N PROFESSIONAL HANDS

UTSIDERS KEEP ALOOF FROM NEW YORK STOCK MARKET.

terest in the Rumored Merger of Harriman Lines and Rock Island —Northern Securities Case.

NEW YORK, Feb. 7.—The animated
rength of the Wabash securities in the
ock market today contested for a pre-
iling influence with the very poor show-
g made by the banks. The influence of
e bank statement was lessened by the
se with which loans could be obtained.
is well understood also that the state-
ent was complicated by the change in
e capital account of the Western Na-
nal Bank, due to merger operations. It
estimated that the loan account is over-
ted to the extent of more than $4,000,000
reason of this readjustment. The loan
pansion is still left at a large figure,
d it is believed that some of the effect
the $35,000,000 Pennsylvania loan expan-
on is thrown over from last week. The
224,800 decline in cash reserves is more
an twice as much as was indicated by
e movements of money. The $3,000,000
yment to the Subtreasury on account
the Central Pacific note was made last
turday, and was not figured for a full
eek in the averages.
The decline in prices which followed the
blication of the statement developed so
rge a demand from the short sellers yes-
rday that an effective rally followed and
e market closed active and firm. The
abashes were the features of the mar-
t. The movement was apparently based
the news of the steps taken toward
nsolidation of control of the branch
es which are designed to form the At-
ntic outlet for the system. Other mem-
rs of the Gould group were strong in
mpathy and were helped by the Mis-
uri Pacific showing of an increase in
oss earnings for the fourth week in
nuary of $303,020, or more than 29 per
nt, as compared with the corresponding
eek of last year. Wabash preferred
se an extreme 3½ in the late dealings.
e debenture "B" bonds were also in
rge demand. Sugar was up a point in
e final dealings.
The week has seen some new develop-
ents of interest in the financial world,
d the stock market has not been en-
ely without response. Prices are gen-
ally higher, and there has been an ex-
nding volume of business in securities.
is suspected, however, that the opera-
ns in stocks are still very largely in
ofessional hands, although the leader-
ip of the market has been palpably
ore vigorous and organized on wider
es, with larger resources employed. It
noticeable also that the stocks most
ectly affected by the actual news devel-
ments of the week have not shared
ually in the market, and in some cases
ve been subjected to pressure in spite
news developments in their favor. This
s notably true of the Rock Island
ocks. There has been pretty constant
lling, too, of Pennsylvania, following
e rather unexpected announcement of
e putting forward by a year of the
ivilege of conversion of the 3½ per cent
nds into stock. There has been large
tivity in the coalers, and the present
rge earnings of those companies as a
sult of the conditions growing out of
e anthracite strike are not believed fully
account for the large transactions.
e Wall-street public is still in expecta-
on of steps to be taken which will cause
change in the status of the Erie road.
Importance is attached to the news of
arrangement between the Rock Island
the one hand and the Union Pacific
d Southern Pacific on the other. The
act terms of the agreement have not
en learned, but it is generally assumed
at the Rock Island is assured of an out-
for its traffice to the Gulf of Mexico on
e one hand and the Pacific Coast on the
her, while it is believed that any pro-
cts which might have been in contem-
ation for the extension of independent
es to secure these outlets are thus
andoned. The fear of new lines to the
cific Coast as extensions for existing
es has been a disturbing feature among
Pacific lines for some time past. This
p toward an adjustment of community
interest on the subject is regarded as
vorable to securities of the roads con-
rned.
Another long-standing cause of specu-
ive hesitation and repression is believed
have been cleared up by the decision of
e New Jersey court of last resort in
vor of the right of the United States
eel Corporation to issue bonds for the
tirement of part of its preferred stock.
e effect of the decision on the stock
arket has been favorable. The clearing
of the status of the Northern Securi-
s Company by judicial decision is still
aited to free from obstruction the prog-
s of plans in which great masses of se-
rities are involved. It is the conviction
Wall street that the lethargy of the Se-
rities market for a long time past has
en due in no small part to the suspend-
condition in which these great projects
ve been held.
A feature of the week has been the ac-
ity and strength of some of the metal
ocks, led by the coppers, owing to the
ing course of the metal and confident
ade predictions for the coming year.
mpanies concerned with the silver and
d trades have also received attention
rough the demand for these shares in
e market. The underlying cause of the
akened speculation is undoubtedly the
creasing supply of funds available for
eculative purposes, due to the season-
le reflux of funds to the reserve centers.
The New York Clearing-House authori-
s have taken this favorable opportunity
advance measures for the requirement
at trust companies which use the Clear-
g-House facilities shall enlarge their
sh reserve holdings. The growth in the
mber of trust companies and expansion
their deposit banking business has
lled increasing attention to the question
the adequacy of their cash reserves,
hich amount on the average to less than
per cent of their deposits. The trust
mpanies are required to increase the
rcentage of their reserves to 5 per cent
June next, and ultimately to a mini-
um of 10 per cent in June, 1904. It is
inted out that this will necessitate the
king up of perhaps $15,000,000 of cash
trust-company vaults by June 1 next,
obably by withdrawal from vaults of
earing-House banks, where the trust
mpanies now keep their funds on de-
sit. It is considered that the necessity
this additional security was demon-
rated by the overexpansion of credits
hich developed last Fall. But it is clear
at the available supply of credits for
e coming Fall will be reduced by a
ge amount. The effect upon the money
rkets when the Fall demand for cred-
and for currency begins to make itself
t is a problem of great importance to
e financial world.
There has been some broadening tend-
cy in the bond market during the week,
t the price movement has been rather
regular. United States 5s declined ¼,
d the 2s coupon ⅝ per cent. The new
registered advanced ¼ per cent as com-
red with the closing last week.

