the Deutschland was packed all the afternoon with passengers and their friends, and in many cases women had to be rescued from the crush to see the prince. The Deutschland sailed at 3:45. As she moved away from her pier the cheering was continuous. The prince appeared on the bridge and bowed. All down North river the passing tugs and craft of every description gave the great liner and her distinguished passenger a noisy send-off. At the Battery, which was reached at 4 o'clock, a crowd cheered as the vessel steamed down the bay. The Deutschland reached the Narrows at 4:25. Forts Wadsworth and Hamilton fired salutes, which were answered by the Deutschland, and the garrison at Fort Wadsworth lined up on the bluff until the steamer had passed out into the lower bay.

The prince's apartments on the Deutschland include the captain's cabin and three other adjoining rooms, especially connected for his use. The social hall on the Deutschland was beautifully decorated with flowers, and there was a profusion of them in the prince's suite of rooms. The company had also tastefully decorated the pier.

### PRINCE AND PRESIDENT.

#### Henry and Roosevelt Exchange Farewell Telegrams.

Washington, March 12.—The following exchanges took place between Prince Henry of Prussia and President Roosevelt:

"Hoboken, N. J., March 11, 1902.—The president of the United States: On this day of my departure, I beg to thank you personally, as well as the nation whose guest I have been, for all the kindness, consideration and good feeling I have met with during my visit to your interesting country. I hope that my visit might have increased the feelings of friendship between the country I represent and the United States. Bidding you farewell, let me wish you every possible success, and, pray, remember me to Mrs. Roosevelt and Miss Roosevelt, who so charmingly and with so much pluck accomplished her task when launching his majesty's yacht Meteor. Once more, most hearty thanks. May we meet again."

"HEINRICH, Prince von Prussia."

"White House, Washington, D. C., March 11.—Henry, Prince of Prussia, Steamer Deutschland, Hamburg Dock, Hoboken, N. J.: Not only have I enjoyed your visit personally, but on behalf of my countrymen I wish to express to you the pleasure it has been to see you and the real good I think your visit has done in promoting a feeling of friendship between Germany and the United States. It is my most earnest wish that this feeling may strengthen steadily. Mrs. Roosevelt sends her warmest regards, as would also Miss Roosevelt if she were not absent. Pray present my heartiest greeting to his majesty, the German emperor. Again I thank you for your visit and wish you all good luck wherever you may be."

"THEODORE ROOSEVELT."

### More Shocks at Shamaka.

St. Petersburg, March 13.—Severe earthquake shocks have occurred at Shamaka, Transcaucasia. About 12,000 persons are destitute as a result of the subterranean disturbances which occurred at Shamaka about the middle of February.

### Railroad Wireless Telegraphy.

Dallas, Tex., March 13.—President E. H. Green, of the Texas Midland Railroad, has received a telegram from the United States patent office at Washington, announcing the award to him of a patent on a system of wireless telegraphy. President Green stated last night that he will, as soon as possible, install his wireless system on the Midland, which will be the first railroad in the world that will use the system.

## CAPTURE METHUEN

### BOERS UNDER DELAREY HOLD THE BRITON PRISONER.

British Force Badly Defeated, Forty-one Being Killed and Seventy-seven Wounded, While Two Hundred More Are Reported as Missing—News of the Disaster Came Like a Thunderbolt to London.

London, March 12.—It was announced today that General Lord Methuen and four guns had been captured by the Boers commanded by General Delarey. The news came like a thunderbolt to London. The extra editions of the evening papers giving an account of the disaster were eagerly bought up. Their readers hurried through the streets with anxious faces and bitter references were passed on the subject of the government's declaration that the war in South Africa was over.

The news was received in the house of commons amid great excitement. The reading of Lord Kitchener's telegram by Mr. Brodrick, the war secretary, was listened to in deep silence, which was broken by loud Irish cheers. Instantly there were cries of "shame," "shame," from the government benches. Then the Irish members seemed to think better of their outbreak and suddenly subsided. The subsequent eulogistic references to General Methuen were received with cheers.

In brief Lord Kitchener announced that when General Methuen was captured, wounded, with four guns, three British officers and 38 men were killed, and that five officers and 72 men were wounded. In addition one officer and 200 men were reported missing.

The text of Lord Kitchener's dispatch announcing the capture of General Methuen is as follows:

"Pretoria, March 12.—I greatly regret to have to send you bad news of Methuen. He was moving with 900 mounted men under Major Paris, and 300 infantry, four guns and a pom pom from Wynburg to Litchenburg, and was to meet Groenel, with 300 mounted men, at Rovinarifontein today. Yesterday morning early he was attacked by Delarey's force between Palmietenill and Tweebosch. The Boers charged on three sides.

