THE MORNING OREGONIAN, FRIDAY, APRIL 6, 1900.

COMPOSITION, FOOD VALUES AND

SOIL DRAUGHT. Interesting and Valuable Bulletin by

Professor Shaw, Issued by the Oregon Experiment Station.

Since the publication of bulletin 6, of the Oregon Experiment Station, on "The Composition of Oregon Prunes," numerous analyses of both fresh and cured fruit have been made for various purposes. Bulletin 61, on "The Oregon Prune; Its Composition, Food Value and Boll Draught," written by G. W. Shaw, chem-ist at the station, and just published, col-lects and discusses the results of these analyses. It is a continuation of the work reported in bulletin 6, and in some measure the former results are here in-

work reported in bulletin 6, and in some measure the former results are here in-cluded in order to bring the comparisons to dtas. A comprehensive review is given of the proximate composition of Ore-gon prunes, which is of value both from a practical and scientific viewpoint: First-In giving the composition of dif-ferent varieties, thus furnishing a point of departure for development along certain

leparture for development along certain

-In contributing to the knowledge Second-In contributing to the knowledge of the average composition of the fruit, thus affording a basis of comparison in the study of food values; the physical data (proportion of pits to flesh, etc.), showing the relative of waste to actual food material; the chemical data a basis for comparing the nutriments of the prune with those of other fruits.

Composition of the Prune

Professor Shaw next discusses the com-osition of the prune and describes in letail his method of analysis. He analyzed 12 samples of Petite prunes, 11 of fresh Italians and six of Silver. Analyses of osition of these averages netted the following results:

CONSTITUENTS.	Petites	Fresh Italians	Bliver prunes
Average weight, grams Number per pound Per cent of fiesh Per cent of pts	20.4 94.28	29.8 15.4 94.39 5.62	43.9 11.4 \$3.51 6.47
Flesh- Juice, per cent Pulp, per cent	78.6 21.3	76.4 23.6	79.5 20.5
Sugar- In fiesh, per cent In juice, per cent In fruit, per cent	17.70	11.56 16.12 10.82	14.06 17.50 13.14
Acidity, terms of SOS Nitrogen in fl sh Albun.enolds, N. x6.25	.35 .18: 1.14	.42 .174 1.09	.32 .903 1.25
Approx. composit'n- Water Organic matter		77.67 21.99 .94	76.61 22.62 .77

The foregoing are the averages for the samples of Petites, fresh Italians and Sil prunes tested. Following are Willam-Valley averages for Petites and Itallans:

CONSTITUENTS.	Petites	Fresh Italians
Average weight grams Number per pound Per cent of flesh Per cent of pis	20.5	29.5 15.5 91.10 5.57
Juice. per cent Pu p. per cent Sugar-	79.5 30.5	\$0.8 19.7
In fi sh, per cent In juice, per cent In fruit, per cent	13.78 17.51 11.(9	11.09 14.61 10.15
Acidity, terms of SOL Nitrogen in flesh Albumenoids, N.x6.25 Approximate composition-	.34 .183 1.16	.37 .18 1.15
Water Organic matter	72.45 28.77 .78	76.03 23.00 ,16
Professor Shaw appends the general statement of average explain his work:		

ving

19.8 15.4 91.33 5.62

11.55 16.12 10.83

THE PRUNES OF OREGON support acid was found to be .35 per cent, which was the same as that found for the Petite prunes. The Italians showed an average acid content of .42 per cent. This larger acid content and the TOWNS WERE SHUNNED

showed an average acid content of .4 per cent. This larger acid content of .4 per cent. This larger acid content and the smaller sugar content giving this variety of prune its marked characteristic in re-spect to acidity. "Of albumenoids, the maximum, 1.70 per cent, is found in Silver, and the minimum, SI per cent, in Petite. The average for Petites was 1.14 per cent in the flesh, against 1.00 for Italians, still giving the Italians second place, as was indicated in our former publication. In this con-nection it is interesting to mote that the reports of California analyses (30) show as an average .SJ per cent alubumenoids in the flesh, against 1.14 per cent for Ore-gon fruit. No analyses showing the albu-

gon fruit. No analyses showing the albu-menoids in the edible portion of European prunes is at hand, but in the whole fruit it is reported to be .78 per cent. Food Value of Fresh Prunes.

"A study of the data given in the table under this head shows that fresh prunes cannot be regarded as having a high food cannot be regarded as having a high food value, carrying, as they do, an average of 71.57 per cent of water. Of the two lead-ing varieties grown here, the Petites seem to have the largest percent of organic matter-29.98 for Petites against 21.98 for Italians. Considered from this stand-point, fresh prunes would cave about the same food value as vegetables.