WEEKLY BANK STATEMENT.

ss in Cash Is Nearly Twice as Much as Expected.

NEW YORK, Feb. 7.—The Financier
ys:
The principal feature of the statement
the Associated Banks of New York
the week ending February 7 was the
ormous increase of $20,477,900 in loans,
e largest weekly expansion reported in
at item for over a year. The increase
traceable for the most part to heavy
rporate borrowings, the Pennsylvania
n, which has been advanced largely
rough New York, accounting presuma-
for the greater portion of the indi-
ed change. The statement was affect-
unfavorably by the loss of $7,224,800 in
sh, the first reported in some weeks.
is loss was due to operations with the
btreasury, the payment of a Central Pacific note of $3,000,000 having influenced the adverse balance against the banks. Still, unofficial calculations made the bank loss in cash for the week was not more than $3,000,000 on total account, or less than half that reported in the statement. The system of averages used in compiling the official weekly returns is responsible for the discrepancy and the merger of two banks with a consequent increase in capital of $10,000,000, explains the rest.

The increase of $8,401,200 in deposits is much less than the changes already noted would seem to call for. As it was, however, the addition to deposits called for $2,700,000 increased reserve and this, coupled with the loss of $7,224,800 cash, reduced the excess reserve item of the banks by $9,335,100, bringing the surplus down to $18,545,675, or very near the point reached a year ago. At this season last year, it is interesting to recall, the deposits of the banks passed the thousand million mark, but while the present deposits are $60,000,000 less, loans are higher by $6,000,000, while the total cash reserve is nearly $15,000,000 less.

So far as the changes of the past week are concerned, half a dozen of the larger banks seem to have contributed the principal gains and losses. Taking the statement as a whole, it will, of course, be called unfavorable, and it was expected, from the borrowers' standpoint. More important than the temporary change of the current week is the probable absorption by the Treasurer of a large surplus to reduce circulation, the decrease for the week in New York having approximated $1,000,000.

The statement of averages of the clearing-house banks of this city for the week shows:

		Decrease.
Loans	$924,958,600	*20,447,900
Deposits	946,180,100	*8,401,200
Circulation	44,175,700	1,009,200
Legal tenders	76,575,900	2,577,900
Specie	178,014,800	4,657,200
Reserve	256,597,000	7,234,800
Reserve required	236,046,025	*2,100,300
Surplus	18,545,675	9,335,100
Ex.-U. S. deposits	28,567,675	9,336,100

*Increase.

WANT PACIFIC HOPS.

Brewers in New York Market at Under 30 Cents.

NEW YORK, Feb. 7.—(Special.)—Hops closed firm, but trade is quiet. Brewers are reported in the market for fair lots of Pacifics at a shade under 30 cents for choice. State wires report strong views on growers' holdings. Foreign cables quote unchanged markets. New York quotations follow:

State, common to choice, 1902 crop, 30@37c; 1901 crop, 24@26c; Pacific Coast, 1902 crop, 27@32c; 1901 crop, 23@27c; olds 8@13½c.

Prunes show some easiness, due to considerable rejections by purchasers of late arrivals on account of quality and irregular count. One lot of five carloads was rejected on the score of quality, the goods showing up wet. Two cars were refused by the buyer on irregular count, and four carloads were declined, the buyer alleging misrepresentation. These goods now offer at concessions from the market; in the absence of a jobbing demand the standard quality is affected. The export inquiry has fallen off somewhat, and only a few scattering sales have been made. One car of 40-50s in 25-pound boxes changed hands at 7¾c on Hamburg order. Coast wires note easiness on 60-90s, these sizes offering from one packer on a 2⅝c f. o. b. bag basis. Oregon prunes have developed a little easiness, but no pressure is exerted to sell. Small lots offer at 7½c for 30-40s in 25-pound boxes.

Salmon is quiet. Cheap grades continue unchanged at the low basis on pinks and the buying interest is light. Representatives of the association report little inquiry for futures. Jobbers report only moderate buying from distributors. Quotations are 65 cents for pink talls, and 60 cents for chums. Red Alaska fish is firm at $1.07½ to $1.10.

Lima beans are steady. Several cars changed hands today at $3.05 per bushel here.

NEW RECORD FOR WHEAT.

May Option Reaches High Price at San Francisco and Chicago.

SAN FRANCISCO, Feb. 7.—A new wheat record was made today both in San Francisco and in Chicago. In the latter market, the price reached 80¼c and the market closed there at 80⅛c to 80¼c for the May option. In this market, the same option opened at $1.49½, but as soon as the wires announced the upward tendency in Chicago, the price quickly jumped to $1.50 and almost immediately to $1.50¾.

