

# FIRST WARSHIP TO PASS CANAL

Selection of the Oregon is Most Appropriate.

## HER HURRY TRIP RECALLED

Necessity of Transferring the Vessel From Pacific to Atlantic in Short Time During Spanish War Pointed Out Great Need of Panama Canal.

Washington.—The Oregon, on which Secretary of the Navy Daniels plans to confer the honor of being the first battleship to go through the Panama canal, is now in Puget sound getting the finishing touches on her \$1,000,000 modernization treatment. She is being fitted with every convenience and improvement.

The Oregon is one of the three oldest battleships in the navy, the two others being the Indiana and the Massachusetts. All three are sister ships. Their keels were laid in 1891. The Oregon



BATTLESHIP OREGON.

was built at the Union Iron works, San Francisco, and was launched in 1893.

The blowing up of the Maine in Havana harbor on March 15 rendered it imperative for the government to assemble the strongest naval force possible in the West Indies, in anticipation of war with Spain.

It was that emergency—with the battleship Oregon so near and yet so far—that caused Uncle Sam to determine to build the Panama canal. As it was, there was nothing to do but to order the Oregon around Cape Horn, in making a journey of over 13,000 miles. Captain Clark got on March 15 the order to make the voyage, and on March 19 he started from San Francisco. He made the run to Callao, Peru, 4,400 miles, at thirteen knots average speed. Coasting there, he was lashed on down the west coast of South America and steamed at full speed through the strait of Magellan, slackening not for rocks nor darkness nor wind nor lee in that stormy, treacherous passage.

When the Oregon reached Rio he received a cable from Washington saying war between Spain and the United States had been declared. The department advised him to linger awhile at Rio, but he pushed on to Bahia, where Washington wired suggesting disabling his engines if necessary in order to avoid being denied shelter at a neutral port. It was feared at that time that the Spanish fleet, then on its way west across the Atlantic, would pounce on the Oregon and destroy it.

"Come on, we believe you can do it," finally urged the navy department to Captain Clark. He assembled his officers and crew on deck, read them the message and told them he believed the Oregon could lick the whole Spanish fleet. Anyway, he'd take a chance at it, and away he went, right on up the east coast of South America, with every gun and every officer and every man ready for instant action.

At Barbados Captain Clark got word from Washington that the Spanish fleet had arrived somewhere in those waters and was lying in wait. The captain adopted the ruse of pretending to hurry back to Brazil. He steamed south, then west, and by making a wide detour in the Atlantic he passed around the Spanish fleet and on May 23, sixty-five days after leaving San Francisco the Oregon, gray as an old seagull, appeared at Jupiter Inlet, Florida.

## COUNTESS. A NUN, IS DEAD.

Sister Mary Alexandrine, Aged Eighty-one, Attached to Bavarian Court.

Wilmington, Del.—Sister Mary Alexandrine, in the Order of the Visitation for forty-five years and in the convent of the Visitation here for twenty-one years, died at the institution. Sister Mary Alexandrine was eighty-one years old and had been mother superior of the convent for twelve years.

The fact that a woman of high birth had long been a sister in the convent was not known outside the institution. She was born in Bavaria, April 19, 1852. She was a daughter of Count Theobald De Bittler and Countess Victoria Ruediger De Bittler Von Haimhausen of Munich. In her youth she was maid of honor at one of the Bavarian courts.

## SAYS HE MURDERED GIRL.

Detectives at Work on New Clue in Alice Crispell Case.

Wilkesbarre, Pa.—County Detective James Holman returned from Harvey's lake, where he had been trying to learn from the friends of Miss Alice Crispell whether they ever had heard the girl mention the name of a suitor with the initials A. N., the only signature to a postal mailed from New Rochelle, N. Y., to William Crispell, in which the writer said that he had murdered her.

Detective Holman was unable to find any one who ever had heard of a man with those initials. The letters which have passed between Herbert Johns and the girl have been examined and, while references are made to a suitor, no name is mentioned.

County Detective James Price said: "We will thoroughly investigate this card and will ask the postal authorities to help us find the writer. At this time the postal would appear to have been written by a fanatic, but we are not taking any chances."

