# FISH AND FISHERIES

## Report of Warden Van Dusen for Year Just Ended.

### BEST PROTECTION FOR SALMON

**Concurrent Action of Oregon, Washington and Idaho Urged to This End—Artificial Propagation the Way to Replenish Streams.**

SALEM, Feb. 5.—Master Fish Warden H. G. Van Dusen has filed his annual report with the State Fish Commission. It gives a detailed account of all transactions of the Fishery Commission for the year 1901, and from it the following excerpts of general interest are taken:

"March 7, 1901, I assumed the duties of Master Fish Warden, in the midst of the Columbia River closed season, and as the river had been left during the seven days previous with no official to see that the laws of the state bearing on the industry were complied with, I found that fishing was being carried on in all directions and no pretense whatever being made to respect the law. To correct this state of affairs, it took quick and decisive action on the part of our deputy and water bailiffs, so that by the time the season opened those concerned began to realize that they must abide by and respect the law; and it is to be hoped they will fully realize this fact the coming season. It is well for the state to encourage the largest catch that can be permitted consistent with maintenance of supply; to impose no unnecessary embarrassments or restrictions upon the enterprise of the fishermen, yet, at the same time, to insist upon such protective regulations and restraints as may be found necessary to prevent the serious impairment of so important an industry by the operations of the fishermen. The fishermen themselves who have such important interests at stake, and the security and profit of whose large investments depend upon the maintenance of the salmon supply, should be prompt to propose and vigilant to enforce such regulations as may be necessary to accomplish this.

"On the Columbia River the great 'market fisheries' for the salmon are prosecuted on the lower river, and the immediate evident advantage is to those who are engaged in the capture of the salmon or in canning them for the market. On the other hand, the nurseries for the young salmon, upon the abundance of which depend the productiveness and profit of the fisheries in the lower river, are in the remote tributaries and sources of the river—in Washington and Idaho, as well as in our own state—in the midst of our agricultural and timbering districts. Regulations and restrictions of the fisheries so as to permit a reasonable number of salmon to reach their spawning ground in the upper rivers, and protection of the salmon in these waters during their spawning season, August, September and October, present the conditions to be fulfilled to keep up a supply, so far as this can be accomplished by legal restraints.

**To Regulate Fisheries.**

To effectively restrain and regulate the net fisheries requires the concurrent action of both Oregon and Washington, while effective protection to the salmon on their spawning grounds can be established only by concurrent action on the part of Oregon, Washington and Idaho. On the one hand, it is urged by the lower river fisheries that any restraint on their operations is burdensome to them, without any corresponding advantage, since the fish they permit to escape their nets will be taken in the headwaters, to which they go before they have had an opportunity to spawn; and in consequence they are subject to serious loss and inconvenience without any compensating advantage. Again, the citizens of Eastern Oregon and Washington and of remote Idaho are reluctant to impose any restraints on their people in reference to the taking of salmon, for the reason that any increase in the fishery arising thereby will inure solely to the benefit of the lower river fisheries and nothing whatever to themselves. This condition of affairs, while it applies directly to the Columbia, and applies to Oregon's own streams—that is, the Umpqua River, Siuslaw River, Rogue River and others.

**Artificial Propagation.**

"On account of the alarming decrease in the salmon catch within recent years throughout the state, and the importance of preventing the continuance of this decrease, and the desire and hope that the salmon industry may be rebuilt to its former importance, I have made careful investigations, and have determined conclusively that nothing but artificial work, to assist Nature, will accomplish this desired result. It is a fact that there has been a very great reduction in the number of salmon frequenting the headwaters of the Columbia River and its tributaries. This decrease is more notable in the Columbia River than in other streams throughout the state.

"I find places where, in years gone by, salmon frequented for spawning purposes in abundance, that now rarely a salmon appears. This is not due entirely to the great commercial fisheries prosecuted on the lower river, as asserted by some, but more generally to changed conditions of the times. These waters, once free from commercial industries, and given over entirely to the salmon, are now being extensively used for irrigating, mining, milling and other similar purposes, which are all very detrimental to the great future of our state and must not be hampered or held back for the salmon industry; neither should the salmon industry be lost entirely to us on account of them, but, on the contrary, due and proper consideration should be given them all.