Soil Draught of the Prune.

FRUITS.

Soil Draught of the Prune. "The ash ingredients are among the more important considerations of any crop, for they represent the materials extracted from the soil. No complete analyses of the ash of any of the fruits have been made, the work having been limited to the ash and those ingredients important from the standpoint of fartilizing. The Petite armse draws measurably less on

Per cent in total ash.

Pot

SIBERIAN BAILWAY ASKED NO BO NUS OF THE PEOPLE. One American Citisen Found in That

Country-How Railway Trains Are Managed.

TOMSK, Siberia, Aug. M.-It is in the journey to this city that the traveler finds the most conspicuous instance of the man-ner in which the railway has ignored the towns in the long way across Siberia. Tomak, the finest and largest city of Si-beria except Irkutsk, educational and lit-erary center of the country, famous in the Aslatic history of the Russian Empire and an important manufacturing and commer-cial point, is not on the main line of the Siberian Railway at all, but at the end of a spur branch, 55 miles north of the main line, Even this is not entirely cor-rect. The Tomak station is at that di-stance, but the city tusel is some four or five miles still beyond the railway village where the track terminates. The people of Tomsk are not gentle in their judgment of the railway engineers who located the line. They say first that is importance of the city should have made it imperative to build the railway through it, when the avowed purpose of

Pounds removed in 1000 pounds of fruit.

more important considerations of any crop, for they represent the materials extracted from the soil. No complete analyses of the ash of any of the fruits have been made, the work having been limited to the ash and those ingredients important from the standpoint of fertilizing. The Petite prune draws measurably less on the soil than does the Italian. Consid-ered as a whole, our prunes appear to draw more heavily on the soil than do those of California, and is it also inter-esting to note that in this respect the iatter fall below the draught by European prunes, which stand about midway be-tween those of Oregon and California. The conditions in this respect are set forth in the following table, showing plant food extracted from the soil by certain fruits:

Railway Not Properly Equipped.

At Ob came another practical demon-stration of the fact that travel is heavier than the equipment of the Siberian Rail-way is prepared to handle. At that junc-tion, where the western and central sys-tems join, all trains are stopped and turned about for a return journey. Those for the service between the Obl River and the Ural Mountains are labeled "West Si-berian Railway," and those running be-

for the service between the Ool River and the Ural Mountains are labeled "West Si-berian Railway." and those running be-tween the river and Lake Balkal are marked "Central Siberian Ballway." It is neccessary, then, for every passenger who goes beyond the new City of Ob to find a place on the train that is made up and waiting to continue the journey. The re-sult was the necessity for me of repeating the experiences of Samara, Cheliabinsk, and other places where I had broken my journey. When the train on which we had arrived came into the station at Ob the passengers made the familiar rush for the train on the other track. In an instant every place was filled, and dozens of passengers found it entirely impossible to find a seat on the train. It was lates in the evening, and the station buildings and platforms were by no means well

Are American citizens, though they do not provide the formation of the

THE QUEEN'S VISIT.

First Day of Residence in Dublin Passed Uneventfully.

DUBLIN, April 6, 8:15 A. M.-Que Vic toria's first day of residence in Dublin passed quite uneventfully. Such scenes as there were might well have occurred in London. The official announcement of the

paid for the Aspice in Portland Wednes-day, but as the Aspice is a smaller and handler-sized vessel, the 'Frisco rate is a shade the highest. There is pretty free chartering movement for new crop ships, and nothing has been reported for several days at less than 40 shillings. These rates seem high in comparison with those which have prevalled in past years, but there is not much in the statistical posi-tion of freights that warrants lower prices.

prices. There is not enough tonnage under char-ter for loading in the Pacific Northwest to carry away more than one-half of the un-West Coast loading are as follows: Eu-terpe, 32s 6d, August-September; Glencona, 32s 6d, September-October; Carnarvon Bay, 32s, December; Anna Agnete, 32s 6d; La-das, 32s, October, and the Mieffeld, 33s 6d, September-October. As owners have always demanded 10 shil-

lings more to come to Portland than they would accept at nitrate ports, 40-shilling