This is the first time May wheat has sold up to $1.50 in this market since May 26, 1898. During this interval the price has been as low as 90 cents. The cause for the high price here in 1898 was the great Leiter deal in Chicago, which reached its climax and collapse in May, 1898. During that month, May wheat options sold here up to $1.86 per cental.

Imports and Exports.

NEW YORK, Feb. 7.—Total imports of merchandise and dry goods at the port of New York for this week were valued at $12,150,271.

The total exports of specie from the port of New York this week were $945,650 in silver and $244,495 in gold. The total imports of specie at the port of New York this week were $8,970 in silver and $31,725 in gold.

Daily Treasury Statement.

WASHINGTON, Feb. 7.—Today's treasury statement shows:

Available cash balances	$224,758,011
Gold	102,407,013

Busy Men Short on Fresh Air.

New York Sun.

Men of affairs in New York find it as difficult to get fresh air as exercise. Some of them find time for an hour with an athletic trainer, but are too occupied to devote another hour to taking the air; that is a long process nowadays in this city. It perversely happens that the men who are absorbed by the large matters of life here are those who are most strenuously urged by the physicians to take the air. Certain maladies to which they are especially subject are best treated by periods of time passed out of doors. Gout, for instance, yields more promptly to such a course than to any other. But it happens to be just the thing that most busy men are unable to do. One or two of the athletic trainers whose services are so much in demand at high prices have all their clients work in what is practically the open, as the windows are unclosed and the patients protected from the cold by heavy clothing. But more usual is the prescription of a doctor who has numbered many well-known men among his patients. He told them to ride always with the windows of their cabs open, whatever the weather might be. But that means the journey to and from their offices could always be made a method of taking the air. And most of those who tried the prescription were so convinced of its value that they stuck to it. William C. Whitney attributes his general good health for years to his devotion to this habit, and he has not been seen in a long time riding in a carriage with the windows closed, no matter how cold the weather.

A New Lincoln Story.

New York Commercial Advertiser.

Jay Cooke, the financier of the Civil War, is at 80 hale and ruddy, unaged save in the whiteness of his hair and beard, and with a fund of anecdotes regarding the great Americans of the past.

"Speaking of gray hair and gray beards," he said the other day at Ogontz, Pa., his country-house, "I am reminded of an occasion when, with Lincoln, Attorney-General Bates and Secretary Chase, I went from Washington to Tenallytown to attend a review of McClellan's troops. Bates' hair had retained its original dark color, but his beard was snow white. I asked him how this happened, and he said he didn't know; but Lincoln, with a laugh, broke in:

"'If you don't know Bates, I do. It is because you have always used your chin so much more than your head.'"

BIG LUMBER SHIPMENTS

HEAVY BUSINESS BY WATER ROUTE IN NEXT TWO MONTHS.

Portland Custom-House Collected Over $100,000 Duty on Imports in January.

Lumber shipments from Portland this month and in March will be large, though the business is not so heavy as it was a year ago. A wider field, however, will be reached than is usually the case, the foreign destination of the cargoes being South Africa, China, Siberia, Liverpool and the west coast of South America. One of the largest cargoes to be sent out, that of the Pak Ling, goes to Manila. Business from Portland to San Francisco and Southern California ports will be up to the usual mark. The following lumber cargoes are being loaded or will be shipped in this or the next month:

	Feet.
Elm Branch	2,000,000
Pak Ling	2,500,000
Peru	1,800,000
Crown of India	1,500,000
Foyledale	1,335,000
Taurus	1,000,000
Coloma	750,000
Arago	750,000
Virginia	450,000
Joseph Russ	350,000

These shipments will represent a total of 13,875,000 feet, and enough coasters not yet listed will doubtless be on hand to swell the figures to over 15,000,000 feet.

In addition to the shipments of rough and dressed lumber, three cargoes of piles amounting to 4000 pieces will be dispatched to the Chinese coast before the end of March. One of the ships, the Amaranth, is now loading, and the big German ship Alsternixie will soon be here to receive her cargo. The third vessel will arrive next month. The pile shipments will be as follows:

Alsternixie	2000
Amaranth	1000
Amazon	1000

The lumber cargo for Liverpool will be carried on the German ship Peru, which is now at San Francisco. It will be the first cargo of that description shipped from Portland to England in several years. The rate is understood to be 50s. Of the lumber freight market, the San Francisco Commercial News of the 5th said:

"Lumber freights remain steady, with a good demand for cargo room in the coastwise trade and a fair demand foreign. For sailing vessels, prompt loading at northern ports, lumber rates are as follows: Sydney, 31s 3d@ 32s 6d; Melbourne or Adelaide, 37s@38s 9d; Port Pirie, 35s@36s 3d; Fremantle, 47s 6d@50s; Geraldton, 50s; Noumea, 40s; Suva, 40s; Hawaii, $5.50; West Coast direct, 32s 6d@35s; Guayaquil, 45s; Guaymas, $6; Santa Rosalia, $7; Buenos Ayres, 40s@42s 6d; Hong Kong, 40s; Shanghai, 37s 6d@40s; Port Arthur, 40s; Talien Wan, 40s; Taku, 45s; Niu Chwang, 40s; Japan, 37s 6d; Manila, 40s@42s 6d; Calcutta, 47s 6d; Vladivostok, 40s; South Africa, 51s 3d@56s 3d; United Kingdom or Continent, f. o., 50s.