"Five hundred and fifty men have come in at Maribos and Kraaipan. They were pursued by the Boers four miles from the scene of action. They report that Methuen and Paris, with the guns, baggage, etc., were captured by the Boers. Methuen, when last seen, was a prisoner. I have no details of the casualties, and suggest delaying publication until I can send definite news. I think this sudden reversal of activity on the part of Delarey is to draw off the troops pressing Dewet."

In a second dispatch Lord Kitchener says:

"Paris has come in at Kraaipan with the remainder of the men. He reports that the column was moving in two parties. One with the ox wagons left Tweebosch at 3 A. M. The other with the mule wagons, started an hour later. Just before dawn the Boers attacked. Before reinforcements could reach them the rear guard broke. In the meantime, a large number of Boers galloped on both flanks. These were checked by the flank parties, but the stampede of the mules had begun and all the mule wagons, with a terrible mixture of mounted men, rushed past the ox wagons. All efforts to check them were unavailing. Major Paris collected 40 men and occupied a position a mile in front of the ox wagons, which were then halted. After a gallant but useless defense the enemy rushed into the ox wagons and Methuen was wounded in the thigh. Paris, being surrounded, surrendered at 10 A. M. Methuen is still in the Boer camp."

### Surveying an Oklahoma Road.

Guthrie, O. T., March 12.—The survey has been made and portions of the contract let for the grade of the Denver, Guthrie & Southeastern Railway, which enters Oklahoma at the extreme northwest corner and runs southeasterly to Guthrie, South McAlester and New Orleans. It is financed by Denver capitalists.

### Business Block Destroyed.

Beaver Falls, Pa., March 12.—The Harold block was completely destroyed by fire at an early hour in the morning, entailing a loss of \$75,000.

### Government Troops Gaining.

Washington, March 12.—The United States minister to Colombia reports to the state department, under date of March 3, that during the preceding week the government troops had steadily advanced and occupied important positions near Bogota which had been vacated by the revolutionary forces, who are understood to be in a desperate situation and seeking an opportunity to escape.

### BOSTON MEN GO ON STRIKE.

Boston Freight Handlers Making Hard Fight for Unionism.

Boston, March 12.—War between the organized teamsters, freight and express handlers of Boston and two great railroad corporations, the New York, New Haven & Hartford and the New York Central & Hudson River Railroads, the latter locally known as the Boston & Albany, broke out today. The strike, which is a sympathetic one, already involves 8,000 men in and about Boston.

Stopping work because of the discharge of union men who have refused to handle non-union moved freight, the various organizations now on strike made every effort today to extend their sphere of influence to affiliated bodies, while the corporations energetically tried to fill the strikers' places and to receive and dispatch goods offered them. Both met with some measure of success. Tomorrow the local employees of the great express companies, the Adams and the New York & Boston, two companies which handle practically all of the fast freight in Southern New England, will refuse to work, while several smaller bodies of organized labor, such as the brewery teamsters and the piano movers, as well as freight handlers in East Boston, will be idle. On the other hand, the New York, New Haven & Hartford Railroad, after succeeding today in moving considerable freight by Italian labor, will augment the force tomorrow, and the Boston & Albany expects to have a large number of men at work in its freight sheds.

The action of the express men in joining the freight handlers will quickly affect the freight business with nearby business centers like Worcester, Springfield, Hartford, New Haven, Providence, Fall River and New Bedford.

### LONG STEPS OUT.

Secretary of the Navy Hands His Resignation to the President.

Washington, March 12.—The third change in the cabinet of President Roosevelt occurred when Secretary Long submitted his resignation in a beautiful letter, it being accompanied by one equally felicitous by the president. The change was made complete by the selection of Representative William Henry Moody, of the Sixth congressional district of Massachusetts, as Mr. Long's successor in the navy department.

This change has been expected for a long time. Mr. Long had intended to retire at the beginning of the late President McKinley's second term, but he consented to remain until certain lines of policy in which he was involved were more satisfactorily arranged. Then when President Roosevelt succeeded, though anxious to return to private life—for Secretary Long will never again enter public life—a strong feeling of loyalty toward Mr. Roosevelt induced the secretary to defer his retirement until it was convenient for the president to make a change. Recently Mr. Long has been in Massachusetts making arrangements with his old legal connections to re-enter the practice of law, and he has had his house at Hingham put in order for his occupation. When Mr. Long entered the cabinet originally he was an active member of the firm of Hemingway & Long, a well known legal firm of Boston. He has always maintained a silent connection with the concern, and will again become an active partner.