Well-Known Bark Mowhan Goes to

The German's are still picking up the fine sailing ships which have made such good records for the British flag in all parts of the world. Mention was made a few days ago of the sale to Germans of the British bark Royal Forth, the larg-est sailing vessel that ever entered the Columbia river, and now comes the report of a change of flags on another of the big ships which at one time surprised Port-ianders on account of her mammoth pro-portions. This latest addition to the Ger-man fleet is the British bark Mowhan, an 8-year-old vessel, of over 2700 tons net register. The Mowhan came to Portland on her maiden trip in 1892, and at the time of her arrival was over 300 tons larger than any vessel that had ever en-tered the river. This fact made her an

the Royal Forth, which brought almost as but as she was a younger vessel than the Royal Forth, which brought almost as much as she cost 10 years ago, the Mowhan undoubtedly brought 100,000, and if freights keep up to present proportions for another three years, she will clear her cost for her owners. Germany's merchant

marine is certainly increasing very rapid-ly, but that country has advantages in inreasing it, which are distasteful to American shipbuilders. Neither the Mowhan nor the Royal Forth will receive a dollar in

subsidies from the German Government, but they will make money for their own-ers, and they would have made just as much if they had been put under the Stars and Stripes.

TRANS-ATLANTIC LINERS.

Twenty-Five New Steamers Are Under Construction.

ORK April 5.-There ar r. Magoon

Total Phosol Netrogen, per cent. acid.. 2 5 ash : 7 7 Prunes 4.45 3.10 3.73 1.30 .61 .95 53.61 63.83 59.19 15.60 14.05 10.79 2.3) 1.(2 1.22 200 8.3 4.9 6.3 .220 .1/2 .122 California 4.66 European ... Cherries 11.06 10.34 .05 1.69 .50 40.57 -1.(8 .189 2.01 2.00 .55 5.0 1.50 .42 29.86 13.99 .60 50.00 23.31 4.20 1.67 .18 Oregon Other localities190 4.2 1.19 .39 45.73 2.56 1.57 24.84 44.58 2.38 30.50 24.16 1.04 46.17 9.61 Apples (average) Wheat (grain)130 3.9 2.38 35.7 2.0; 29.8 2.30 10.4 1.90 .10 3.90 7.00 6.70 8.21 4.8) 1.00 Oats (grain) Sugar beets

Fertilizer for Prunes "In view of what is known relative to

"In view of what is known relative to the soil conditions of We tern Oregon, I beg to suggest the following formula as probably being well adapted to the needs of fruits in general and prunes in partic-ular: Air shacked lime, per acre, 200 pounds; muriate of potash, 400 pounds. "Th's mixture may well be applied to some immunication probable in to be

some leguminous crop which is to be turned under as a green manure to furnish the nitrogen supply. Wood ashes may be substituted for the muriate if they can be obtained in considerable quantities can be obtained in considerable quantities at a reasonable price. It would take about 10 bushe's of ashes weighing about 450 pounds to be equivalent to the 40 pounds of muriate of potash. This application should be sufficient for several years. Fruit trees, being s'ow growing, appro-priate plant food slowly, and if it is thought best to use any phosphate, prob-ably nothing would be better than finely ground bone. No mention is made of this material as it is not likely to be needed. material as it is not likely to be needed, except in special cases. It should be borne in mind that no specific rule can be laid

leciare that the character of the country to be considered was just the same, and that as a matter of fact there was no ex-cuse for leaving them out. Then comes the explanation

the explanation. It is affirmed with the utmost frankness by the good people of Tomek that the rea-son they have no railway is that they would not pay the price. They allege that the Russian civil engineers locating the line gave them to understand that the merchanis and traders of Tomsk would have to pay a large sum of money varihave to pay a large sum of money, vari-ously stated from 25,000 to 100,000 rubles, if they did not want to be left out of if they did not want to be left out of communication with the railway. The rich men of Tomsk consulted and decided that it was impossible to leave out such an important place when the railway was built for the very purpose of aerving the Siberian cities and settling the country, so they declined to be "bled." Almost be-fore they realized what had happened it was too late to repair the harm and change their minds. The road was located to the southward of them, and all their protests were helpics to change it. At last they were able to induce the construc-tion of the branch, but even that stopped

lighted, so that the race was even more trying than the former ones had been. Many travelers were waiting at the sta-tion who had been detained there for one day or perhaps more by the inability to get on other trains, so of course they were safely fixed in their places before we came, and the overflow was made up entirely of our passengers. Hour after hour went by, and finally, near midnight, another car was put on the end of the walting train, which was then some three hours late. The passengers who rushed for the empty car were stopped by the information that it was to run directly