**As to Spawning Grounds.**

"There are fundamental conditions determining the salmon production of a river basin, and the nature and extent of the fisheries which may be maintained without overtaxing the productive capacity of the river. All the species of salmon which are the object of the fisheries are alike under the constraint of a natural law, which compels them to enter the fresh waters for the purpose of spawning. Some species ascend to a relative short distance above tidewater, others, like the chinook, push their migrations to the remotest sources of the rivers and tributary streams, when not prevented by natural or artificial obstructions. Where the area of distribution is contracted by the erection of barriers, dams, or other obstructions which the salmon cannot surmount, the production of the river is diminished, for the reason that the young salmon remain for some months in the waters in which they are hatched—they must here find their food—and, consequently, the extent of the feeding grounds open to them will be the measure of Nature's ability to repair the waste occasioned by natural casualties and the fishing operations. If there be no contraction of the breeding area by artificial obstructions, but, on the other hand, the times, methods and apparatus are such as to intercept or in a large measure prevent the run of salmon into and up the rivers, then a serious decline in the fisheries is inevitable. It is possible by fish-cultural operations, pursued on an adequate scale, by hatching and planting the fry in the headwaters of a river and its tributary streams, to realize the full productive capacity of a river, so long as eggs can be obtained in sufficient numbers to furnish a basis for the extensive operations required. This would not be possible, however, if the fishing operations in the lower river practically excluded the salmon from the streams to which it would be necessary to have recourse to obtain a supply of eggs. It is evident, therefore, that fish-cultural operations should not be relied upon exclusively or chiefly to maintain the salmon supply. The regulations of the times, methods and apparatus of the fisheries should be such as to assure the largest opportunity practicable for production under natural conditions. Artificial propagation should be invoked as an aid, and not entirely as a substitute for reproduction under natural conditions.

**Oregon State Fish Hatcheries.**

Following is a statement showing the number of chinook salmon eggs taken and young fish planted during the season of 1901:

Columbia River—Salmon River, eggs taken, 2,622,000; fish planted, *2,333,000; in Salmon River.

Clackamas River, eggs taken, 5,104,000; fish planted, 4,766,200; in Clackamas River.

Snake River (Swan Falls), eggs taken, 344,800; fish planted, *457,000; in Salmon and Snake Rivers.

Total eggs, 8,281,800; total fish planted, 7,556,200.

Coast streams—Siuslaw River, eggs taken, 118,500; fish planted, 112,000; in Siuslaw River.

South Coos River, eggs taken, 2,715,000; fish planted, *2,416,350; in Coos and Coquille Rivers.

Umpqua River, eggs taken, 1,222,000; fish planted, 1,156,000; in Umpqua River.

Total eggs, 4,055,500; total fish planted, 3,664,350.

Following is a statement showing the number of steelhead salmon eggs taken and young fish planted during the season of 1901:

Columbia River—Salmon River, eggs taken, 409,000; fish planted, 245,000; in Salmon River.

Following is a general summary of Oregon State fish hatcheries for the season of 1901, showing the number of eggs taken, fry and spawn planted and on hand:

Columbia River—Salmon River, eggs taken, 3,251,900; fish planted, *2,787,900; in Salmon River.

Clackamas River, eggs taken, 5,104,000; fish planted, 4,766,200; in Clackamas River.

Grand Ronde River, eggs taken, 7,532,200; fish planted, 7,532,200; in Grande Ronde River.

Snake River (Swan Falls), eggs taken, 544,800; fish planted, 457,000; in Salmon and Snake Rivers.

Total eggs, 16,433,000; total fish planted, 15,543,400.

Coast streams—Siuslaw River, eggs taken, 247,000; fish planted, 226,800; in Siuslaw River.

Coos River, eggs taken, 2,715,000; fish planted, *2,416,350; in Coos and Coquille Rivers.

Umpqua River, eggs taken, 1,232,000; fish planted, 1,156,000; in Umpqua River.

Total eggs, 4,294,000; total fish planted, 3,879,150.

*All not yet turned out.

**Total Output.**

| | |
|---|---|
| Columbia River | 15,543,400 |
| Coast streams | 2,879,150 |
| Total | 19,422,550 |

Entire salmon product of the Coast streams—

| | No. lbs. |
|---|---|
| Chinooks | 689,338 |
| Steelheads | 76,999 |
| Silversides | 2,980,462 |
| Chums | 614,819 |
| Total | 4,371,618 |

Following is a summary of the salmon product of the Columbia River and of the Coast streams for the year 1901:

| | No. lbs. |
|---|---|
| Chinooks | 14,070,656 |
| Bluebacks | 267,558 |
| Steelheads | 1,869,632 |
| Silversides | 4,274,988 |
| Chums | 641,595 |
| Total | 21,123,739 |

Tabulated statistics of salmon industry of the Columbia River for the year 1901, State of Oregon side; canneries and fishing appliances operated:

| | |
|---|---|
| Canneries | 9 |
| Cold storage packers | 5 |
| Gill-nets | 895 |
| Set-nets | 81 |
| Pound-net, trap or weirs | 20 |
| Scow fish-wheels | 14 |
| Stationary fish-wheels | 24 |
| Seines, drag | 25 |

