

IN THE LIMELIGHT

VISITOR FROM JAPAN



Vice Admiral Baron Sotokichi Uriu, chief of staff of the Japanese navy, who is now visiting in this country, is a distinguished veteran of the wars between Japan and China and Russia. He was trained in the United States Naval academy at Annapolis, as one of the 15 students permitted to study there as an act of international courtesy. His student years were from 1877 to 1881, and he is remembered by practically all who were at the academy during that time.

At the age of 52, Uriu is one of the 13 vice admirals of his country. His friends see an admiral's place for him before he reaches retirement. His service has been continuous in the navy since 1881. After his graduation from Annapolis, in that year, he went to Europe, where he spent two years, and then returned to Japan to become a lieutenant in the Japanese Naval college at Tokyo. After service afloat on several ships he was detailed to the general staff department in 1888, and made second in command at the great Yokosuka dock yard. In 1891 he was given command of the Akagi and a year later became naval attaché at Paris.

For four years he served at the French city, and on his return was given command of a cruiser. In September, 1897, he sailed as captain of the Fuso, for service on the coast of the Russian possessions in Asia. His promotion to rear admiral occurred in 1900, and in the naval maneuvers of 1903 he was made chief of staff of the first division. Later in the same year he was given command of a division of the second squadron. In the Chinese war he commanded naval forces at the battle of the Yalu.

With this training Uriu went into the war with Russia as a rear admiral, having charge of the fourth squadron of the Japanese fleet. His action at Chemulpo was the beginning of the war.

In front of Port Arthur the guns he commanded did destructive work, and in the battle of the Sea of Japan he commanded the light cruisers, under Admiral Togo. With the admiral on the west, Uriu on the north and Kamimura on the south, the Japanese fleet closed in upon the Russians, pounding them to pieces and driving them toward the coast of Japan.

NEW ALASKA GOVERNOR



Walter E. Clark, correspondent in Washington of the Seattle Post-Intelligencer and a member of the New York Sun bureau at Washington, has been appointed governor of Alaska by President Taft.

The position was offered to Mr. Clark three years ago by President Roosevelt, but at that time Mr. Clark wished to remain in the newspaper field. He was not an applicant for the place this time, but the president wanted his services because, particularly, Mr. Clark is familiar with Alaska. He went to the territory first in 1900, to wrest a fortune from the gold fields. He failed in that, but acquired such an interest in the country that he revisited it in 1902 and in 1906.

Mr. Clark was born in Ashford, Conn., in 1869, graduating from the Connecticut Normal school in 1887 and from Wesleyan university in 1895. Succeeding graduation, he entered newspaper work as a reporter on the Hartford Post, coming to Washington in 1895 as telegraph editor on the Washington Times.

Gov. Hoggatt was appointed three years ago, and has, like all governors of the territory, had much trouble. He has been opposed by factions and warmly supported by others. He got tired of it all and resigned to enter private business.

REFUSES VICE-PRESIDENCY



Don Enrique C. Creel, the Mexican diplomatist and governor who has refused to be considered as a candidate for the vice-presidency of the Mexican republic because he is in favor of the reelection of the present incumbent, is known as one of the most progressive men of affairs of his country. He is a bank president, a railroad vice-president, and director in an insurance company. In earlier days he has been a merchant, a school teacher, a newspaper man, a tanner, a farmer and a miner. Those were the days when he was educating himself, before he became as wealthy as he is to-day.

Half of Senor Creel's success may be fairly claimed by his friends this side the Mexican boundary, for his father was a Kentuckian who went to Mexico with Gen. Taylor, stayed, married a dusky belle and became a Mexican by adoption. The son has become an important figure in Mexican affairs, having served as governor of Chihuahua, a member of the national congress and speaker of the house, before he came as ambassador at Washington in 1906. His wife is the beautiful daughter of a leading general in President Diaz' army, and will some day come into a handsome fortune from her father. It is considered that some day when Gen. Diaz shall have insisted upon retiring from the presidency, Senor Creel has an idea of succeeding to that position.

QUITS AT OSLER'S AGE LIMIT



Henry E. Huntington has gradually given up his business interests in the east that he might give his time to farming in southern California, and has left for the new villa he is building at Oak Knoll, near Los Angeles.

Mr. Huntington has purchased many paintings within the last eight months. Among the canvases shipped to the west were several by Sorolla, the Spanish artist, whose pictures were on exhibition recently in New York under the auspices of the Hispanic society. George Romney's picture of the Morsley children was one of the pictures sent to Oak Knoll.