Information that it was to run directly through to Tomsk, leaving the main line for the branch in the morning, so it would serve none but those bound for that city. For the first time thus far on the long journey then, I found room that was suf-ficient for real comfort without being crowded, and felt grateful that Tomak was my destination.

was my destination. From the Obl River to the junction of the main line with the Tomsk branch is 142 miles, the running time of the post trains for that distance being nine hours. In the morning when we reached the junction I found that Professor Villemont had been compelled to demand that the tion of the branch, but even that stopped some miles short of the city itself. It is declared that the branch certainly will orities add another car to the train for his party and the rest of the helpless passengers. He had enforced his demand by piling all the considerable store of baggage they carried into the aisles of one of the crowded cars already composing the train. Then he and his family perched

themselves on the heap, and he announced that he would stay there until other ac-commodations were furnished. Inasmuch

is had enough in such cases to travel without sleping cars on the train. It is certainly worth while to make sure of

having a seat.

suggestion of the London Daily Mail that

dozen Queens' visits every year would not make things otherwise."

dure.

ceived the news of the attempt at as-sassination with calmness, and, although disturbed, she was not in the least agi-

Honors for Ireland.

LONDON, April 5.—The army orders to-day contain the following: "The Queen having deemed it desirable to commemorate the bravery shown by the Irish Regiments in the recent operations in South Africa, has been graciously pleased to command that an Irish regi-ment of foot guards be formed under the designation of Irish Guards."

nation of Irish Guards

Left up at 2:20 P. M.-Steamer Monmouth-shire. Condition of the bar at 5 P. M., moderate; wind south. carry away more than one-half of the un-sold portion of the 1899 crop, and over two-thirds of that which is chartered is for late loading, the greater part of it for November and December. San Francisco is in about the same position as Port-land, and the Bay city exporters are for the first time in years bidding against northern operators for ballast tonnage in the Orient and at Honolulu. The high rates paid for nitrate ships is one of the principal factors in the business at the present time. Recent charters reported for West Coast loading are as follows: Eu-San Francisco, April 5.-Arrived-Steam-er Columbia; steamer Del Norte, from Portland; schooner Laguna, from Tilla-mook; schooner Monterey; barkentine J. L. Everson, from Coos Bay; schooner G. T. Hill, from Gray's Haroor. Sailed-Tug Samson, towing barge Wahkiakum, for Astoria; steamer Geo. W. Eider, for Port-land: steamer Alexander whallow; steamer Astoria; scamer Geo. W. Juar, for Por-land; steamer Alexander, whaling; steam-er Reporter, for Cook Inlet; bark J. D. Peters, for Chignik Bay. Arrived-Steam-er Willamette, from Seattle; steamer Glory

the Germans.

New York.

New York. Plymouth, April 5.—Sailed—Pretoring from Hamburg for New York. Queenstown, April 5.—Sailed—Oceanic, from Liverpool for New York. Nanaimo—Sailed April 3.—Robert Adame-son, for San Diego. Arrived April 4--Steamer Mineola, from Port Los Angeles, London, April 5.—Arrived—Russian bark Favell from Victoria. Favell, from Victoria.

The British ship Bowman B. Law, well known in this port, is listed for next sea-son loading. Her former master, Captain Hurlburt, is now here, in command of the William Law, which is owned by the same

Domestic and Foreign Ports

ASTORIA. April 5.—Arrived at 8:40 A. M. and left up at 1:19 F. M.—Steamer State of California, from San Francisco.

San Francisco, April 5.-Arrived-Steam-

of the Seas, from Comox; ship St. Nicho-las, from Seattle; barkentine Portland, from New Whatcom; steamer Tellus, from

Oyster Harbor. Redondo, Cal., April 5.—Arrived-Steam-er Grace Dollar, from Gray's Harbor. Vancouver, April 5.—Arrived-Steamon Empress of Japan, from Yokohama and

Hong Kong. Southampton, April 5.—Arrived-Kaiser-Ine Marie, from New York. New York, April 5.—Arrived-Munchen, from Bremen, Sailed-Auguste Victoria, for Hamburg; La Bretagne, for Havroj

Oyster Harbor, Redondo, Cal.,

Hong Kong.

firm as the Bowman B. Law

Tillamook, April 4.—The steamer Harri-son arrived in this city this afternoon, Yokohama, April 5.—Arrived—Steamer St. Irene, from Portland, Or., for Hong Kong.

Spoken. March 2, latitude 12 south, longitude 34

west, British ship Ardnamar Hamburg for Santa Rosalia.