CUSTOM-HOUSE BUSINESS.

Duties on Imports in January Were $111,635.

The monthly statement of transactions of the Custom-House in this district in January show exports larger than for any of the four preceding months, except December. The total receipts from all sources were unusually large. The January statement follows:

Vessels entered from foreign ports	6
Vessels cleared for foreign ports	16
Vessels entered from domestic ports	25
Vessels cleared for domestic ports	17
Entries of merchandise for duty	145
Entries of merchandise free of duty	24
Entries for warehouse	6
Entries warehouse and transportation	1
Certificates of registry granted	2
Certificates of enrollment granted	2
Licenses for coasting trade granted	2
Licenses to vessels under 20 tons granted	1
Documents to vessels issued	5
Value of exports—	
Domestic	$1,461,689
Receipts from all sources—	
Duties on imports	$111,100.11
Fines, penalties and forfeitures	3.45
Miscellaneous customs receipts	461.30
Official fees	70.60
Total	$111,635.36

The value of domestic exports in the past five months was as follows:

September	$ 872,916
October	1,447,896
November	846,292
December	1,775,890
January	1,461,689

The total receipts of the district in each month were as follows:

September	$ 62,882
October	79,035
November	56,942
December	72,093
January	111,635

Sale of Pilot Branches.

SAN FRANCISCO, Feb. 7.—The Call says that Governor Pardee is the custodian of evidence tending to prove that bribery and corruption have lent a full measure of influence in the appointment of pilots for the port of San Francisco, and he has inaugurated an investigation. A summons, it is said, has been issued to a prominent pilot of this port, directing him to appear before the Governor next Tuesday and tell what he knows of the charges that gold brought him the appointment. It is alleged that his position cost him $8000. The Call asserts that unsuccessful negotiations for the sale of a position as pilot were carried on directly with Pilot Commissioner Charles H. Pratt by Captain Charles Hall, master of the South Portland.

It is alleged that a revelation of this fact prevented the appointment of Pratt as Harbor-Master by Governor Gage.

The Call asks for an investigation of the causes of the retention of Pilot Jordan after the wreck of the Rio de Janeiro, and also requests an inquiry into the appointment of Captain von Helms as a pilot.

Ville de St. Nazaire Libeled.

In the United States District Court yesterday a libel was begun by The Dalles, Portland & Astoria Navigation Company, of which Rufus Mallory is president, against the French ship Ville de St. Nazaire. The complaint alleges that on February 3 the Regulator, a steamer owned by the plaintiff, had been employed to tow the Ville from the Oceanic dock on the East Side to the Columbia dock on the West Side, and in midstream and under the direction of the pilot chosen by the captain of the Ville, the Regulator crushed against the French ship Desaix. The result was a damage of $1900, including the time the boat was out of service.

Columbia Crashes Into Dock.

ASTORIA, Or., Feb. 7.—(Special.)—When the steamer Columbia arrived down the river at an early hour this morning and was attempting to make a landing at the O. R. & N. wharf, the vessel took a sheer and crashed into the west end of the wharf doing damage to the amount of at least $500. Besides breaking the wharf the steamer struck a dolphin of 10 piles driven deep into the bottom and bound together with a steel cable and broke it completely off. The steamer was not damaged to any extent, but the passengers were scared by the shock, many of them being thrown from their bunks, but no one was injured.

Pleiades Had Bad Coal.

TOKIO, Jan. 19, via San Francisco, Feb. 7.—The steamer Pleiades arrived safely in Yokohama, her journey from Tacoma having occupied 28 days. Her delay was caused by bad coal, in consequence of which she had to put in at Dutch Harbor, in the Aleutians, where a week was spent in refilling her bunkers. She arrived in Yokohama January 11.

Measurement of the Arrow.

Deputy Collector of Customs Barnes yesterday took the official measurements of the steamer Arrow, which was launched at Paquet's shipyard January 31. The official figures follow: Length, 147 feet; beam, 22.5 feet; depth, 9.2 feet; gross tonnage, 218; net tonnage, 190.

Wreck of Leyden Due to Fog.

NEWPORT, R. I., Feb. 7.—The court of inquiry on the wreck last month of the United States tug Leyden concluded its session today. The testimony went to show that fog was mainly responsible for the wreck.

Marine Notes.

The Wiscombe Park finished loading wheat at Oceanic dock yesterday.

The Emelie, in tow of the Queen, and the Coloma, towed by the Ocklahama, will leave down this morning.