"We give some credence to the postal because we have reasoned all along that a jealous rival probably figured in the case. It may develop that the initials A. N. are assumed and that the slayer of the girl is really suffering from a tortured conscience."

## POISONS WIFE, KILLS SELF.

Hotel Proprietor, Jealous, Puts Drug in Her Coffee.

Allentown, Pa.—Shocking toll was paid to jealousy when Francis Rhoades of Lehigh killed himself after making an unsuccessful attempt to poison his wife. Rhoades was formerly a trainman. Several years ago he lost his left arm in an accident and after long litigation secured a verdict of \$5,000. This money he invested in a hotel property, doing a flourishing business.

In a jealous rage he broke two of his wife's ribs. After supper Mrs. Rhoades became violently ill, and a physician diagnosed it as a case of poisoning. Mrs. Rhoades said the poison had been administered by her husband in coffee she drank. Rhoades' body was found in a barn.

## BOGUS LORD, CONVICT, SEEKS FULL PARDON

"Lord Barrington" Begins a Fight For Freedom.

Jefferson City, Mo.—"Lord" Barrington (F. A. Barrington Seymour), who is serving a life sentence in the penitentiary for the murder of James P. McCann near St. Louis in 1902, has renewed his efforts to regain his liberty. Barrington was convicted in St. Louis county and was sentenced to be hanged. Governor Folk commuted the death sentence to life imprisonment.

Barrington's trump card in the formal hearing will be the production of an affidavit made by Cecil Rollins, a son of James Rollins of St. Louis, to the effect that James P. Maybray, who was arrested at Council Bluffs for using the mails to defraud, was in fact James P. McCann.

Barrington in his life history said he was born June 10, 1864, at Barrackpore, Bengal, East India. He claims to be a graduate of Eton college, of Christ Church college and of Sandhurst Military college. He says he saw service in the British army in Afghanistan, Burmah and South Africa. He came to Montreal in February, 1902, he says, accompanied by a sister, later visiting several eastern cities, among them Washington, where his sister died suddenly. With a letter of introduction to the world's fair commissioners from Sir Michael Herbert, he came to St. Louis in November, 1902.

Under the belief that Barrington was a titled and wealthy Englishman, a Miss Cochran of Kansas City, Kan., married him. She left him before he was arrested for the murder of McCann.

## WIFE HIDES HIS WOODEN LEG

Does It to Enable Service on Him of Divorce Papers.

Joliet, Ill.—Rosa Novak, twenty years old, who married Anton Kurliana of Detroit here about a month ago, took off her husband's wooden leg and kept it hidden until he was served with papers notifying him of her suit for divorce.

Mrs. Kurliana had been told by a friend that no papers could be served on Kurliana if he left the state and the suit would fail.

When he awoke he found his artificial limb gone and shouted from a hotel window for help. His bride would not tell the police where she had hidden the support until a deputy sheriff arrived with the notice of her suit.

## LOSES 3 SONS IN ACCIDENTS.

Flying Ax Kills Baby, and Mule Kicks Others to Death.

Birmingham, Ala.—George Hogg, a farmer, of Seale, Tuscaloosa county, lost three children in a single day.

While he was cutting wood his ax flew from the handle and struck his infant son in the head, killing him.

He carried the body to his home and there learned that two of his young sons had been kicked to death by a mule.

# HOW GOOD ROADS INCREASE VALUES

Farm Lands Bring Much Greater Prices.

## IMMIGRATION ATTRACTED.

Likewise Good Roads Directly Increase the Demand for Rural Property, and Value is Ruled by Relation of Demand and Supply.

The direct effect that changing bad roads into good roads has upon land value and the general economic welfare of a community is shown in some concrete illustrations gathered by the United States department of agriculture.

The department has just issued a statement on the subject, based upon a mass of information gathered by the office of public roads, which is making a special study of the economic effect of road improvement in the country. According to data gathered, where good roads replace bad ones the values of farm lands bordering on the roads increase to such an extent that the cost of road improvement is equalized, if not exceeded. The general land values as well as farm values show marked advances with the improvement of roads.

Among the illustrations cited by the department are the following:

In Lee county, Va., a farmer owned 100 acres between Hen Hur and Jonesville, which he offered to sell for \$1,800. In 1908 this road was improved, and, although the farmer fought the improvement, he has since refused \$3,000 for his farm.