Salmon packed—

| | No. cases. |
|---|---|
| Chinook | 157,806 |
| Blueback | 3,710 |
| Steelhead | 10,050 |
| Silverside | 8,340 |
| Total | 179,926 |

Fresh, salt and smoked salmon shipped and consumed locally—

| | No. lbs. |
|---|---|
| Chinook | 3,428,559 |
| Bluebacks | 18,013 |
| Steelheads | 1,147,528 |
| Silversides | 734,106 |
| Chums | 26,686 |
| Total | 5,365,902 |

**Summary.**

Entire salmon product of the Columbia River, State of Oregon side—

| | No. lbs. |
|---|---|
| Chinooks | 13,381,218 |
| Bluebacks | 267,558 |
| Steelheads | 1,792,013 |
| Silversides | 1,294,525 |
| Chums | 26,686 |
| Total | 16,752,121 |

Following is a table showing the entire product of each species of fish, other than salmon, caught in the Columbia River and other Oregon waters, during the year 1901:

| | No. lbs. |
|---|---|
| Sturgeon | 63,441 |
| Shad | 140,219 |
| Smelt | 265,259 |
| Catfish | 70,690 |
| Tomcod | 4,640 |
| Bass | 1,250 |
| Herring | 7,685 |
| Flounders | 4,510 |
| Perch | 8,200 |
| Carp | 7,475 |
| Total | 572,990 |

Entire product of shellfish taken in Oregon waters during the year 1901—

| | No. lbs. |
|---|---|
| Oysters | 78,200 |
| Clams | 696,505 |
| Crawfish | 62,445 |
| Total | 837,650 |

**The Clam Industry.**

Anent the clam industry, Mr. Van Dusen has the following to say:

"During the past 10 years the razor-clam industry of Clatsop Beach has been built up to such an extent that today it is one of the principal industries of Clatsop County, and gives regular employment to 40 or 50 men, who make a business of clam-digging. In the year 1891 there were but two men regularly engaged in the business. They shipped something like eight boxes daily to Astoria and Portland markets, except during the months of July and August, when no pretense was made to ship them on account of the people who were the principal consumers of the product visiting the seashore and digging their own clams.

"There was no material increase in the demand for this product until 1894, when P. F. Halferty began packing the "minced sea clams" at Warrenton, under the firm name of the Sea Beach Packing Works. From that time on there was a steady and healthful increase, due, apparently, to the extensive advertising given the product.

"During the season of 1894, 25 cases were packed, containing four dozen one-pound cans to the case. All of these were peddled around and delivered to customers personally. This way of disposing of the product continued for 18 months, when perseverance began to tell and a demand began to be shown.

"During the season of 1895, 300 cases were packed, and from that time on the pack has been as follows:

| | |
|---|---|
| 1896 | 400 cases |
| 1897 | 800 cases |
| 1898 | 1600 cases |
| 1899 | 2500 cases |
| 1900 | 3500 cases |
| 1901 | 5000 cases |

"The cannery is operated about five months out of the year, and gives employment to 50 or 60 white men and women.

"It is generally conceded that fully three times as many clams have been shipped to the other, and left there entirely for the gulls and birds to feast upon."

# TRAMP GRAIN STEAMERS

**LOW FREIGHTS RESTORE THE SAILOR TO FAVOR.**

**Portland Has Dispatched Nine of the Ocean Tramps This Season—Bark Barmbek in the Offing.**

Steamships have failed to cut the figure in the Pacific Coast grain trade that was expected of them early in the season. At one time it was thought that at least fifty of the ocean tramps would be needed to handle the big crop, but freights flattened out early in the season so that exporters were enabled to secure all of the sailing tonnage needed for handling the crop, and very few steamers were taken for late loading. Of those engaged, there is but one still to arrive for Portland loading. This vessel is the Norwegian steamship Horda which is known to be fully due here, it is believed that there are a number of others not listed that are headed in this direction. One of these mysterious strangers, the British ship Speke, sailed from Adelaide nearly two months ago, and had been en route for nearly six weeks before her destination was known in this city. She is out 48 days, and would not be breaking a record if she arrived this week. So far as known the vessel is not chartered and as she is a 4000 ton carrier, she will add more weight to a freight market that is already weak.

**BRITISH SHIPPERS MEET.**

**Discuss Crimping, Tonnage Tax and Proposed Subsidy Bill.**

LONDON, Feb. 5.—At the annual meeting of the Chamber of Shipping of the United Kingdom today, several points interesting to the United States were raised. Colonel Emil Ropner, M. P., president of the organization, referred to "crimping" and "blood money" in the United States. He said the Chamber earnestly hoped the British Ambassador at Washington would succeed in inducing the United States Government to introduce legislation making "crimping" a criminal offense.