It is Mr. Huntington's belief that the soil and climate of southern California are capable of producing all sorts of tropical fruits, and his time henceforth will be devoted to proving this theory on his ranch of 480 acres. Some years ago Mr. Huntington determined to retire from active business when he was 60 years old, and for more than a year he has been preparing for this retirement by gradually relinquishing the active management of one after another of his great interests. The chief one was the traction system of Los Angeles and southern California.

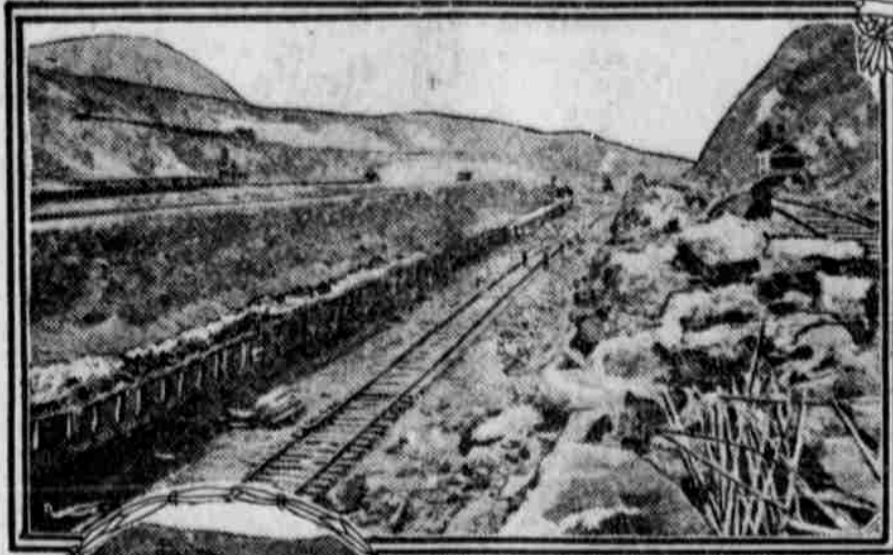
BELIEVES WAR A NECESSITY



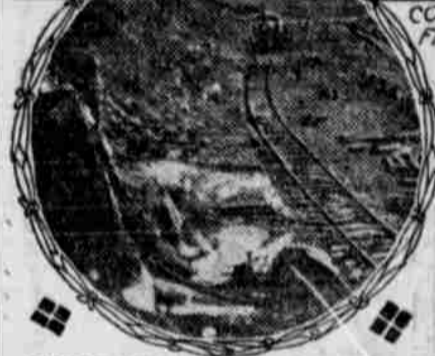
Bishop Samuel Fallows, who asserted in a sermon in a Chicago church that war is a necessity, the soldier quite as indispensable a person as the judge, fighting a virtue and the peace advocates mostly mollycoddles, is one of the most noted churchmen in the country. He is head of the Reformed Episcopal church and it is notable that his interests lie in many and varied fields outside his episcopal duties. He has been president of the board of managers of the Illinois state reformatory for some years, is chairman of the University association, has been president of a university, superintendent of public instruction for Wisconsin, sociologist and settlement worker. He was a Methodist preacher for 16 years before changing to his present religious home.

During the civil war Dr. Fallows was a chaplain, colonel and brevet brigadier general of union troops. He has been rector of St. Paul's church in Chicago since 1875.

PROGRESS OF PANAMA CANAL



CONTRACTORS' HILL, LOOKING NORTH FROM GOLD HILL.



PEDRO MIGUEL LOCK, LOOKING SOUTH.

It is predicted and hoped in official circles that the Panama canal will be completed and doing business by not later than January 15, 1915. The only item of uncertainty as to the canal being ready for vessels then is the length of time it will require to complete the big locks. These are to be 1,000 feet long, 110 feet wide and built in duplicate to provide for the passing of vessels going in opposite directions.

By this method a series of locks and huge dams many feet above sea level have to be constructed, the purpose being to elevate the largest ocean-going vessels a height of 85 feet above sea level at one end of the canal and permitting them to drop through the sections of the canal, protected and lowered by the locks to sea level at the opposite end of the canal.

The canal as it is being constructed has a width at the bottom of 300 feet for 25 per cent. of its length. Fifty per cent. of the length the width is 500 to 800 feet, and for the remainder, 1,000 feet. The locks are practically the same as those in use in the "Soo" canal, the latter being almost as large as those being constructed in the Panama canal. Indeed, the "Soo" canal has been constructed to carry vessels fully as large as any that will utilize the Panama canal.

