

"I have a few swarms of bees, and they do well here. From one swarm between the 1st of May and the 1st of July I took 30 pounds of honey. I would like to learn the best way to keep them. I was always interested in reading the correspondence in the News, relating to bees, but for a long time we have seen but little of that sort.

Permit me to ask some questions: When a colony loses its queen, is there any remedy? What kind of hives are best? What is the cause of foul brood, and how can you distinguish it? Where can I obtain books treating on bee culture? If you will kindly reply through the News, if you think best, you will much oblige an old friend who crossed the plains in your company in 1855."

There most certainly is a remedy for a queenless colony. In time of young brood take from some other hive or hives two or three frames with young brood; shake off the old bees by a slight shake over their hive; the young bees will cleave to the combs, and they are the ones most tenacious to produce a new queen from the larva or young brood. Mind that the combs are supplied with quite young brood, as the old brood will not answer. It should be in a milky looking condition. The addition of a few frames with young bees eight times out of ten will entice the queenless hive to make a new queen from the larva furnished them. If the colony is so long neglected as to have fertile workers, it will be a more difficult matter and require more attention.

Foul brood is a disease, as is small pox, cholera, fevers, etc. It was imported into the Territory in early times, and has been suffered to spread its ravages and has proven more disastrous and discouraging to bee keepers than all other causes put together.

Stock on the range, sheep with the rot and scab, have been in many cases much neglected, but not so much as the intelligent little "busy bee has" been. If a person has good smelling faculty and has smelt rotten fish, he will know, when opening up a hive infested with foul brood. The diseased brood has turned into corruption, foul enough. Some cells may be capped over but shrunken, with small holes or punctures.

Do not mistake chilled brood, although dead in the cells, for foul brood. The bad odor of foul brood aids to spread also to detect the horrible disease. I would be willing to nearly rid the Territory of bees altogether and begin again, to clear the Territory of the malady.

The best hive in my estimation is the Kidder, but by all means the extractor may be used with impunity by extracting from the upper story, leaving the brood chamber down stairs.

Five years ago I closed my bee keeping with seventy hives. I then adopted an enlarged upper story with chaff addition of three inches at each end of the one story Kidder of nine frames, adding fourteen

frames to the upper story, and put on a gabled roof, making a formidable cottage. From one of these, a pet hive, we took 456 pounds of honey in 1885. This season again we have undertaken to build up a run down apiary of fifteen hives; have increased them to thirty and from one of those cottage hives in the month of July alone we have taken 170 pounds of honey, and hereafter may give the full season's result. For the last eight days the yield has been thirty-seven pounds.

Mr. A. I. Root, of Medina, Ohio, keeps "A. B. C. In Bee-keeping," also publishes a beekeeper's journal, a monthly magazine. I can furnish you if desired, with either. "A. B. C." is a very useful book to novices in bee-keeping.

As a well wisher to the useful industry and hoping the above may prove satisfactory, I remain, as ever,

Yours, E. STEVENSON.

118 s, First West Street,
Salt Lake City, July 31, 1890.

A CAPE HATTERAS LIGHTHOUSE.

At last, after many years of waiting, there seems to be a fair prospect that a lighthouse will be built on the Diamond Shoal at Cape Hatteras. This cape is considered the most dangerous point anywhere on the United States coast line. More wrecks and injuries to shipping occur there than anywhere else. The winds, the currents and the force of the waves cause it to be more dreaded by mariners at certain seasons of the year than Cape Horn itself, and any craft that runs aground is liable to strike a treacherous quicksand and disappear for good. Shipmasters, pilots, carrying companies, boards of trade and chambers of commerce innumerable have besought the government to interfere and avert the vast loss of life and property which occurs in that neighborhood every year. Experiments have already been made in warning vessels off the shoal, but to little effect. A whistling buoy which was placed there was carried away by the sea, and passed out of sight forever—possibly being caught up by the Gulf Stream and landed somewhere on the coast of Ireland, as a number of American harbor buoys have been. A lighted buoy was tried also, but it soon became a toy of the waves and sank, doubtless swallowed up by a quicksand. Many memorials have reached the United States Lighthouse board paying for a light-ship, but that has not seemed feasible, because there is evidence that the ship would either drag her anchor or snap the chain, in either case ending her usefulness, or else she would be surely wrecked by the strain brought upon her in this turbulent sea as well as virtually to seal the death warrant of every man detailed to serve upon her.

But a lighthouse—a permanent structure—has always been considered worth building there if the necessary appropriation could be obtained. Some five years ago, two firms of contractors made estimates

and agreed that the building of a first-class lighthouse, a hundred and fifty feet high, with foundations a hundred feet deep, ought not to cost over half a million of dollars, or consume more than a year's time. It was impossible to procure from one Congress so large an appropriation, and the necessity for quick work when the building was once started made this embarrassing, but Representative Randall of Pennsylvania devised a plan for reconciling congressional frugality with commercial needs, and accordingly, in the spring of last year, an appropriation of \$200,000 was passed, coupled with authority to contract for the rest of the work after expending this sum—a practice generally forbidden by law.

The first step in building this house will be the construction, at Norfolk, or some more remote point where there are facilities for doing such work, of a caisson about forty-five feet in diameter, made of bolted iron plates, each two by six feet in size, the whole resembling an inverted pan. This will be fitted with a temporary wooden bottom, and have one or more air shafts, running vertically down through it. It will be launched at the place where it is built and towed to the Diamond Shoal, and there sunk by loading with concrete. Its level will be maintained by adding more concrete to any side that tips upward. The excavation will then go on in the chambers at the bottom connected with the upper air by the shafts before mentioned, till a proper depth has been reached, and more plates will be added, course after course, at the top as the caisson sinks further into the sand. When at last this foundation is deemed complete, the superstructure will be built on it. When rust eventually wears away the plates which formed the sheath of the caisson, the great mass of solid artificial stone inside will remain as a permanent pedestal.

The beginning of the work will be attended with very great risk. After towing the caisson to the cape—an operation which would probably take between thirty and forty hours, even from a point as near as Norfolk—two hours of thoroughly good weather will enable contractors to make it fast. But storms spring up in that region almost at a moment's notice, and one might easily undo in half an hour the labor of weeks or months.—N. Y. Sun.

PEOPLE going to Europe for the first time are generally surprised at being told they are entitled to take forty cubic feet of baggage without extra charge. It sounds like a great deal, but as a matter of fact it doesn't amount to more than two big trunks. For every ton of baggage above the limits passengers on the ocean steamers are supposed to pay twenty shillings charges, but the steamship companies are very liberal in the matter and show no disposition, as a rule, to be disobliging. Two trunks, each four feet long by two and a half feet high by two feet wide, containing each twenty cubic feet, would exhaust the baggage limit.