Regarding ship subsidies, Colonel Ropner said the United States would probably pass a ship-subsidy bill, with the result that there would be a rapid extension of the United States mercantile navy and keener competition which would require all the energy and enterprise of British shipowners to meet.

The chamber unanimously passed a resolution urging the British government to make an effort to secure the exemption of British ships from the payment of the tonnage tax levied at United States ports and use its good offices to induce the United States, pending further legislation, to enforce the present Federal and state laws in regard to the desertion of seamen and the payment of "blood money."

The president read a letter from the British Consul at San Francisco, saying that seamen are not obtainable without "blood money," but Colonel Ropner explained this by saying there was always a preponderance of seamen during the first few months of the year.

Another resolution urged that the government pay earnest attention to the serious injury sustained by British shipping in consequence of the application of the coastwise laws of the United States to the territories recently acquired by that country.

At the annual dinner of the chamber tonight, Gerald W. Balfour, president of the Board of Trade, said he recognized that what shipowners most like at the hands of the government is to be let alone, and that it is far better for the government to interfere too little than too much. Mr. Balfour also declared the mercantile marine to be in a position successfully to resist the vicissitudes of competition.

**GOING TO PIECES.**

**No Hope for the Big Liner Knight Companion.**

No further advices have been received regarding the stranded Knight Companion, except a cablegram to President Mohler, from Allan Cameron, stating that the steamer was going to pieces. It is presumed that she will be a total loss, as but few of the vessels wrecked in that vicinity are ever saved after they are stranded.

**More Time on New Signal Code.**

PORT TOWNSEND, Wash., Feb. 5.—The law for the enforcement of the new code of international signals beginning January 1, 1902, has been modified, according to instructions received here by Collector Huestis from the Commissioner of Navigation at Washington, D. C. The new international code went into effect January 1, 1901, and was to be used concurrently with the old signals until January 1, 1902, when the new signals were to be used exclusively. Now the Commissioner of Navigation extended the time. This action is taken on account of the British Board of Trade having decided that while it is to be assumed in all cases that the new code of signals will be used from January, 1902, but if signalmen in any case cannot make out the signals by new code, but can translate them by the old, they cannot refuse to take them. The Commissioner of Navigation at Washington has issued the same instructions, but insists that in all cases where the old code is used the same must be reported to the department.

**Given Quick Dispatch.**

The big Oriental liner Indravelli, in spite of numerous delays in shifting from dock to dock in this city, received about the best dispatch that has ever been given a vessel of her size in the Northwest. She reached Portland about 3 P. M. January 30th, and commenced discharging her inward cargo that evening. She discharged the 2700 tons of inward cargo at noon January 31st, and was then taken down to the Albina flour mills, where she commenced loading flour, finishing there at 5 P. M. February 1st. She came back to the O. R. & N. dock and completed her cargo on the evening of February 4th, leaving down yesterday morning with over 6000 tons of flour, cotton, sheeting and miscellaneous freight.

**Mystic Belle Saved.**

NEW YORK, Feb. 5.—The barge Mystic Belle, one of the Richmond's tow, which broke away and drifted out to sea in Sunday's gale, was picked up by the tug Cuba, about 60 miles east of Montauk Point, last night and towed to Newport, R. I.

The captain of the Cuba said all of the crew of the Mystic Belle had suffered much from exposure, but all would recover.

**Wreckage May Be From Condor.**

VICTORIA, B. C., Feb. 5.—Further wreckage, although of meager dimensions, has been found here. Today a small board, seemingly the lid of a box or some such article, together with the rim of a bluejacket's cap, drifted onto a beach near here. The paint on the board is all but obliterated, but the letters "c, o n" can be distinguished, and dots of white paint show that there has been other lettering. Naval men say it is the top of one of the Condor's provision chests. The steamer Queen City is expected tonight or tomorrow from the Vancouver Island Coast, and the cutter Grant is due to return.

**A. B. Johnson Nearly Wrecked.**

HOQUIAM, Wash., Feb. 5.—The ship A. B. Johnson, from Honolulu to Aberdeen, was nearly wrecked one mile north of the Grays Harbor bar, Monday night. Yesterday morning she was pulled off by the tug Traveler and towed to Aberdeen. It was a narrow escape, as the waves were washing over the vessel. She was saved from going ashore by her anchors. The vessel belongs to Wilson Bros., of Aberdeen.

**Astoria Marine Notes.**

ASTORIA, Feb. 5.—The dredge W. S. Ladd arrived down the river this afternoon, and it is stated that she has orders to do some work on the sands at the outer edge of the Silvia de Grasse reef.