WHY PRESIDENT CHANGED.

Relied Upon an Official Who Could Make Opinions to Order.

WASHINGTON, April 1-Some of the WASHINGTON, April 1-Some of the Eastern papers have hit upon a very high-sounding solution of the question of "how the President changed base on the Puerto Rican tariff." According to the assertions of these papers, it appears that some time ago the Secretary of War called upon Mr. Magoon, the chief of the insular division of the War Department, for a statement of the applitude status of the Island of as to the political status of the Island of Puerto Rico. After an extended research,

itted to the Secre



the time is ripe for the government to seek to "make Irish sentiment a great bulwark of the empire," says: "The best experiment the Imperial Gov-ernment could make would be to grant Ireland her rights. Until this is done as

When the Queen went out driving this afternoon, without escort, carriages and cabs and jaunting cars persisted in follow-ing her, and the policemen, after a few futile efforts, allowed this unusual proce-

It is understood that Her Majesty re-

ships would seem comparatively cheap at the present time. UNDER A NEW FLAG.

Friederich der Grosse, for Bremen. Maja-Arrived April 4-Ness, from Portand, Or., via Vladivostock. The Germans are still picking up the Glasgow, April 5.-Arrived-Astoria, from New York. London, April 5.-Arrived-Marquette, from New York. Hamburg, April 5.-Arrived-Patricia, from New York. Naples, April 5.-Arrived-Trave, from New York. Hamburg, April 5.-Sailed-Belgravia, for

object of great curiosity, and crowds of people visited here daily as long as, she remained in port.

The purchase price of the Mowhan is not stated in advices at hand regarding her

ost for her owners. Germany's merchant

Petlies. CONSTITUENTS. We sht in grams. Number per pound Per cent of flesh.... 2).3 15.5 94.5 5.5 22.2 20.4 94.28 5.72 cent of pits. Per cent of juice. Per cent of pulp ... 81.7 78.6 18.3 21.3 76.4 Per cent in fish. Per cent in ju ca. Per cent in fruit... 13.12 13.89 16.06 17.70 2.39 13.14 .35 .183 1.14 77.57 22.62 .53 .35 .181 .174 1.14 1.0: 72.26 77.07 26.98 21.19 .76 .86 Acidity (as SO3) of flesh Nitrogen in flesh trogen in flesh..... bumenoids in flesh.... Vater Organic matter

Results of the Analyses.

Discussing the results of his analyses Professor Shaw says;

Protessor Shaw says: "The range of all analyses was from 15.5 grams in Italian, to 61.5 grams, thus requiring 15 prunes to the pound. The average weight of Petites was 22.2, which is to be placed against 23.6 grams, the average weight of California Petites so far as published. The average weight of Italian prunes was 25.5 grams. The wid-est range is seen in Petites, 15.8 grams to 30.5 grams; the Italian ranged from 25.3

to 36.6 grams.

3.5 grams; the Italian ranged from 25.3 to 3.6 grams. "The percentage of pits range from 1.55 in Petite to 8.70 in German. The relation of pits to flesh is shown to be as follows in the two leading varieties: Petites, 1:16; Italian, 1:16.7, the latter of which is about the same as the average for all analyses made. The results still show the Oregon prune to carry a little larger pit than the California fruit. The tentative relation given in a former publication for the pro-portion of pits to flesh in the Petite (1:16), is shown to have been a little too narrow, and that for the Italian (1:17) a little too wide. In the light of this larger number of analyzes it would appear that Petites carry about 16 times as much flesh as pits, and Italians about 17 times as much. Meas-ured by the proportion of flesh, then, the Italian seems to be the more economical of the two varieties; but when the per-cent of water is taken into account, the Petitics should be scient the setter.

rent of water is taken into account, the Petites should be given the preference. "As compared with the Italian, the Pe-title shows the largest proportion of jules to flesh, the average for the latter being 78.6 per cent, and for the former 78.4. If, however, the Silver prune he considered however, the Silver prune be considered in a sufficient number of analyses, it would probably be found to carry even a higher per cent of julce than the Petite. "It is about the sugar content of the