T. M. Stevens & Co. have chartered the British ship Westlothian to load general cargo on Puget Sound for South Africa.

The four assistant engineers—Huston, Burpee, McCauley and Foley—who refused to testify before United States Inspectors Edwards and Fuller in regard to the strike on the steamers Geo. W. Elder and Columbia, have left San Francisco for this city to testify, as required. Their licenses were suspended last Fall because they refused to testify.

Domestic and Foreign Ports.

ASTORIA, Feb. 7.—Sailed at 7:30 A. M.—Steamer Columbia, for San Francisco. Arrived down at 2 P. M.—Schooner Samar. Condition of the bar at 4 P. M., rough; wind south; weather squally.

San Francisco, Feb. 7.—Sailed at 11:30 A. M.—Steamer Geo. W. Elder, for Portland. Arrived—Schooner Virginia, from Portland; schooner Allie J. Alger, from Victoria; steamer Mackinaw, from Tacoma. Sailed—Barkentine Gleaner, for Willapa Harbor; schooner Zampa, for Umpqua; steamer Arcata, for Coos Bay.

Liverpool, Feb. 7.—Arrived—Celtic and Nomadic, from New York.

Southampton, Feb. 7.—Arrived—Friedland, from New York.

Queenstown, Feb. 7.—Arrived off—Etruria, from New York for Liverpool, and proceeded without communicating with the shore on account of severe weather.

Cherbourg, Feb. 7.—Sailed—Philadelphia, from Southampton for New York.

Antwerp, Feb. 6.—Sailed—Vaderland, for New York.

New York, Feb. 7.—Sailed—La Lorraine, for Havre; Zeeland, for Antwerp, via Southampton; Princess Victoria Louise, for Nassau; Minnehaha, for London; Saxonia, for Liverpool; Bleucher, for Plymouth, Cherbourg and Hamburg.

Liverpool, Feb. 7.—Arrived—Winifrian, from Boston.

Seattle, Feb. 7.—Arrived—Steamer Valencia, from San Francisco.

Yokohama, Feb. 7.—Arrived previously—Indrapura, from Portland, Or.; Korea, from San Francisco.

THE NEXT MOVE.

(Continued From Page. 17.)

the Cascades, the factors which combined to admit of its indorsement last Summer have since been eliminated or changed.

How Conditions Were Changed.

The voluntary reduction of grain freights by the railroads last August brought the rate down to within a fraction of the figure named in the maximum freight bill which the railroads put to sleep in the Legislature two years ago. This reduction of the rate by the railroads, together with their assurance to the farmers that they would make further reductions, if they would come to them instead of going to the politicians, removed one of the strongest arguments in favor of the bill. The passage of any one of the proposed bills now before the Legislature for the purpose of compelling Assessors to do their duty will deprive the commission forces of another strong argument in favor of the bill. Under such a handicap it will be practically an impossibility for the bill to muster another such a showing of strength as has been made during the last campaign.

No Successor for Preston.

Another serious disadvantage under which the Governor will labor two years hence will be the lack of Senatorial timber to be used as trading stock for a commission bill. The experience of Harold Preston, who acted a cowcatcher on McBride's political locomotive, was unpleasant and it will be no easy matter to replace him with another King County martyr. It would be easier to secure a helpful Senatorial partner if the Governor would agree to fusion. This has already been suggested to him by Colonel Blethen, of the Seattle Times, whose deep solicitude for the welfare of the Republican party was so great that during the Senatorial election his Democratic paper contained daily exhortations in full-faced type urging the King County members of the Legislature to stand on the Republican platform and to keep out of caucus. Colonel Blethen would be an ideal fusion candidate for Senator and he hails from King County, this latter qualification in his mind being pre-eminent over all others. Governor McBride, as stated above, is not looking for fusion and unless Colonel Blethen practices what he has been preaching during the Senatorial fight and becomes a Republican, he will look elsewhere for a successor of Preston, who will not again play the role of Sinbad the Sailor with a railroad commission bill for the "Old Man of the Sea."

Both Sides Relieved.

Both the friends and the opponents of the bill feel relieved over its early removal from further legislative action at the present time, for had the victory of the anti-commission men been less decisive, the bill might have caused serious trouble in obstructing much needed legislation.

E. W. W.

Deathbed Bride Loses Estate.

CINCINNATI, Feb. 7.—Judge Nippert today refused to receive for probate the copy of the will of the late John McCormick Gibson, millionaire, in which he made Miss Henrietta Cecilia Wolfe his heiress. Miss Wolfe married him on his deathbed, and he died a week later. The original will could not be found, and a copy made from stenographer's notes was presented. The court said the copy shown was a true one, but the evidence did not show that the testator had not revoked the will. By this decision the estate of Gibson is inherited by his mother and brother. The case attracts wide attention on account of the legal question involved.

Masonic Service Over Perrine.

SALEM, Or., Feb. 7.—(Special.)—At midnight tonight the Scottish Rite Masons conducted the solemn and impressive funeral services of the order over the body of the late Finley C. Perrine, bailiff of the Supreme Court. Chief Justice F. A. Moore, the only 33d degree Mason in Salem, had charge of the ceremonies. Burial will be had tomorrow.

Dr. John Homans, Noted Surgeon.

