

The Remarkable Trip Of The Oregon.

She is Now Safe at Key West Taking on Coal and Ammunition.

Key West, May 26—The United States battleship Oregon arrived here this morning from Jupiter and is now at anchor near Sand Key light.

Captain Chase Clark and other officers of the Oregon came ashore at 10 o'clock and reported all well on board and the ship in good condition.

The Oregon left San Francisco March 19, arrived at Callao April 4, left there April 7 and passed Sandy Point (Punta Arenas) April 21, arriving at Rio Janeiro April 30.

The battleship reached Bahia May 8 and touched at Barbadoes May 18. At the latter place the warship was quarantined, but she was only detained one day.

On leaving the Barbadoes, the Oregon sailed almost directly north, going to the north of Porto Rico about 150 miles. The northerly course was continued until the Bermudas were sighted, when she headed for the Florida coast.

Captain Clark explains that the reason for going to Jupiter inlet instead of putting in at Key West was to enable the Oregon to be ready to go either to Key West or Hampton Roads in short order after getting official information from Washington.

Captain Clark had no official knowledge of the situation after leaving Rio Janeiro on April 30. During the entire trip the crew expected momentarily to meet the Spanish.

Only once, however, was there a call to arms. This was shortly after midnight on leaving Rio Janeiro. As the Oregon was ploughing through the black equatorial sea a dark object was discovered ahead, apparently giving chase.

The call to general quarters was sounded, the men rolled out of their berths with the enthusiasm of boys on a circus day, and almost instantly every gun was manned.

The Oregon left her course and circled around her black pursuer, only to find it a harmless bark instead of a Spanish warship.

Back to their berths crept the men with mutterings of disappointment and disgust.

At Rio Janeiro Captain Clark was told that the Spanish torpedo-boat Temerario was following him. This report gave new interest to the trip for a day and night, but at the next port of call he was informed that the Temerario had gone into dry dock at Rio Janeiro just after the departure of the Oregon.

The cruise through the straits of Magellan was most interesting. It was at this far southern point of the American hemisphere that the crew expected to receive a visit from the Spaniards.

In many places the channel was very narrow and crooked, with hidden bays and coves, and back of them mountains towering in the clouds on either side.

Moreover they were in the land of icy winter. For more than a month they had been sailing under tropical skies, and now the cold blasts whistled among the crags above them and the ice at night lay on the decks.

But the Oregon did not lag. Captain Clark had no idea of giving the Spaniards, if they were there, a chance to catch him napping.

If the great battleship were to be caught it should be a catch on the wing. The engines were warmed up to their best work and whenever it was safe and possible the Oregon bowled along at 15 knots an hour.

Insurgents Near Havana.

A Force of 3,000 Well Armed Men in the Province.

Key West, May 26—A courier direct from Brigadier General Rafael de Cardenas, commander of the insurgent forces in Havana province, has arrived here. He reports that there has been no difficulty in maintaining communication between the coast and interior.

General Cardenas has been enrolling men at the rate of twenty per day, most of them coming from Havana city.

The insurgent forces in that province now number 3,000, better mounted and armed than ever before. They move almost up to the outskirts of the city.

According to the courier, the Spaniards have massed their troops in the cities and on the coast, abandoning offensive operations against the Cubans.

The insurgents are pinched for food, but will wait eagerly for the order to cooperate with the United States army in a movement against the Spanish troops.

ADMIRAL CERVERA CORNERED.

A Naval Veteran Believes He will be Forced to Battle.

Boston, Mass., May 26—Rear Admiral George E. Belknap, retired, is acknowledged as a man of rare experience and ability. He was one of the navy's best tacticians and knows the West Indian waters thoroughly.

"I think if the Spanish squadron is really blockaded in Santiago harbor, that it will eventually be destroyed by our ships. How long before this happens is, of course, hard to tell. In Santiago Cervera will be all the while eating up his provisions, and there is no means by which he can obtain a new supply.

I suppose Cervera knew what he was doing when he selected Santiago harbor. The blockade of Cervera may last a long time. If our ships destroy the land fortifications and make it uncomfortable for him, he may come out and fight, or he may send his torpedo boat destroyers out to sea at night.