A number of people have made examinations of the sunken French bark Henriette, which is to be sold tomorrow, so it is expected that there will be several bidders.

**The Clavordale Floated.**

ATLANTIC CITY, N. J., Feb. 5.—The British steamship Clavordale, which went ashore on Brigantine Shoal in Saturday night's storm, was floated today with the aid of several tugs. The vessel was apparently uninjured.

**Bell Buoy for South Channel.**

ASTORIA, Feb. 5.—The lighthouse tender Columbine has on board a bell buoy which is to mark the entrance to the new south channel at the entrance to the river. It will be placed in position as soon as the present stormy weather moderates.

**Domestic and Foreign Ports.**

ASTORIA, Feb. 5.—Arrived at 9 and left up at 11 A. M.—Steamer South Portland, from San Francisco. Arrived down at 10 A. M.—British ship Irby. Arrived down at 10:30 A. M.—German bark Bertha. Arrived at 3 P. M.—Schooner Volant, from San Francisco. Outside at 3 P. M.—German bark Barmbek, from Hamburg. Condition of the bar at 4 P. M., rough; wind southeast; weather foggy.

New York, Feb. 5.—Arrived—Sicily, from Genoa; Tauric, from Liverpool.

San Francisco, Feb. 5.—Sailed—Schooner Antelope, for Portland.

Tacoma, Feb. 5.—Arrived—British steamship Glenesk, from London; American schooner Erie, from Mollendo.

Seattle, Feb. 5.—Sailed—Steamer City of Seattle, for Skagway. Arrived—British Bark Falkirk, for wheat.

San Francisco, Feb. 5.—Sailed—Steamer Victoria, for Ladysmith; steamer Washtenaw, for Tacoma; schooner Onward, for Coquille River; steamer Umatilla, for Victoria.

Seattle, Feb. 5.—Sailed—Steamer City of Seattle, for Skagway. Arrived—Steamer Chico, from Tacoma. Sailed—British ship Caithnessshire, for United Kingdom.

London, Feb. 5.—Arrived—Alberta, from San Francisco, via St. Vincent, C. V.

Hamburg, Feb. 5.—Sailed—Serapis, for San Francisco.

Hong Kong, Jan. 22.—Arrived—Steamers Bracmar, from Tacoma and Victoria, B. C., via Yokohama, Kobe and Shanghai. Arrived Feb. 2—Tosa Maru, from Seattle and Victoria, B. C., via Yokohama, Kobe and Shanghai.

## THE BASEBALL TRUST.

**Report of What Happened at the New York Meeting.**

CHICAGO, Feb. 5.—The Inter Ocean will say tomorrow:

"Andrew Freedman, John T. Brush and Frank De Haas Robinson did make repeated and strenuous efforts to force their trust scheme on their fellow-magnates at the last annual meeting of the National League. Furthermore, they threatened to break away from the league unless it reorganized on their lines. Nick Young has finally obeyed the instructions of the clubowners and issued the official stenographic report of what really did happen at that tumultuous meeting in New York. It reveals the fact that Freedman, Brush and Robinson had been figuring on transforming the league into a trust for at least two years. Robinson's plan was to capitalize the league for $4,000,000, and he tried to show the New York magnate how the league under the new condition would yield at least 7 per cent in annual profits on its huge capitalization. Freedman, according to his own statements, did not take kindly to the plan at first, and told Robinson that he was afraid that the trust plan would prove unpopular with both press and public. But later on he (Freedman) changed his mind and became an earnest champion of the scheme, the details of which were marked out by John T. Brush. Barney Dreyfuss refused to sign, and told Brush at the time that the Pittsburg club would never enter into such a deal."

**Why England Is Hated.**

NEW YORK, Feb. 5.—Count Adelbert Sternberg, who took part in the Boer campaign, has written a letter to the London Times, says the London correspondent of the New York Times, in which he says that, while England is hated, the Englishman is respected and loved. The hatred arises from a sense of moral and mental injury, and to this extent the Continent has a right to hate England, because her policy is at all times directed to promoting Continental complications.

The economic advanage to be derived from the gold fields, says Count Sternberg, was merely a contributory cause of the South African War. The real cause, making action imperative, was the English principle, the essence of which is free trade and straightforward competition. On the Continent this feeling is not understood, because the Continent does not enjoy the blessings of a civilization and a government based on the word "straight."

Count Sternberg says he always thought England was the enemy of the Continent until he visited the United States and studied the economic conditions there. He now believes the Continental hatred of England is ungrateful, and that the Continent ought to awake and recognize that its true enemy is rising in the West, like a great sun of gold, whose first rays already have been projected across the Atlantic. Germany and all Europe should join with England.