The total cost of the Panama canal, when completed, including interest on moneys as they are being expended; cost of sanitation and government of the zone and \$50,000,000 paid to France by the United States government is estimated at \$375,000,000 when finally completed. President Taft believes, and presents facts and figures to substantiate his belief, that a sea level canal would have cost approximately \$477,000,000 and then would not have been so safe nor expeditious in the carrying of vessels as the lock plan.

One of the greatest difficulties to have been confronted in the construction of a sea level canal, were the annual freshets of the Chagres river and the streams pouring into it. It is estimated that even with the most elaborate and expensive dam facilities that it would have been possible to construct, at the period of high water the canal current would have been at least three miles an hour. The only route of a sea level canal that was completed and submitted for approval made the turns and curvatures in the canal much more frequent than those in the Suez canal. By the experience of vessels in the Suez canal it is estimated that in a current of this velocity in the Panama canal of a sea level character, the danger to the vessels would have been such that commerce would have been delayed a considerable portion of the year. In addition to this would have been the difficulty of the larger vessels passing each other while in motion. Being unable to pass without one of them stopping and tying up would have been a constant cause of delay of serious consequence in the rapid handling of traffic.

Considerable of the recent criticism of the lock canal as it is being pushed to completion arose as the result of the sliding after an excessively heavy rain fall of a part of the bank of the Gatun dam. The whole mass that slid in this way was not more than 200 feet across, and nothing more than an ordinary slide. Similar slides occur frequently in the construction of railroad banks and similar operations where the banks are not properly balanced, and do not have the proper slope.

The material taken out of the excavation contains a great deal of clay which, as is well known, is slippery. It is the positive statement of President Taft, as well as of the foremost engineers engaged in the work, that future slides of this nature can be provided against.

The many public improvements undertaken by the Panama government and the establishment of new industries, of which note is constantly being made, render of significance the fact that in the disbursement of moneys for 1909, public works and

public instruction, taken conjointly, are apportioned the highest proportion of budget expenditure. For the former nearly \$2,000,000 are appropriated and nearly a million and a quarter for the latter.

According to information furnished by the consul general of the United States at Panama, a special feature of the present administration of national affairs is the determination to improve the harbors and highways of the republic and to operate street car lines for city traffic.

The appointment has been made of a chief engineer from the United States who is to report concerning that section of the republic lying between the canal zone and the Costa Rican boundary, and between the Pacific ocean and the Caribbean sea. Already a complete system of waterworks and sewerage has been installed in Panama and Colon, paving done and roads constructed. Schoolhouses and public buildings have been erected or are in process of construction in the principal towns, and the government is co-operating with the residents in improving special localities.

The steamship company operating between David and Panama has five steamers on the line, which is proving a paying investment. Gold mining in the vicinity of the Panama consulate has given good results and the Santiago district has proven of value.

IS A PUZZLE TO SCIENTISTS

Austrian Wise Men at a Loss to Account for Memory Displayed by Idiot Boy.

An extraordinary case of memory in a ten-year-old boy was presented at the last meeting of the Vienna Psychological and Neurological society, the New York Sun says. Without a moment's hesitation he could tell the day of the week of any date mentioned, also the name, day and the date of the movable feasts in any year. He answered immediately and accurately such questions as "What day was June 14, 1808?" "When is Ash Wednesday, 1917?" "How long is the carnival in 1924?" "When is Easter, 1929?" His answers were given without hesitation and were invariably correct.

Curiously enough, his range of memory was bounded sharply by the years 1900 and 2000 A. D. Before the first named year or after the last he knew nothing of the calendar at all.

The boy is the son of an army officer, now dead. Asked how he could give so promptly the day of the week of any date in a thousand years he replied by giving one of the existing formulas for such matters, which he appeared to have learned out of an almanac.

The director of the asylum where the boy is an inmate said it was easily ascertained that he made no use at all of such formulas. These formulas would not aid him in giving dates of the movable feasts, and, moreover, they apply equally to the years before and after 2000 A. D.

It would appear that the boy's knowledge must be based in some way upon memorized material.

Soap Tree in Florida.

Side by side grow the soap tree and the tallow tree. The soap tree yields a product from which is manufactured the purest article of soap that is possible to be made. Indeed, the pulp of this berry is a natural soap and will make a lather almost like the manufactured article. The soap berry tree is now creating widespread interest from Algiers and China.