In Jackson county, Ala., the people voted a bond issue of \$250,000 for road improvement and improved 24 per cent of the roads. The census of 1900 gives the value of all farm lands in Jackson county at \$4.90 per acre. The census of 1910 places the value of all farm lands in Jackson county at \$9.70 per acre, and the selling price is now from \$15 to \$25 per acre.

As the roads in no way affect soil fertility or quality of the farm, advances are due essentially to the decrease in the cost of hauling produce to market or shipping point. Farms are now regarded as plants for the business of farming, and any reduction in their profits through unnecessarily heavy costs for hauling on bad roads naturally reduces their capitalization into values.

The automobile also has begun to be an important factor in increasing rural values where good roads are introduced.

Immigration is particularly marked where road conditions are favorable. In fact, the figures of the department seem to indicate that good roads indirectly increase the demand for rural property, and the price of farm land, like that of any commodity, is ruled by the relations between demand and supply.

## SHOW ROADS OF ALL AGES.

Elaborate Collection of Models to Be Exhibited at Exposition.

One of the most elaborate collections of road models ever displayed will be shown by the United States office of public roads at the Panama-Pacific exposition in 1915. Logan Walter Page, treasurer of the bureau, began preparations for assembling this unique exhibition.

Reproduction of old Roman roads, French roads and all the various types of modern highways will be included in the models. Miniature reproductions of road machinery as well as every other known device used in the building of roads will appear in the exhibit.

For years the bureau has been displaying at various national and international exhibitions and elsewhere and in its railroad educational cars samples of the work it is doing, but the showing it is preparing to make at the Panama-Pacific exposition will be the most complete yet made.

## MAJOR FIXES "ROAD DAYS."

Governor Expects Every Able-bodied Man to Work Aug. 20 and 21.

Through a proclamation Governor Major of Missouri set apart Aug. 20 and 21 as public holidays to be known as "good roads days."

He supplemented the proclamation with a request that every able-bodied man in the rural districts and smaller cities of the state devote those days to work on the public highways. The proclamation asks for a general suspension of business. The women of the state are asked to supply the volunteer workmen with food and encourage them with their presence and good cheer. The commercial clubs, civic organizations and the press are asked to favor the movement and do everything possible to make the two days as fruitful of results as possible.

## Auto Tax to Aid Roads.

The Michigan legislature has passed the Newall Smith automobile tax bill, which provides for a graded tax on automobiles and auto trucks based on their horsepower, and the money thus raised is to be devoted to good roads. The bill had a stormy time in the house, and Representative Smith was kept busy preserving its important provisions. In the senate not much opposition developed.

## AN EXPENSIVE ROAD.

Highway Through Mountains of Norway 3,715 Feet Above Sea Level.

In some parts of the United States the geographical conditions make the building and maintenance of good roads almost an impossibility. To construct a good highway through certain sections of the mountains is a stupendous task. But in many sections even short stretches of roads have been built at an enormous outlay of money.

One of the most difficult roads to build—one that perhaps cost as much as any other in the world—was constructed through the deep July snow



ROAD ON DYREKARD PASS, NORWAY.

drifts upon Dyrekard pass, in Norway. This road is 3,715 feet above the level of the sea, and the workmen were compelled to dig through snow, soil and rock in order to make it passable.

In certain sections of the United States roads have been built through the mountains, but in most instances they are poor and impassable, especially in severe weather.

The roads in the mountains of North Carolina are perhaps the poorest, but are being improved. This section is sparsely populated, and the inhabitants are no longer willing to put up with the poor roads and live shut up in the great mountains, frequently having every approach to the nearest town cut off by absolutely impassable roads.

## INDIANA IN THE LEAD.

Hoosier State Has More Miles of Improved Roads Than Any Other.

Rhode Island may have fewer square miles than any of her sister states; but, according to the Good Roads Year Book, she is the only state in the Union whose improved roads amount to half of her total roads. Delaware, her closest rival for smallness, has only 6 per cent of her roads improved. Massachusetts presses her tiny neighbor in this respect by making a showing of 49 per cent of her roads improved. Naturally other states try to discount this primacy of Rhode Island. An Indiana journal accounts for it on the ground that the state is in reality nothing but Providence and Newport and their suburbs.