### DANGER TO SHIPPING.

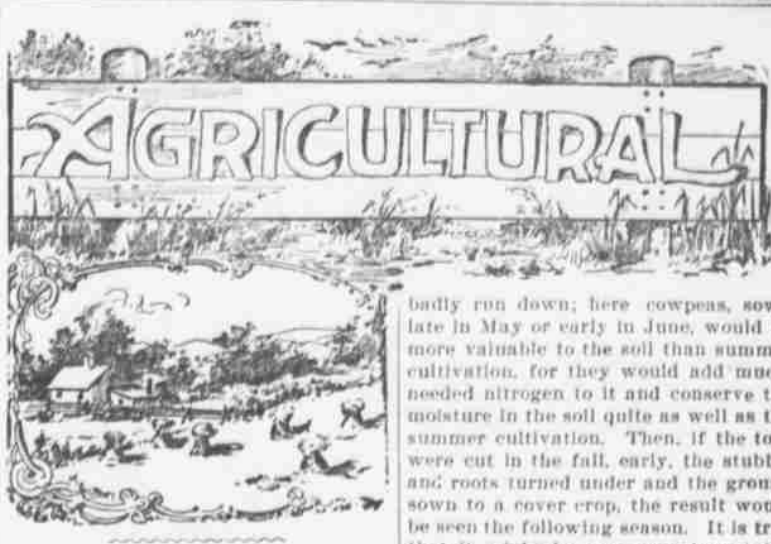
Immense Ice Floes Reported Off the Coast of Japan—Early Spring in the North.

Port Townsend, Wash., March 12.—The British ship Bann, the last of the storm-bound fleet off the entrance to the Straits of Juan de Fuca, has arrived, 98 days from Iquique, 34 days of which she was storm-bound off the straits. Seven times the Bann got inside of Cape Flattery, and as no tug was there to pick her up, she was compelled to put back to sea. The Bann reports no other vessels off the Cape.

The British steamship Oceano reports to the local United States hydrographic office as having encountered an immense ice floe about 200 miles off the Japanese coast, abreast the entrance to Sugar straits. So extensive was the ice floe that the steamer was compelled to change her course and steam for several hours to avoid coming in collision with the ice. The ice floe is in the direct path of vessels sailing to the Orient, and as it is quite extensive, it is dangerous to navigation. The captain of the Oceano says the ice is from four to six feet out of the water, and some of the bergs are many feet across, and cannot be seen until the vessel is among them. This is the first time ice has been seen off the Japanese coast in that vicinity. It is thought that the floe came from Behring Straits and the Arctic ocean, and that through some unknown cause the ice pack in the Arctic has broken earlier and that it indicates an early spring in the north.

### Large Fire at Paris.

Paris, March 12.—The biggest blaze seen in Paris since the burning of the Opera Comique, in 1897, broke out last night in the corner of a block of warehouses in the Rue Montmartre. The warehouses were occupied by 10 firms, and the lower floors of the buildings were filled with silk, velvet and woolen goods. These materials caused the fire to rage furiously and the flames spread rapidly to the upper portions of the buildings, used as residences.



Gate for Pasture Fence.

It is always desirable to have some sort of a gate in the pasture field fence. But it is not always easy to build one that is at once stock-proof and easy to operate when necessary. The arrangement as shown in the illustration is not in reality a gate, but a passageway, so placed that the stock cannot get through, but through which a person may readily pass. No explanation of the plan is needed, for it is plainly shown by the illustration. This fence may be arranged so as to provide a double-gate by hinging the open portion



STOCK PROOF PASSAGEWAY.

In the foreground so that when closed the post will come in snugly against the fence post, and be held in place by a wire loop dropped over both posts; then the gate in the background should also be placed on hinges, so that when closed it will lap over against the fence about two feet, and be held in place by a staple and hook.

### Dehorning Cows and Calves.

There has always been more or less argument over the question of dehorning, and while it may be admitted that the process is painful, and, in the case of an adult animal, causes a shock to the nervous system, it is not at all likely that the young calf suffers more than momentary pain, and the process certainly does not injure the animal in any way. The process of preventing the growth of the horns on the young calf is to take the animal when it is three or four weeks old, and after locating the embryonic horn with the finger, rub the spot for a minute or two, or until it gets quite red, with a stick of caustic potash, which may be bought at any drug store. The potash should be moistened slightly, but not enough so that it will run, for it will take off the hair wherever it touches it. Wrap the end held in the hand with a cloth, to prevent burning the hand. The work is quickly done, and if thoroughly done, the horns will not grow. It is generally considered that the age named—about a month—is nearer the right time than earlier, and the work should never be attempted with potash after the calf is six or eight weeks old or after the button has assumed much prominence.

### A Promising Plum.

Many plum growers are disappointed that no varieties of hybrid plums are on the market this year that originated the grounds of Luther Burbank, of California, that prince of hybridizers. There is, however, a variety that is extremely promising—as yet unnamed—from Golden, one of the best of the hybrid plums. It is said that Mr. Burbank is experimenting with crosses which will produce varieties suited for the far North. Two, at least, of the hybrids from this source, the Golden and the Wickson, have proved valuable in any section where the plum can be grown successfully, and if this list can be extended, plum growing will again become one of the profitable branches of fruit culture.