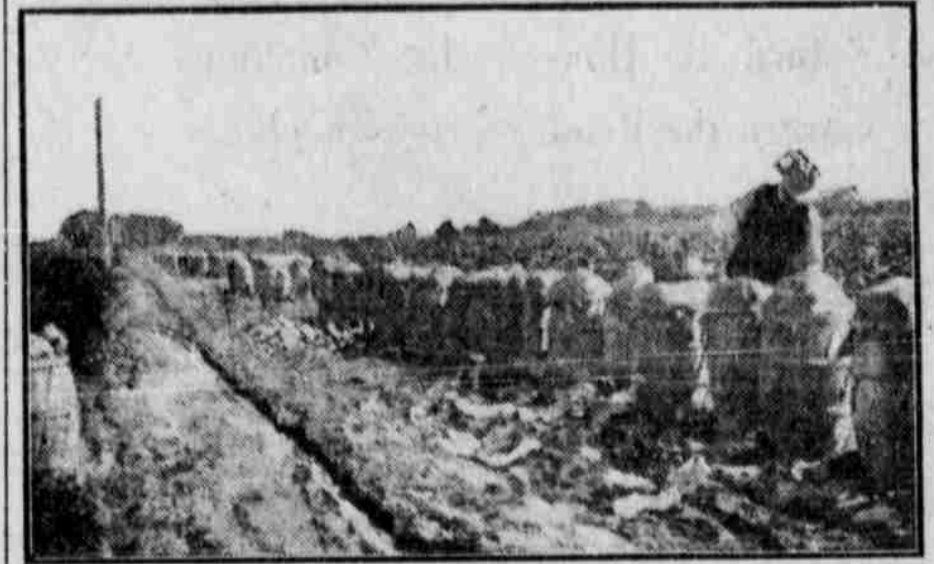
It will pay to plant the trees and look after their cultivation. The product of the tallow tree also enters into the product of soap and the two together make a nice combination, and their cultivation should be looked after by those interested in new industries. Besides soap the soap berries make a fine oil, and when the virtues of the tallow tree are fully known it may also yield a fine and profitable oil. The young man who now plants out a ten or twenty-acre orchard of these two trees may drop into an easy fortune.—Ocala Banner.

Both Compatible.

"How is Palet, the artist, getting on?"
Very well, indeed. He is making a success of his specialty in art."
"Why, I heard he had gone to the wall."
"So he has. He is a mural decorator."

PROFITABLE TRUCK FARMING IN ATLANTIC COAST STATES

Besides the Staple Market-Garden Crops Grown, There Are Many Others Which Are Peculiar to Certain Localities and Climate.



One Day's Harvest.

The development and extension of truck farming in the Atlantic coast states has been coincident with the development of transportation facilities throughout that section. The phenomenal growth of the great consuming centers of the country has stimulated a corresponding growth and extension of the food-producing territory, especially of that capable of producing perishable truck crops.

Transportation facilities, together with cheap labor and cheap lands at the south, have made it possible to produce products out of season at the north in competition with greenhouse products.

The first development of truck farming, as we now recognize it, as distinguished from market gardening, took place about Norfolk, Va., and Charleston, S. C. Both of these places were provided with steamship connections to northern ports before rapid railway transportation became a feature in the moving of perishable products and as a result of these advantages for reaching the markets these two ports became important truck-producing centers for supplying the northern trade.

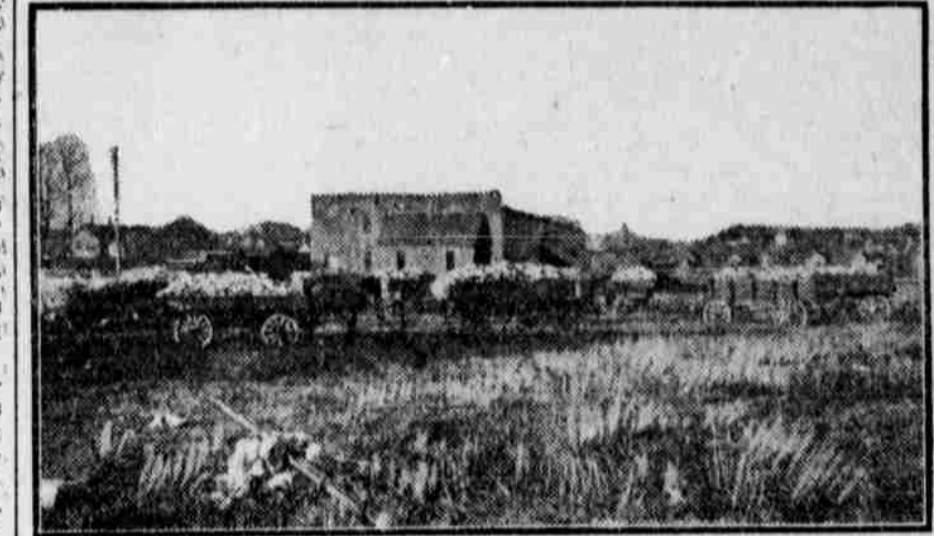
Besides these advantages, the peculiar geographic formation of the territory immediately surrounding Norfolk gives it a winter climate characteristic of sections many miles southward. The fact that the coast line of the United States at this particular point is very broken, together with the proximity of the Gulf stream, gives this area a winter climate which enables it to produce some of the standard