It then disposes of Massachusetts by the remark that, except for some hills through which only state roads run, that commonwealth is practically one big town. This process of elimination leaves Indiana at the top in the percentage of improved roads. But the Hoosier State already has honor enough in the fact that it possesses more miles of improved roads than any other state, although its 25,000 miles exceed Ohio's supply of improved highways by only a few hundred miles. These two states are far ahead of the rest. Next to them come New York, with 15,000 miles; Washington, with 12,000; Wisconsin and Kentucky, with 10,000 each. —New York Evening Post.

## A New Road Material.

With a view of obtaining a road surface which will give a better resistance to automobile traffic, experiments are being made again in France with a roadbed material consisting of an intimate mixture of "iron straw," or iron in the shape of a wire or fibrous mass, such as is commonly used for cleaning and scraping purposes in this country, together with cement mortar and sand. Such material is called "ferro-cement," and it appears that tests as to its fitness for road surfaces are giving good results. But the iron is not the usual kind found in commerce, being prepared specially for the purpose by suitable machines of appropriate design. It is claimed that the resulting material will not be an overexpensive one. —Scientific American.

# THE CITY BEAUTIFUL

HARMONIOUS PLANTING NEEDED FOR BEST RESULTS

Great Skill Needed in the Treatment of Small Places.

On small places harmony in plants is much harder to secure than on those of greater scope. So often does the average owner have a list of plants he most fancies and into the garden somewhere, somehow, these plants must go. Nor is his taste at fault. It is proper and fitting that he should have what he wants or most admires. A great deal of skill is needed, however, if he is to have harmonious effects from many sorts of plants in a small compass, says the Los Angeles Times.

But when we step into a large garden we expect to see more of order and harmony of detail, also some central or fundamental scheme manifest upon which the whole revolves or rests. There is too much of really stupid planting in local gardens due to lack of study in planting a plan for the services of one who knows. All colors, habits, climatic requirements and characters are put into one hopeless jungle, with the result that such gardens are not only lacking in character, but of interest, and certainly fail to attract any one. Our parks are also full of this meaningless planting, and therefore where we should be able to look for examples of good planting we meet with rank disappointment and failure. One of the chief faults in both park and garden lies in the inability, or perhaps unwillingness, of planters to distinguish between fundamentals and incidentals. Any plant is not so valuable for itself as for the part it plays in helping to make the picture. Tree and shrub masses and groups are fundamentals. A single plant is an incidental. Small flowering plants are the merest incidentals used to brighten the scene.

## KILLING WEEDS IN PATHS.

Poisoning the Earth With Oil Proves the Best Method.

Several methods are resorted to in killing weeds in paths and roads, and the writer believes that the best and in the end the cheapest, is the use of crude oil or petroleum. Better still, clean waste oil from roads and paths first. Shape latter up as you wish them, roll smooth and hard and apply crude oil with a watering can having a coarse rose or sprinkler. Sift fine sand in oil and allow it to get somewhat dry, then roll again, having enough sand on top so the oil will not stick to the roller. After a few days the oil will be dry enough to allow sweeping the surplus sand up and removing it. If such paths are frequent paths that are in good order for all time.

But for simply killing weeds and rendering the soil unfit for their future growth no poison is better than white arsenic. It is the cheapest of all poisons and effectually destroys all plant life. One pound of the arsenic to a barrel of water should be strong enough. Dissolve the arsenic in a small quantity of hot water and add to the barrel of cold water. This solution may be applied with a spray pump or a sprinking can. Care should be taken that the poison dries up or evaporates in the paths, for rain or a garden hose left leaking might carry this poison to some tree or shrub, resulting in sure death. If the solution as here given does not kill all the weeds make it stronger; the cost is very little.

## VALUE OF CIVIC BEAUTY.

Every City Endeavors to Be More Attractive Than Neighbor.