Church Organised and Incorporated. The members of the Evangelical Asso-clation in and about Lents. Mount Scott, organized and incorporated a church so-clety last evening. Rev. N. Shupp, Pre-sided over the meeting, and L. A. Farns-worth acted as secretary. The organiza-tion adopted the name of "Lents Evan-gelical Church," as the corporate name, L. A. Farnsworth was elected trustee for three years, B. F. Tyler for two years, and Waiter Waddell for one year. The class officers are as follows: Class lender, L. A. Farnsworth, for two years; exhorter, Waiter Waddell, for two years; Mrs. B. F. Tyler, steward for one year. Secretary prune that the chief interest centers. The average sugar content of all samples ex-amined was 13.12 per cent in the flesh, the amined was 13.12 per cent in the near, the soft-fieshed Petite ranging a little above the average and the Italian somewhat below. The Petite has the advantage of the Italian by 1.33 per cent, 12.89 per cent against 11.56. The California reports show against 11.55. The California reports show the French prune to contain on an aver-age (13 analyzes) 22.55 per cent sugar in the julce, which shows a difference when compared with ours on the same basis of about 4 per cent in favor of the California-grown fruit. The average sugar con-tent is related to that of California prunes as 16.66 to 20 per cent sugar in the juice. From this difference in climatic and soil Walter Waddell, for two years; Mrs. B. F. Tyler, steward for one year. Secretary of the board of trustees was made clerk of the church society. After the ad-journment of the society, the newly elect-ed trustees organized with the following officers: President and quarterly confer-ence delegate. B. F. Tyler; secretary, L. A. Farnaworth; treasurer, Walter Wad-dell. This society has a fine church build-ing, furnished and paid for, which stands open for all funerals and preachers of all orthodox denominations, when not occu-pted by the Evangelical Association. conditions this is no different than we might expect. Contrasting the Oregon might expect. Contrasting the Oregon fruit with 16 per cent of sugar in the juice with that of Germany carrying 6.15 per cent sugar, we see that the home product is nearly three times as rich in this ingredient. In their acid content the prunes examined present a wide varia-tion. The average acidity in terms of

is conditions. Composition of the Cured Prune,

fruit-curing, but rather to state the re-sults of the analyses of samples of fruits cured by this method as they are found

Sugar Carbohydrates (including fiber and

fat) Ash

"The average of all analyses shows prunes to contain about seven times as much edible matter as waste (plis). The fruit which had satisfactory keeping qual-ities carried about 20 per cent of water. From the observations made. I do not re-gard it as safe to leave a greater quantity of water than this in the fruit. In most cases where the fruit carried over this

cases where the fruit carried over this there was a tendency toward mold. Much of the fruit, it will be noted, carried con-

siderable less than this, which accords with the idea of the better horticulturist that much of the product is overdried. The fact that this product carries about 8) per cent of dry matter shows that it is of

on the market.

Waste (pits) ... Edible matter Water....

Dry matter . Albumenoids

down in this matter of fertilizers as con-ditions are so variable, but the farmer must keep in mind general principles, and

some hope that this will be done before a great while, but Tomsk seems to be thoroughly shelved. "Of all the methods for preserving fruit none is of so great importance to the American people as that of fruit evapora-

Hardship on the Town. It is a great pity that Tomsk has suftion. Of all fruits so preserved the prune certainly takes first rank. The reader fered in this way, and the result in one direction is likely to be that a good many travelers who are making the Trans-Simust not confound the term evaporated fruit with that of dried fruit of years

travelers who are making the Trans-Si-berian journey will omit it from their itin-erary rather than go to the trouble of making the laborious side trip. There is an evidence that the railway authorities of today are regretting the action of their predecessors, and are trying to do the best they can for the much-abused place. The weekly express train from Moscow to Irkutsk carries one car, which runs through between Moscow and Tomsk, so that no change is necessary at the junc-tion. If to that service another car is added which runs through between Tomsk and Irkutsk it will go far to rem-edying the annoyance of the journey as it has to be made at present. fruit with that of dried fruit of years agone, for the newer process gives a cured product much superior to the sun or oven-dried article, retaining as it does much of the original color and flavor, being roft, pliabe and palatable to eat out of hand. The process of evaporation has for its object primarily to drive off a suffi-cient mount of moleture to make the cient amount of moisture to make the fruit keep, and to do this in such a manner as to leave the fruit in the condition above described and leave the flesh of a transparent appearance; a clear yellow in romas the annoyance of the post-it has to be made at present. It has to be the West Siberian Railway, between

transparent appearance; a clear yellow in the case of the French prune, and an am-ber in the case of the Italian. No prune which has not these characteristics has been properly cured. It is not possible at this time to go into the technique of Omsk and Kainsk, I had the good fortune

All

12.95 87.04 19.27 80.73 2.03 20.57

15.51

80.73

BULL-PEN RECORD.