**Robbers Get $2500.**

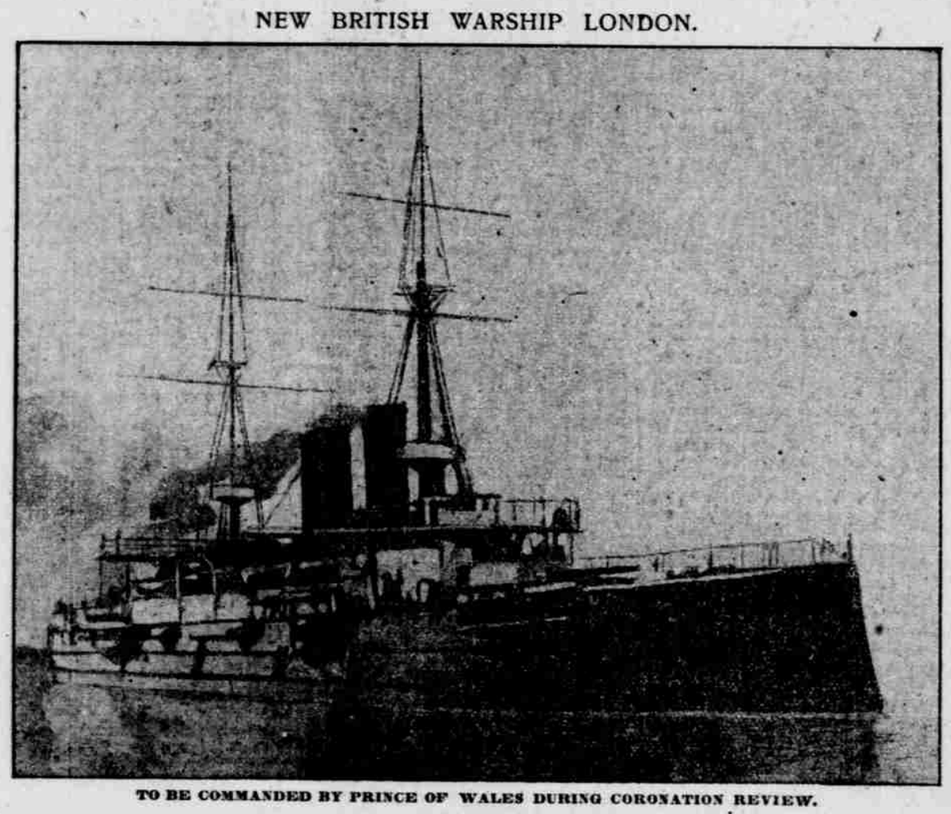
NEW YORK, Feb. 5.—Early today four masked men entered the office of George Hill, a contractor of Elizabethport, N. J., who is constructing car shops for the Jersey Central Railroad, and, after gagging a watchman, carried off $2500.

**Today's Gold Exports.**

NEW YORK, Feb. 5.—Lazard Freres have added $500,000 to their engagement of gold for shipment to Europe tomorrow. This brings the total engagement for tomorrow's steamer up to $4,250,000.

Remember a pint of Cook's Imperial Extra Dry Champagne "after a night of it" makes the new day bright.

## NEW BRITISH WARSHIP LONDON.



TO BE COMMANDED BY PRINCE OF WALES DURING CORONATION REVIEW.

## COASTERS INJURED.

**Salt Lake Children Run Down by an Electric Car.**

SALT LAKE, Feb. 5.—While coasting in the eastern part of this city tonight, Wayne Brown, aged 11, his brother Ralph, aged 15, and their cousin, Willie Angell, aged 13, were struck by a swiftly moving electric car and all three badly hurt. Wayne was caught beneath the car and carried a distance of several yards. The car had to be lifted from the track before he could be extricated. It is believed his injuries will prove fatal. The other two boys were thrown high in the air and sustained severe cuts and bruises.

**St. Louis' Fatal Fire.**

ST. LOUIS, Feb. 5.—The fire that last night destroyed the five-story building at 312 and 314 Chestnut street, occupied by the American Tent & Awning Company, resulted in the death of seven firemen. The dead are: August Thierry, first assistant chief; Michael Kehoe, assistant foreman Company No. 13; Daniel W. Steele, foreman Company No. 12; William Dundon, pipeman Company No. 23; Franklin McBride, Company No. 12; Charles Krenning, pipeman Company No. 12, and William Westenhoff.