There would be great danger in their boats coming along towards morning, when the crews of our ships, worn out by long watching and constant expectation, are weary and tired.

The destroyers would then have their best opportunity. They move at such a tremendous rate that it takes pretty rapid work to train even the rapid fire guns on them. Of course, the searchlights of the squadron will be directed upon the channel all the time, but even they are not infallible.

"Off Charleston, in the manoeuvres several years ago, one of the torpedo craft slipped by the blockading squadron without being detected.

"Cervera's wisest movement would, of course, be to send out more than one destroyer—that he has at command—at the same time. Coming from different directions, our ships would find it more difficult to resist their deadly force.

"As I have said, the blockade may last a long time. Cervera's provisions are running shorter, however, all the time, and he may be forced to battle. I do not believe that he will ever surrender without a battle. Our ships will have to fight to destroy or capture him."

Savannah, Ga., May 26—The coronor's jury which has been investigating the death of Private Wm. M. Barbee of Company I, North Carolina volunteers, who was killed in a collision on the Florida Central and Peninsular railroad near Savannah last Monday, returned a verdict tonight that the accident which caused Barbee's death was due to the culpable negligence of the employes of the railroad and to the bad condition of the rolling stock of the freight train which ran into the military train.

Washington, May 23—The work of mustering the volunteers into the service of the United States, under the President's first call for troops is practically completed. Adj. Gen. Corbin announced late tonight that the number of volunteers so far reported was 118,000, and that enough were prepared for muster to swell the number to between 121,000 and 122,000. It is not expected by the war department officials that quite the full number called for will be mustered into the army, as nearly all of the States are short from twenty-five to a hundred men of the number called for by the proclamation.

Robbed the Grave.

A startling incident of which Mr. John Oliver of Philadelphia, was the subject, is narrated by him as follows: "I was in a most dreadful condition. My skin was almost yellow, eyes sunken, tongue coated, pain continually in back and sides, no appetite—gradually growing weaker day by day. Three physicians had given me up. Fortunately, a friend advised trying 'Electric Bitters,' and to my great joy and surprise, the first bottle made a decided improvement. I continued their use for three weeks, and am now a well man. I know they saved my life, and robbed the grave of another victim." No one should fail to try them. Only 50 cents per bottle at J. F. W. DeLorme's Drug Store.

FERTILIZER TALK.

Mixing Chemicals at Home—Compost For Ordinary Crops.

By mixing the chemicals at home a farmer is supposed to save much of the cost of handling and selling which the manufacturers claim. This point The Rural New Yorker considers as follows:

In theory the work can be done at odd hours—on rainy days or at times when nothing else is pressing. The manufacturers are usually able to make a more perfect mixture, since they have powerful and complete machinery for doing it, and can mix a large lot ahead so that it may work over or "blend" in the pile, and then be reground and mixed. Farmers who use large lots of fertilizer are able to make special arrangements, and thus prepare a good mixture. A New Jersey farmer thus describes his method:

"I put the different chemicals on the floor, shovel them over twice, and then put them through my mixer, which is made of an old thrashing machine. I used an old undershot machine, put a hopper on top and made a short shaker with a four mesh wire sieve in the bottom. I run this machine by horsepower, using one horse. With two men and myself I can mix and bag ten tons of fertilizer in a day. I am very careful in weighing the different materials and use care to have them evenly distributed over the heap, consequently I have had very good success, as the actual analysis has never varied more than one-fourth of 1 per cent from the calculated analysis. I have been doing my own mixing for the past six years, have had good success in the field and would not buy mixed goods unless I could get them for about the same price as my fertilizer now costs me."