BOSTON, Feb. 7.—The death occurred today of Dr. John Homans, of this city, one of the leading surgeons of the United States. During the Civil War he was assistant surgeon in the Navy. Later he was surgeon-in-chief of the First Division of the Nineteenth Army Corps. Since the war he has been lecturer at Harvard.

Indorse Bill to Pension Slaves.

BIRMINGHAM, Ala., Feb. 7.—Camp Hardee, United Confederate Veterans, today unanimously passed resolutions indorsing the bill introduced by Senator Hanna to provide for the pensioning of slaves.

DESTROYS LIVER FLUKE

SERVICE OF THE CARP IN COLUMBIA RIVER BOTTOMS.

Cattle May Graze in Safety Where the Fish Have Previously Ranged —Discovery by Portland Man.

OREGONIAN NEWS BUREAU, Washington, Feb. 1.—An important discovery by a Portland man appears in the 18th annual report of the Bureau of Animal Industry. This report is prepared by Zoologist Charles Wardell Stiles, Ph. D., who gives Dr. E. N. Hutchinson, inspector of the Portland station, Bureau of Animal Industry, full credit for directing attention to the new view of the matter. It is simply that carp destroy the liver fluke which causes so much trouble with cattle and sheep. The published report runs as follows:

"There have been a number of suggestions made in regard to methods of prevention of liver-fluke disease (distomatosis), and some of them, especially the free use of salt, appear to be valuable. Mr. William Ashmead, of the United States National Museum, upon returning from the Hawaiian Islands, told of a method which had been tried there with good results, namely, the introduction of frogs and toads into infected districts to devour the snails, which act as intermediate hosts. This method is entirely new to me, and appears to be a good one.

The common liver fluke (Fasciola hapatica), natural size.

Dr. Ernest N. Hutchinson, an inspector of this bureau, stationed at Portland, Or., has recently called my attention to a decrease in liver-fluke disease following the introduction of carp into an infected district. These interesting notes by Dr. Hutchinson are worthy of serious attention, and, as Dr. Evermann, ichthyologist of the United States Fish Commission, has recently expressed it, they 'justify us in scoring one more for that much maligned but exceedingly useful fish.' Dr. Hutchinson writes:

I desire to acquaint you with some peculiar points concerning Fasciola hepatica which prevail in the minds of stockraisers pasturing on the Columbia River bottom, and to which you may be able to attach some practical significance.

Professor C. V. Piper, of the Washington Agricultural College, in conversation with me, mentioned the theory which I find is, as he said, extant in the minds of many farmers along this river, namely, that "leeches" (liver flukes, which were formerly numerous in the livers of cattle and sheep, have to a considerable extent disappeared since the introduction of carp into the waters of this river.

Portion of a grass stalk with three encapsuled cercariae of the common liver fluke.

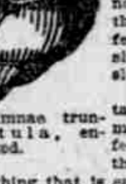
While, of course, the farmers' idea is that the carp now consume the leech which, according to their view, the cattle formerly swallowed with the water while drinking, it is possible that there may be a practical connection between certain peculiar habits of this fish and the noticeable freedom from fascioliasis among the cattle and sheep ranged on the bottoms adjoining streams in which these fish are found, compared with animals coming from other sections where carp are unknown. About 75 per cent of the cattle and sheep coming from the western slope of the Cascades, exclusive of this Columbia River bottom, are infested with Fasciola hepatica; but from this particular portion only about 5 per cent are so infested.

All the bottom lands of this river are subject to annual overflow, and at this time the carp clean the meadows as thoroughly as a fire. Every spear of grass, up to the very water's edge, will be eaten by them. They also have a habit of rooting all around the edge of this overflow as it gradually recedes.

It has occurred to me, therefore, as possible that they destroy the final cystic stage of this parasite with the grass, and perhaps in their rooting they may also destroy some of the snails.—Letter dated December 2, 1901.

Replying to your letter No. 4092, of the 16th ultimo, I have to inform you that inquiries addressed to certain small butchering establishments whose main source of supply would be lands adjoining carp-bearing streams, to ascertain the frequency with which they encounter the liver fluke, has failed to secure a single reply.

The carp were introduced into the waters of the Willamette River at Portland, Or., about eight years ago. They have multiplied very rapidly, and are quite numerous in the lakes and sloughs adjoining the lower Willamette and Columbia Rivers. They have not, however, gone upward in these streams more than a few miles, seeming to prefer sluggish waters and stagnant sloughs.



Limnae truncatula, enlarged.

Mr. A. E. Gebhart, secretary of the Oregon Fish Commission, in describing their feeding habits, likens them to the hog, saying they will eat anything that is eatable in the way of vegetation along the edges of sloughs and on the meadows at the time of overflow. They also root about in search of roots and such animal life as may be within their reach. He also says they will eat clams, as he has tried them as bait.

I am able to say that fascioliasis is much less common in animals from the lower Columbia and Willamette slough lands than from any other swampy districts of Oregon or Washington.—Letter dated January 4, 1902.