The injured, none of whom is seriously hurt, are: Chief Swingley, William Wann, foreman No. 13; Patrick McCarthy, engineer No. 6; Monroe Moore, electric light inspector; William Juleg, driver for Assistant Chief Thierry; Frank Ingo, assistant driver No. 6 truck. Chief Swingley, who was knocked down and stunned by flying debris, soon recovered and bent all his energies to rescuing the men from the ruins.

At 5:30 this evening the searchers in the ruins uncovered the dead bodies of Thierry, Krenning and McBride, the last in the ruins. All three bodies lay close together.

**The Pittsburg Tugboat Accident.**

PITTSBURG, Feb. 5.—By the explosion of the boilers on the tugboat John W. Alles, owned by the Monongahela River Consolidated Coal & Coke Company, at 1:30 o'clock this morning, one man was killed outright, four probably fatally injured and several are missing. Six others were rescued from the icy waters. William Perry, deckhand, of Roscoe, Pa., was killed. The injured: Edward, Mitchell, mate, badly burned and inhaled flames, will die; Marie Walker, negress, cook, of Pittsburg, seriously; James Williams, fireman, serious; Booker Null, second engineer, Beverly, W. Va.; Weaver Wolf, deckhand, Middleport, O. Missing: John Coffin, watchman; Fredericktown, Md.; John Burke, pilot; Glyde Silb, chief engineer; William Campbell, fireman.

**Three People Burned to Death.**

WATERLOO, Ia., Feb. 5.—Mrs. Ed Kushner and two children were burned to death in their home last night in a fire caused by the overturning of a lamp. One other child was fatally burned and three others seriously injured. The children were playing around a table on which the lamp stood. When the burning oil was thrown on the clothing of the mother and children she made no attempt to escape, but clasped her children in her arms and huddled in a corner, where the firemen succeeded in rescuing four of the children, one of whom can hardly survive.

Prompt relief in sick headache, dizziness, nausea, constipation, pain in the side, guaranteed to those using Carter's Little Liver Pills.

**Oswego Postoffice Robbed.**

OSWEGO, Or., Feb. 5.—The postoffice here was broken into and robbed between 11 o'clock last night and 7 o'clock this morning. About $30 was secured from the postoffice and $10 from H. W. Prosser. The robbers cut a hole through the main door of the building in which the postoffice is located and broke the lock. There is no clew to the robbers.

**McLean Says It Is Swine Plague.**

PENDLETON, Or., Feb. 5.—Dr. William McLean, State Veterinarian of Oregon, today officially pronounced the disease affecting hogs here to be swine plague. From his investigations he believes the malady will soon be stamped out. Dr. McLean strongly advises people to keep hog pens clean everywhere, stating that is the best way to keep the disease out.

## THE BARMBEK OUTSIDE.

**German Bark With a Cargo From Hamburg Reported Last Night.**

The German bark Barmbek with a full cargo of cement was reported outside last evening, and will probably come in this morning, as the wind was shifting around to the east, assuring a smooth bar. None of the other cargo ships which are now fully due has been reported, but by the time the fleet now in port is out of the way, their places will be filled by another bunch. The Barmbek is under charter for wheat loading, and has until March 1 to reach port without danger of missing her charter. The report that the French bark Les Adelphes had missed her date was erroneous, as her canceling date is March 1, although she takes a lower rate than she would have received had she reached port on time.

In addition to the dozen vessels now loaded lumber here a few months ago. For Puget Sound three of the big tramps are under charter to load for St Vincent for orders. They are the Java, now due at Tacoma, the Mathilde, due at the same port, and the Guernsey, due next month. The two latter are Norwegian steamships, and the Java is a Britisher. The steam grain fleet going from Portland this season and the cargo carried by each were as follows:

| Name— | Tons Wheat. |
|---|---|
| Pak Ling | 5965 |
| Glamorganshire | 5895 |
| Glenturret | 6995 |
| Aristea | 5959 |
| Langbank | 6858 |
| Tiger | 4542 |
| Argyll | 5049 |
| Palatinia | 5916 |
| Pembrokeshire | 6650 |

The Puget Sound steam fleet aside from the regular liners was as follows:

| Name— | Tons Wheat |
|---|---|
| Glenlogan | 8624 |
| Hero | 6910 |
| Borneo | 5105 |
| Lincolnshire | 6760 |
| Elba | 5899 |
| Luigi Clampa | 5980 |
| Salfordia | 5625 |
| Falls of Keltie | 4853 |
| Marianne | 5042 |
| Denbighshire | 5916 |

This fleet, together with those listed, will make a total of 22 of the tramps, compared with 16 at the two ports in 1897-98, the last previous season when the tramps entered on this special "preserve" of the sailor.