In answer to a query as to the value of a compost of leaf mold, cow, horse and pig manure, and the best way to use it, the journal mentioned advises:

All organic manures are one-sided—that is, they contain too much nitrogen in proportion to the potash and phosphoric acid. Like meat in human food, they need to be "balanced" with other substances. Cottonseed meal and clover hay come the nearest to being complete manures, but even these are one-sided. It would be impossible to give more than a guess at the value of your compost. Do not use lime with it. You may be sure that the compost is deficient in phosphoric acid and potash. With every load of the compost we would mix 75 pounds of muriate of potash and 150 pounds of dissolved phosphate rock. Mix them thoroughly, working the compost over several times, if possible. This will make a mixture suitable for almost any ordinary crop. It is the best way to handle such compost.

Growing Tomatoes.

"If good crops of any kind are to be secured, begin with the plow. If you have only two days in which to prepare your ground and put in a crop of tomatoes, by all means use a day and a half in preparing the soil. Make it fine; pulverize it. Keep the harrow going as long as your conscience will let you, and then harrow some more. If the dirt is lumpy, roll it, then harrow and just before setting out the plants go over the land with a weeder—one of the most valuable machines yet invented. It leaves the land smooth and fine. Of course in a garden the hand rake answers the same purpose as the weeder."

With this preface a writer in The Orange Judd Farmer presents some ideas on growing tomatoes, among them the following: If stable manure is to be used on the tomato field, let it be thoroughly rotted. Do not, under any circumstances, use coarse, green manure. I would prefer none at all. Whenever stable manure is used it should be plowed under in the fall. It is the practice of a great many people to dig a hole and put in a shovelful or two of stable manure, throw on a little dirt and set the plant on top of it. If rank growth of vine and a lot of green tomatoes are wanted, this method will be sure to give perfect satisfaction.

I cannot recommend too highly the use of nitrate of soda in growing tomatoes, especially where early ripening is desired. When used at the rate of 150 to 175 pounds per acre and in connection with wood ashes, the total yield of early tomatoes will be very largely increased. A larger quantity of nitrate will increase the yield of fruit, but at the expense of the net profit on the crop. However, great care must be exercised in the application of nitrate of soda to any plants and especially to the tomato. It should not come in direct contact with either the stalk or roots.

Bad Roads Retard Progress.

There is simple common sense for the good roads question. Get good men and make the money reach the roads. As things are at present organized—or disorganized—in Maryland not one dollar in four is ever appropriated for roads reaches the work on the roads. This fact is known. It is admitted. It is one of the chief scandals of the state. Now the time has come for the money to be honestly used. There should be new laws, new regulations, new men and new methods. The lack of good roads is keeping down the price of every farm in the state, costing every farmer more to get his products to market, keeping back that progress which would come if we had better highways.—Baltimore American.

How to Serve Rice With Fig Sauce.

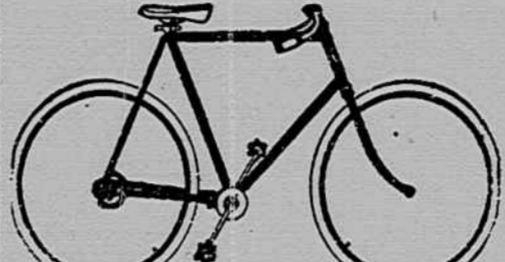
Steam the rice, look over, wash and chop or cut fine enough good figs to make a cupful. Stew in a pint of water, to which has been added a tablespoonful of sugar, until they are one mass. If the figs are not of the best quality and do not readily soften, it is well, after stewing for a time, to rub them through a colander to break up the tough portions and make a smooth sauce. Put a spoonful of the hot fig sauce on each dish of rice and serve with plenty of cream. Rice served in this way requires no sugar for dressing and is a most wholesome breakfast dish.

WEEKLY COTTON STATISTICS.

Liverpool, May 27—Sales, total 48,000 bales; American 44,000; trade takings 68,000; actual exports 12,000; imports, total 63,000; American 55,000; stock, total 1,171,000; American 1,802,000; float, total 114,000; American 105,000; sales for speculation 1,200; purchases for export 1,300.

Salisbury, Md., May 26—Garfield King a negro aged about 18 was taken from the jail at this place early this morning, hanged to a tree and almost shot to pieces. He was awaiting trial on the charge of having deliberately shot Herman Kenney, a white boy about the same age as the negro.

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