and, since it is grown on a very extensive scale (see Fig. 1), it must be so distributed as to meet only the immediate demands of the market to which it is sent.

At the north the crop is of a very different character, both in variety and in the method of its cultivation. The great bulk of the northern-grown cabbage may be considered as a truck-crop feature of the general farming in sections where the industry has gained a foothold. The cabbage crop takes a regular place in the farm rotation in those communities where the industry has become a permanent feature. In some sections it forms the chief money crop of the fall season, occupying a position similar to that held by potatoes in other sections.

This great crop is measured by thousands of acres and millions of tons. At harvest time, in October and November, it is shipped to the great consuming centers in bulk in carload lots. It is stored by thousands of tons in specially constructed warehouses, to be sent out as the demands of the market will justify during the winter season. It is also manufactured into sauerkraut, which finds its way to the great cities as rapidly as there is a demand for it. A sauerkraut factory with wagons filled with cabbages is shown in Fig. 2.

Besides the staple market-garden crops of the north which are now extensively grown as truck crops throughout the South Atlantic coast region, there are crops which are more or less peculiar to certain localities. As illustrations, the water



Wagon with Cabbage at Sauerkraut Factory.

garden crops without protection and many of the more tender crops with only slight protection during the winter months. The islands off the coast of South Carolina, in the vicinity of Charleston, are so protected by the warm currents and by the atmosphere of the sea that orange trees are grown successfully in the open, and in some favorable seasons are known to produce fruit. It is therefore possible to grow the harder truck crops in the open and the more tender ones with very slight protection during the winter.

The advantages of the Norfolk region for truck work appealed to a Jerseyman by the name of Hugh Bates, who went to this section about 1840. Naturally he followed the practices of his home people of New Jersey in the new territory, and, while he found some of his precautions unnecessary, his work on the whole was successful. He was followed later by other growers from the same territory.

It was not until 30 years later that the first all-rail shipments of truck were made from this territory. Railways began carrying the products from Norfolk to northern markets in 1855, and from Charleston in 1888.

The methods employed to adapt cabbage to the requirements of the market and to the different areas in the trucking region are distinct and each forms a chapter in the cultural history of this important truck crop. For instance, at the south cabbage is a winter crop, seeds being sown during September and October, the plants transplanted to the field at the beginning of winter, and kept in a slowly growing condition throughout the colder portion of the year, to be forced rapidly by the addition of stimulating fertilizers early in the spring to supply the demands of the market as the warm weather comes on. This product is naturally very soft and must be consumed with little delay;

melons of Georgia, the kale of Norfolk and the sweet potatoes of eastern Maryland and of New Jersey stand out prominently. The northern areas of the trucking region also are characterized by particular crops adapted to comparatively restricted areas.

Leaking Drains.—Faulty junctions of drain laterals with mains are the cause of impeding the flow of water in the main, and of lodging silt and finally blocking the drain, says the Engineer Magazine. It is sometimes best, when the lateral has plenty of fall, to make the junction two inches above the head of the main. In any event, the junction should not be right angled, but preferably at an angle of 30 degrees. The silt basin is a valuable device in draining; its use and importance cannot be too well understood. It may be used at the junction of two or more drains in a line of drain, where it is necessary to change the grade from a steeper to a less steep one. The purpose of the silt basin is to collect silt or mud in a part of the basin below the line of tile, and thus prevent the silt from lodging in the drain and finally blocking the flow. In form the basin is a small well, 12 to 24 inches in diameter, extending from 12 inches below the line of tile to the ground surface, where it is provided with a movable cover to allow occasional cleaning. It may be constructed of brick, stone or plank.

Liquid Manure.—If it be true, as the experiment stations seem to prove, that the liquid excrement of live stock contains more than 50 per cent. of all the fertilizing properties of the foods fed, it would seem to be especially important that a campaign be begun to induce stockmen to save and use these liquids. New England would be much more prosperous if this were done.