### Artificial Ice.

Few people who are not in the business, and some who are, have but a faint idea of the great increase in the manufacture and sale of artificial ice in the decade from 1890 to 1900. The census bureau says that in 1890 there were 222 manufacturing plants in the United States, with a production valued at \$4,900,983 on an invested capital of \$9,840,468. In 1900 there were 786 ice manufacturing plants, producing \$13,835,554 worth, with a capital of \$38,159,324. But we think this does not reduce the demand for the natural product of our waters as do the many cold-storage plants which do not use ice, but cold air. We have not been able to find any statement of their number or increase. —American Cultivator.

### Cow Peas for the Orchard.

While the usual plan of intelligent orchardists is the best under normal conditions—that of the shallow cultivation between the trees during the summer—there are times and certain conditions where the cowpeas would be of the greatest value. Take, for example, soil

badly run down; here cowpeas, sown late in May or early in June, would be more valuable to the soil than summer cultivation, for they would add much-needed nitrogen to it and conserve the moisture in the soil quite as well as the summer cultivation. Then, if the tops were cut in the fall, early, the stubble and roots turned under and the ground sown to a cover crop, the result would be seen the following season. It is true that it might be necessary to cut the cowpeas green, in order to get in the cover crop early enough, but even then the growth during the hot weather will have done the soil an immense amount of good.

### Farmers at College.

A number of agricultural colleges report that many of the students taking the short winter course are men who are operating farms, many of them men who own the farms they work. This indicates that farmers are beginning to realize that they must keep up with the modern methods. It is frankly admitted that some of the more advanced methods in some lines cannot be adapted to all cases, but there is not a farmer in the country but who would give considerable if he had some knowledge of agricultural chemistry. Further, it is hardly probable that any intelligent man could attend one of the colleges for this short course and not learn enough on general lines to pay him well for the expense. One of the best fruit growers in New York State, a man who has made a comfortable sum for his work during the last dozen years, is taking the short course at Cornell College. He agreed that he knew considerable about fruit growing, but said that he was not so strong on agricultural chemistry as he should be and wanted more knowledge in this direction that he might know better how to use commercial fertilizers. He figured that he would be reimbursed for his expense in a single purchase of fertilizer, for the knowledge gained would enable him to buy more intelligently.

### Two Farm Conveniences.

A handy way to carry swill is to take an old walking cultivator, take the beam off and fasten a couple of hooks on the tongue near the rear end, and take a small barrel and bore a couple of holes in its rim in which to hook on the hooks. Fasten the barrel, and one can either push or pull to where it is wanted.

### SWILL CARRIER.

A very handy fodder cutter and cora topper can be made by using a light, stout bench or cutting box. Take two old plow lays and have them sharpened and made to act on the same principle as a pair of shears. One can be fastened to the lever and one to the bench or box. The illustration shows only one plow lay, and it is possible to do fairly good work with one lay.



FODDER CUTTER.

### Winter Butter Making.

Cream for churning must at all times be kept above the freezing point or there is difficulty getting the butter. For small churning, where the milk is kept in pans, the method of a New York State prize butter maker is a good one to follow. Have a few extra pans and in each put a half pint of boiling water; then strain the milk into this pan, and so on with the other pans. These pans of milk should have the cream removed in ten or twelve hours and when a churning is ready set the quantity over a boiler of hot water and stir it occasionally. Keep it over the hot water until it tests 75 or 80 degrees by the thermometer. One of the other troubles in winter butter making comes from trying to churn the product of cows that are near calving, and this is particularly hard to overcome, indeed, unless a decided change can be made in the feed given the animal it will be useless to expect anything but trouble in churning. An increase in the bran portion of the ration and the addition of some green food will likely improve the consistency of the milk.

Spreading Manure in Winter. The Agricultural Department reports that its experiments with fodder beets followed by wheat in plowing under manure as soon as spread, or spreading it over the surface of the ground and letting it lie two months during the winter, the former method proved a saver of plant food. We never doubted that it would be so on certain soils, and do not feel sure that it would prove so on all. But we think the lesser labor of drawing out in winter, and the gain by having so much work done before the spring planting begins, more than equals the loss where the winter manure is not washed away by spring thaws or rains.

### Sanitary Cow Stables.

As soon as the stables are cleaned sprinkle a quart of dust behind each cow, then add the absorbent, and if the owner will prevent the wet places about the stable and attend to keeping the bedding dry there is no reason why the stable should not be so sanitary that the finest and best milk in the world can be made in it, the best products secured and the stable animals and tastes wholly eliminated.