**A PLIMSOLL MARK.**

**American Association of Engineers Seeks to Abolish Overloading.**

The number of marine disasters on the Pacific Coast within the last few years, as the result of overloading deep water vessels, has stirred the National Marine Engineers' Beneficial Association of the United States to take action looking to the passing of a bill by Congress which will make it a violation of law to send a vessel from port carrying more than a certain tonnage as freight. The bill, as it will be framed, will take the Plimsoll law regulating the lading of English vessels as a prototype.

This agitation of the overloading of ships originated with the delegates sent from Seattle to the recent national convention by the Marine Engineers' Beneficial Association, No. 8, at Washington. Thomas Pearce, who was one of the delegates, has returned to Seattle. In an interview he said: "We have little doubt that the collier Matteawan was lost as the result of overloading," said Engineer Pearce, "and the same is true of the Keweenaw and the Montserrat, which went under about three years ago. It was only about five years ago that the Colima turned turtle off the coast of California because she had too heavy a deck load.

"The greatest cause of complaint, in point of fact, is found with the colliers. There is hardly a collier leaving port on the Sound that does not have a heavier load than she should. The greatest wonder is that more ships have not been lost for this reason than there have been.

"It was decided at the national convention to take some action looking to the passage of a law inflicting severe punishment for the overloading of vessels. The bill will be framed by Grand President Uhler, and will be on the lines of the English Plimsoll law. I tried to find Senator Foster and bring the matter to his attention, but could not locate him. I understand, however, that Senator Perkins of California has been consulted regarding the matter, and has promised to use his best endeavors to get the bill passed."


# DISEASED KIDNEYS

If Any of Your Family in This or Past Generations Have Been Troubled With Kidney Disease, Make a Test of Your Urine and Satisfy Yourself.

## CURED FREE.

Mrs. George Haight, of 251 Columbus Ave., New York City, Who Is 78 Years Old, Says Se Was Cured of Serious Kidney and Bladder Disease.

## WARNER'S SAFE CURE

Is the Only Cure for All Forms of Kidney Disease. A Trial Bottle Will Be Sent Absolutely Free to Any Reader of The Oregonian.

TEST YOUR KIDNEYS—Put some morning urine in a glass or bottle; let it stand for twenty-four hours. If then it is milky or cloudy, or contains a reddish brickdust sediment, or if particles or germs float about in it, your kidneys are diseased. This is the supreme moment when you should begin to take Warner's Safe Cure to arrest all these unnatural conditions, for they are the unmistakable symptoms of kidney disease. If, after you have made this test, you have any doubt in your mind as to the development of the disease in your system, send us a sample of your urine, and our doctors will analyze it and send you a report with advice free.

WARNER'S SAFE CURE is the only positive cure for all forms of kidney, liver, bladder and blood diseases; uric acid poison, rheumatic gout, diabetes, pain in the back, scalding and painful passage of urine, frequent desire to urinate, painful periods, bearing down and so-called female weakness.

## Kidneys Cured at 78 Years of Age

Mrs. George Haight, of 961 Columbus avenue, New York, who is 78 years old, says Warner's Safe Cure cured her of serious kidney and bladder diseases and has kept her in robust health.

WARNER'S SAFE CURE is purely vegetable, and contains no harmful drugs; it does not constipate; it is now put up in two regular sizes, and is sold by all druggists, or direct, at 50 CENTS and $1.00 A BOTTLE—less than 1 cent a dose.

Refuse substitutes. There is none "just as good as" Warner's. Insist on the genuine Warner's Safe Cure, which always cures. Substitutes contain harmful drugs and do the patient more harm than good.

## TRIAL BOTTLE FREE

To convince every sufferer from diseases of the kidney, liver, bladder and blood that Warner's Safe Cure will cure them, a trial bottle will be sent absolutely free to any one who will write Warner Safe Cure Co., Rochester, N. Y., and mention having seen this liberal offer in The Oregonian. Our doctor will send medical booklet, containing symptoms and treatment of each disease, and many convincing testimonials, free, to any one who will write.

WARNER'S SAFE PILLS, taken with Warner's Safe Cure, move the bowels and aid a speedy cure.



# ROYAL Baking Powder

## Makes Clean Bread

With Royal Baking Powder there is no mixing with the hands, no sweat of the brow. Perfect cleanliness, greatest facility, sweet, clean, healthful food.

The "Royal Baker any Pastry Cook"—containing over 800 most practical and valuable cooking receipts—free to every patron. Send postal card with your full address.

Alum is used in some baking powders and in most of the so-called phosphate powders because it is cheap, and makes a cheaper powder. But alum is a corrosive poison which, taken in food, acts injuriously upon the stomach, liver and kidneys.

ROYAL BAKING POWDER CO., 100 WILLIAM ST., NEW YORK.