Admitted Into the Coer d'Alene Investigation.

commonations were furnished. Inasmuch as the aisle were completely blocked, and the Franco-Russo-American showed dis-tinct signs of doing exactly what he said he would, the powers of the railway yield-ed and hunted up another vehicle. Nat-WASHINGTON, April 5 .- R. R. Rogers bookkeeper at the Bunker Hill mine, and Warden Coakley, who had charge of the urally the others who were relieved there-by were pleased at the successful fight that had been made, for many of them, like my friend, had been on the road for "bullgen," were witnesses before the Coeir d'Alens investigation committee to-day. Rogers was present when the mill was blown up, and was shot during the affray. He gave a graphic detailed de-scription of the exciting events. from five to eight days from points in Russia, and had nearly four days more to be counted before reaching Irkutsk. It

Warden Coakley told of his management of the prison, denying charges of had food and had treatment. He said the men were well fed, were supplied with good coverings, and clothing, and he knew of no instances in which they were abused. He also submitted a detailed record of the men in the prison. The disposition of the warden's record of the prisoners in the "bulkney" covered extended environments "bullpen" caused extended controversy, and by a vote of seven to four the com-mittee finally ordered the book printed as a part of the record or the investigation. Warden Coakley stated before leaving the stand that he acted under the orders of the military officers, who were in charge of the prison. Warden Coakley, at the afternoon sea

sion, stated that at no time was the service of a priest or minister denied to a pris-oner, as had been charged. He denied that the troops had used such harshness toward one Johnson, an inmate, as to toward one Jonnson, an inmate, as to make him insane, as was charged. He also took up the various other charges in connection with the "builpen," and ex-plained or contradicted them. During his entire service in charge, he said, he never saw a soldier use a bayonet or indulge in threats, profanity or abuse toward any

Engine-House Orchestra.

Chemical Engine No. 3 has organized a very creditable orchestra from members of the crew and Truck No. 4, with the assistance of a couple of outsiders. Every fair evening the new orchestra has a large audience in front of the engine-house, and during the coming Spring and Summer the neighbors are promised a treat that they already anticipate with plassure. The members of the orchestra real that they already anticipate with pleasure. The members of the orchestra are: L. Henderson, violin; Edgar Alger, violin; Morton Alger, plano; Charles Campbell, cornet; Ray Smith, clarinet; St. Clair Themas, drum; William Miller, bass viol, and Mr. Gray, trombone. This method of massing time between acts is method of passing time between acts is proving mopular among the firemen, as well as instructive.

Rebuilding Convention Hall.

KANSAS CITY. April 5.-Early this KANSAS CITY, April & -Early this morning an army of men were set to work clearing away the smouldering debris of the Convention Hall, preparatory to im-mediate rebuilding. President Evans, of the Convention Hall Building Company,

"We must and will arise to the occasion, and July 4 the Democratic Convention will assemble in a new and grander convention hall."

Daily Treasury Statement.

WASHINGTON, April 5 .- Today's statement of the Treasury balances in the gen-eral fund, exclusive of the \$150,000,000 gold reserve in the Division of Redemption, shows:

Available cash balance Gold ...

29 vessels being constructed by the leading steamship lines for the trans-Atlantic service between this and foreign ports. It is said that by the wish of Queen Victoria, the son that was born to the Duke and Duchess of York Saturday last will be christened "Patrick." a statement that Puerto Rico should be considered as coming under the provisions of the Constitution, the same as Maryland In addition to these there are at least five or Arizona. This conclusion is reported to have met the approval of the Secretary, who in turn urged it upon the President. liners that are nearly finished, will be placed in commission in the early part of the coming season, besides a large number of vessels that will carry freight exclusively. Following is a statement of the new ships that will shortly be put on by the various lines: Cunard 2, American 6, Hamburg-Amer-

Ican 1, Holland-American 3, North Ger-man Lloyd 4, Atlantic Transport 4, Com-pagnie Generale Trans-Atlantique 2, White Star 1, Wilson 2; total 25. Although not strictly trans-Atlantic liners, four large new cargo vessels are also being constructed for the American-Hawallan Steamship Company for the New York-San Francisco-Honolulu serv-

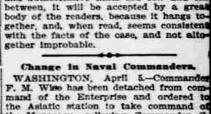
'Frisco Wheat Ships.