Referring to correspondence No. 4092, I have to report to you that while at Ridgefield, Wash., on the 17th inst., I was able to confirm somewhat the theory that the carp in the waters of streams reduce the dangers of fascioliasis in sheep. Mr. J. B. Campbell, for whom I inspected sheep for passage into Oregon, states positively that since the introduction of carp the flukes have entirely disappeared, and are no longer found in sheep pasturing on the bottoms, but that they are to be found as commonly as ever in sheep which feed upon the moist uplands.

As Mr. Campbell informed me that he had lost about 30 sheep from some mysterious disease, and that other sheepowners in his vicinity had also lost many, I endeavored to find a cause for this mortality. I made postmortem examinations of three sheep from as many different bands, each individual showing a marked degree of cachexia aquosa, with no acute inflammation of any organ. The musculature was pale, flabby and watery. The retroperitoneal connective tissue was saturated with a semigelatinous, clear, transparent material. A considerable collection of this semifluid substance followed the attachment of the mesentery and the intestine. The blood was palish, and, while of a quite clear red when discharged from the vessels, it did not make a marked stain upon the white clothing with which it came in contact. Great numbers of the Strongylus filaria were present in the lungs, and much of the lung tissue was collapsed and in a state of carnification, particularly the ventral border and caudal third of the principal lobes. Strongylus contortus was also very numberous in the fourth stomach, the submucosa of which was the site of the same clear, semigelatinous infiltration noticed in the abdominal subserous tissues.

These animals had pastured continually upon the low bottom lands, and were entirely free from Fasciola hepatica.—Letter dated February 20, 1902.

"In corresponding with the United States Fish Commission on the subject, the following letter has been received from Dr. Evermann:

Your letter regarding the carp is very interesting, and it justifies us in scoring one more for that much maligned but exceedingly useful fish.

I do not know of any observations which have been made specifically for the purpose of determining whether the carp feeds upon Limnaea (swamp snails which serve as intermediate host of Fasciola hepatica), but there is no doubt in my own mind but that it does so. Carp will feed freely upon all sorts of small mollusks and crustaceans which it finds in the water, and when carp are able to go out in overflow ponds they will certainly clean up everything edible in the way of animal and plant material. I would be very glad to know more of this matter. Can you give me the localities to which you refer, and any more details?—Letter dated December 11, 1901.

"The action of the carp in this case appears to be very strongly supported by the facts stated, and it seems that the introduction of carp into fluke districts generally would result in a great decrease of liver-fluke disease."

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UNCLE SAM TO THE RESCUE

Merits of the Brownlow Good Roads Bill Discussed.

The fact that the United States Government has taken no substantial part in building or maintaining public highways in this country for the last two generations, is accepted by many people as final proof that the General Government is forbidden, either by constitutional limitations or by sound public policy, from engaging in any such internal improvement. On the other hand, it should be noted that no system of public highways was ever built up or maintained in any country without the substantial aid of the general Government of that country. The almost universal lack of improvement in regard to our public road system is directly referable to the fact that there has been no well-established system or policy pertaining to the question. Those who have done most to agitate for permanent improvements have found that the farmers of the country have almost invariably been opposed to any general plan heretofore suggested for the building up of permanent and durable roads, although it is generally conceded that the farmers would be benefited as much, if not more, than any other class of people by such roads. The real reason for the farmer's objection is found in the fact that according to the ordinary scheme of improvement he would be called upon to pay the entire burden of cost, which he intuitively feels to be greater than he ought to bear, if not greater than he is able to bear. Considering this long-continued opposition by the people in the rural districts and the lack of policy on the part of the general Government, and especially considering that roadbuilding is undoubtedly a public duty which rests upon the Government in some form, it seems likely that the farmers are entitled to some assitance in bearing the necessary burden of cost to improve the public highways; and that the United States Government should step forward with some definite policy and assume some share of the burden and responsibility which is necessary to produce a creditable system of public highways, and which has, as stated above, never been effected in any country at any time without the substantial aid and encouragement of the general Government of the country.

The Brownlow bill, H. R. No. 15,369, seeks to establish such a policy to be followed by the United States. It is a policy of co-operation and seeks to bring in the general Government as a co-operating factor to work in connection with any state or political subdivision thereof, so that the United States should furnish one-half the cost of improvement and the state or political subdivision thereof, co-operating, should furnish the other half. Sections 5, 6 and 7 are quoted from the bill, as follows:

Sec. 5. That any state or political subdivision thereof, through its proper officers having jurisdiction of the public roads, may apply to the director of said bureau for co-operation in the actual construction of a permanent improvement of any public highway within the said state in the following manner: Every application for the co-operation herein provided for shall be accompanied by a properly certified resolution stating that the public interest demands the improvement of the highway described therein, but such description shall not include any portion of a highway within the boundaries of any city or incorporated village.

Sec. 6. That the director of the said bureau upon receipt of any such application, shall investigate and determine whether the highway or section thereof sought to be improved is of sufficient public importance to come within the purposes of this act, taking into account the use, location and value of such highway or section thereof for the purposes of common traffic and travel, and for the rural free delivery of mail by the United States Government, and after such investigation shall certify his approval or disapproval of such application. If he shall disapprove such application, he shall certify his reasons therefor to the public officer or officers making the application.