Every city vies with its fellows to prove most attractive to desirable home-seekers. This class of residents are progressive or wealthy, or both. The growth and influence of all cities depends upon their success in adding such people to their population. Do you think bare, unsightly, unplanted streets will attract them? Certainly not. We are essentially a Mecca for tourists. The burning question is, Where will they leave the most money? It is said that tourists annually leave in Italy a sum of money greater than the interest upon the national debt. The great mass of visitors to Paris each year go there because it leads the world in civic art and beauty. Does Los Angeles enjoy such a reputation or in any wise approach it? Will she ever do so? The whole exterior appearance of Paris closely resembles the ideal. When shall we make a beginning looking to similar results? —Los Angeles Times.

## Color Schemes in Gardens.

We should pay more attention to color schemes in local gardens. Where much shading of trees and shrubs is done why not have reds and yellows all on one side, with other colors and shades mixed with white upon the other? Such harmony of arrangement by color of blossoms would appeal to even the most careless observer and bring great joy to the soul of every true artist. The suggestions given are but crude, but through study of the subject the planter may overcome jarring incongruities.

## Get Busy and Help.

You don't plant a garden and leave it alone; why expect the town to grow without your help?

CONVERTED SANDY, ROCKY YARD INTO PRETTY GARDEN

Jerseyman's Experience Should Be a Lesson For All Others.

The village cynic of Rutherford, N. J., told John H. Williamson that grass would not grow in his yard. This was just after Mr. Williamson had bought an unsightly lot in that village and moved there. And at first it seemed as if the cynic was right. The back yard was composed largely of red Jersey sand and rocks. The idea of converting it into the prettiest garden in the town seemed absurd.

But Mr. Williamson wanted a garden. He wanted flowers and lots of them. He wanted to dig in the earth and wanted roses for his friends. He set out to show the populace of Rutherford that flowers could be made to grow in Jersey sand. Now he has one of the most beautiful gardens in that state, and his neighbors, inspired by his success or envious of his achievement, have likewise improved their yards. Spots which two years ago were dumping grounds for tin cans are now magnificent gardens. The effect of the single garden has been marvelous.

The first thing Mr. Williamson did was to get the sand and rocks out of his yard. Every afternoon he hauled a wheelbarrow full of rocks to the woods, a half mile away. On his return trip he brought a load of good wood soil. In one month he had two flower beds.

This was in the middle of May, and the question arose, What shall I plant?



MR. WILLIAMSON'S ROSE GARDEN.

It would take an entire year to get a good stock of perennials from seed. Therefore he sowed a variety of annuals and made a hotbed and a cold frame. Then he bought a number of rosebushes and tried his hand at planting cuttings in the hotbed. The results were strong, healthy plants for the next year, a majority of which were kept in the cold frames.

In two years the spot of Jersey sand and rock has been converted into a beautiful garden. It is situated on a prominent street corner, and all passers-by take notice. His neighbors asked questions and begged for cuttings and advice, which were freely given. Everybody wants a garden like Williamson's.

Today the entire neighborhood shows the effect of what can be done if one only tries. Mr. Williamson says his greatest joy was when he presented the cynic with a bouquet of roses grown on the spot where grass would not grow.

Mr. Williamson has recently been awarded first prize for having the prettiest back yard in Rutherford. He has shown what can be done by energy, perseverance and a desire to have a garden and flowers.

## WRITE ADS. IN FLOWERS.

Gardens Replace Unsightly Billboards in Belgium.

Belgium has decided to adopt the latest French advertising scheme as the result of the new law prohibiting the hideous boards bearing trade announcements which spoiled the scenery along the railways.

This new plan consists in having the same advertisements carried out on banks and fields in flowers and bedding plants. On the Orleans line one can already read from passing trains advice to try some wonderful cigarette, or valuable pill carried out in green letters grown with pyrethrum plant with a dark red ground.

The aesthetic have nothing to say against the new idea; the advertisers are satisfied and the gardeners are delighted. —New York World.

## Novelty in Village Rule.

The village of River Forest, Ill., has entered on its career as a modern business establishment. Karl M. Mitchell was selected from a field of seventy applicants by the village board of trustees, and he plans to run public affairs on the economical and service giving basis of a successful commercial enterprise.

As all the members of the village board are in business in Chicago, it was believed that there would be general satisfaction in having a man always on the job. The new superintendent will get \$1,800 a year and will have charge of the public service, construction contracts and supervision of all employees.