Two big British ships were cleared vesterday for Queenstown, says Tuesday's Bulletin, with cargoes of wheat, as fol-lows: Balasore, 91,630 ctis., valued at \$91,-630; and Rellance, 30,775 ctls., valued at \$79,970. These are the first clearances of the kind in a week. The big ship Lynton s loaded and may clear this afternoon or tomorrow. Three ships are now loading wheat at Port Costa for Europe, and another went up the bay yesterday, to re-ceive cargo. Four more large British ships came in yesterday from Europe, two of which are known to be under charter to take wheat out of this port. The other two will take the same course. One of the ships is from Hamburg, one from London and two from Liverpool. There are some half a dozen more fully due from Europe, most of which are supposed to be under harter to arrive.

Cargo for Siberia.

NEW YORK, April 5.-The German steamer Wilhelmina, which is about to sail from Philadelphia for Yokohama and Vladivostock, will carry one of the larg-est shipments of American machinery

who in turn urged it upon the President. The President gave his approval, and con-cluded that the collection of duties on Puerto Rican goods was improper. But, continues this report, the Presi-dent shifted the responsibility to Con-gress, and in due course of time the Payme free-trade bill was introduced. To this the trusts raised a mighty protest, and made the President go back on his original declaration, and with him the and made the Freadent go back on in original declaration, and with him the leaders in Congress, among them Chair-man Payne, of the ways and means com-mittee, who in turn reported a tariff bill in place of his original free-trade meanure. The interesting feature of the report is that, when this stage of the game was reached, the President, in order to sustain his change of base, called on this same Mr. Magoon for a new decision, to relieve him of any embarrassment that might be coming his way. And, if the report be true, a second decision was rendered, which showed that the Constitution did not go with the flag. It is reported that the second decision was fully as plausible and well sounding as the first, and that to all outward appearances it was based on the same good grounds as the first decision rendered in good faith and withdecision renered in good faith and with out prejudice. When one gets down to bottom facts, it will probably be found that this story has but little to stand on, but in times when solutions are scarce and authoritative hints are few and far



est shipments of American machinery ever forwarded to the far East, being no less than 6600 tons weight. The principal Island navy-yard.





which serve to develop energy and fat, hence prunes must be considered as essen-tially a fattening food, and should be used with other foods rich in nitrogen." to fall in with a gentleman who probably is the only American citizen living in all this great country between the Ural Moun-tains and Viadivostock. This gentleman, with his family, was traveling on the same car with me, in a neighboring compart-ment, but as their conversation was en-tirely in Russian it did not occur to me that I had a fellow-countryman for a neighbor. Being sociably inclined, he asked me a question in Russian and of course learned by my pronunciation in reply that I was not of the same country-mywelf. Then he tried English, His name was Professor Villemont. By birth a Parisian, he had come from France to the United States when he was a young man, some 5 years ago. After a little halt in New York he removed to Chicago, and there for 13 years he lived, teaching the French language. Meeting Russians who were triveling, he was toid by them that there was a great demand for teach-ers of his qualifications in Russia, and that Stores in particular offered opportunities to prosper, by the development of the Church Organized and Incorporated ers of his qualifications in Russia, and that Siberia in particular offered opportunities to prosper, by the development of the country, at the same time that he might be earning his livelihood by his profession. The plan looked attractive to Professor Villemont, who was still unmarried, and he left the United States for Siberia. He made Irkutsk his destination, and there he had lived for more than 12 years. His wife is a Polish lady, and their two charming little children have been taught that they

Taiga is a small fown where the Tomsk branch diverges for its northward exten-sion from the main line of the railway. The station is but a small place, occupy-ing a clearing in the great forests sur-rounding it. The word taiga means for-est, and is the general designation of the great timbered region which extends right across Asia from the Ural Mountains to the Pacific Ocean, north of the steppe region, or the prairie, and south of the treeless, marshy waste which extends to the Arctic Ocean, called the tundra. The

begins, but it is growing rapidly, and some timber industries are promised as

some timber industries are promised as some timber industries are promised as soon as capital can be interested. From Taiga to Tomsk the railway passes through the densest of virgin forest, the real "taiga" of Siberia. On either side the trees come down almost to the track, shading it from the sun in Summer and protecting it from any threat of drifting snow in Winter. Part of the way pines predominate, and again deciduous trees compose the forest. They are all beauti-ful after the thousand miles of prairie. The odors are sweet. A few weeks from now the colors of the forest will be gor-groun, but now the foliage is still green and summerlike. I have seen just such railways in Northern Minnesota and Mich-igan, where the forest has been cut away

Taiga is a small town where the Toms

junction has no importance yet except as the place where the railway to Tomsk