Sec. 7. That if the director of said bureau shall approve such application, he shall cause the highway or section thereof therein described to be mapped, both in outline and profile. He shall indicate how much of such highway or section thereof may be improved by deviation from the existing lines whenever it shall be deemed of advantage to obtain a shorter or more direct road without lessening its usefulness, or wherever such deviation is of advantage by reason of lessened gradients. He shall also cause plans and specifications of such highway or section thereof to be made for telford, macadam or gravel roadway, or some other suitable construction, taking into consideration climate, soil and material to be had in the vicinity thereof, and the extent and nature of the traffic likely to be upon the highway, specifying in his judgment the kind of road a wise economy demands. The improved or permanent roadway of all highways so improved shall not be less than eight nor more than 24 feet in width, unless for special reasons it is required that it shall be of greater width.

The constitution of the United States puts no such limitation upon the Government as to prevent the co-operation provided for in this bill, and so far as public policy is concerned that remains to be settled by the concensus of opinion by the people of the United States. It was not considered good public policy, until very recently, to undertake to deliver the United States mail to the people living in the rural districts, but it has been found upon trial to be very useful, very economical and very beneficial to those living in the rural districts; and yet for 40 or 50 years the people in cities have been favored by having their mail delivered at their doors, while people living in the rural districts have been discriminated against because we had not discovered, until lately, that it is good policy to deliver mail alike to people in the country and in the city. One is almost as easily obtainable as the other. There is no reason why the mail could not have been delivered to the people living in the rural districts 40 years ago as well as at the present time; as a matter of fact the roads were as good then, for the most part, as they are now and the population in very many of the older states was less sparse in the rural districts at that time than at the present time. Now that the people are manifesting their desires to have the mail delivered in the country and have demonstrated that it is possible, their representatives in Congress are eager to appropriate almost any sum of money to bring about this result.

What we have seen and are seeing in the development of rural free mail delivery is likely to be repeated in the matter of making permanent improvements to the highways. Once let it be understood that the desired result can be accomplished through a system of co-operation, aided, fostered and encouraged by the general Government, and then let the people of the country express themselves in favor of the plan, and you will find that Congress and the constitution will not be against but for it. What members of Congress want is an expression from their constituency showing what is desired in the several districts. There are many rural districts that have no great rivers or great harbors or great cities which entitle them to public buildings, but there is no district but that has many miles of public roads that need to be permanently improved. Let the people ask for it and they will receive the assistance which they desire and deserve.

It is a remarkable fact that the United States Government has already appropriated a million dollars to Porto Rico for roadbuilding, and another million to the Philippine Islands; and the Secretary of War has just made an appeal to Congress through the President of the United States, who strongly indorses that appeal, to have $3,000,000 appropriated for the use of the Philippine Government. The following is quoted from Secretary Root's letter:

"Previous experiences indicate that such an appropriation could be made the most useful by giving the Philippine Government discretion to apply it in such proportions as they deem wise in the direct purchase and distribution or sale of supplies or through the employment of labor in the construction of Government wagon roads, railroads or other public works."

Ironing Board Her Fire-Escape.

Chicago Journal.

Mrs. Mabel Palmer escaped from the fire in her rooming-house, at 1275 North Clark street, early today by laying an ironing board across the court separating her building from the one adjoining and crawling over.

Mrs. Palmer was awakened by the smoke which entered her room near the top of the stairs through an open transom.

In her night clothes she hurried through the hallway, stopping at each door to tap vigorously and shout an alarm of fire. When she saw the last roomer emerge from his smoke-filled apartments and half run and fall down the stairway she thought of her own safety. She ran to the stairway, but only to see the narrow passageway light up with a blaze of fire. Almost overcome by the hot smoke which she had breathed into her lungs she staggered back to her own apartments, and raising a window, caught a few breaths of fresh air.

Then she seized an ironing board and made her way to the roof. She placed the board so that it was supported by the roof of the burning building and that of an adjoining structure. This accomplished she drew the folds of her night clothing about her and made her way to safety. After the ordeal was over and steady nerves no longer required she fainted.

Her act was witnessed by a score of persons who had been aroused from their sleep by the gong of the fire engines. Two policemen, who also witnessed the proceeding, were soon on the roof and carried her down to the street.

Pettus Easily Beat the "Kids."

Washington Evening Post.

When Senator Pettus, of Alabama, 81 years old, announced that he was a candidate for re-election, he had as competitors ex-Governor Oates, aged 65, and two other Alabamians, aged respectively 71 and 75. Senator Pettus won hands down.

After the election ex-Governor Oates made a speech at a gathering attended by all the candidates.

"The trouble with us," said the ex-Governor, indicating with a sweep of his hand the 71 and 75-year-old candidates "is that the State of Alabama thinks we are too young to go to the Senate."

Death of Major Donaldson.

BALTIMORE, Feb. 7.—Major Walter A. Donaldson, superintendent of the National cemetery, here, died today.

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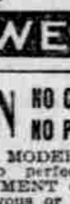

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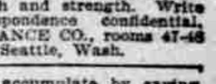

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