PROVISIONS OF BILL

Power of Interstate Commission Over Railroads Enlarged.

PENALTIES MADE MOST SEVERE

New Rate Bill as Passed by Senate Allows Interstate Board to Fix Rates.

Washington, May 19.—The principal purpose of the railroad rate bill passed yesterday is to permit the Interstate Commerce commission to fix rates. The provision conferring this authority is found in the fourth section, which amends section 15 of the interstate commerce law so as to accomplish this result. This section directs the commission to investigate complaints of unjust and unreasonable charges on the part of common carriers in the transportation of persons or property, or of regulations or practices affecting such charges. It also authorizes an inquiry as to whether the rates or practices are "unjustly discriminatory or unduly preferential or prejudicial, or otherwise in violation of the act," and, in case any of these conditions are found to exist, the commission is empowered to determine and prescribe what will be the just and reasonable maximum rate, and what regulation or practice is just, reasonable and fair.

Further, authority is given the commission to enforce its orders, and they are to go into effect within 30 days and continue in force for two years unless suspended, modified or set aside by the commission or by a court of competent jurisdiction.

A penalty of $5,000 for each offense in disobedience of the order is imposed, and the penalty is to accumulate at the rate of $5,000 a day in case of continuous violation. Orders other than those for money payments are to be enforced by the federal courts through writs of mandamus or injunction, and, in case of appeal to the supreme court, these cases are to be given preference over all others except those of a criminal character.

The bill was amended by the senate so as to give the United States circuit courts jurisdiction to entertain suits brought to annul or change the orders of the commission and to provide against the granting of interlocutory decrees without hearing and making appeals from such orders direct to the supreme court.

There are no changes in the law relative to the reports to be required of common carriers, and a penalty of $100 a day is imposed for failure to comply with the report requirement. The commission is given access to the accounts of the companies affected by the act, but examiners are forbidden, under penalty of heavy fine and long imprisonment, to divulge the facts ascertained. A fine of $500 for each failure to keep proper accounts is provided.

TRANSIT TUBES FLATTENED.

Sand and Water of East River Make Costly Work Valueless.

New York, May 19.—Mayor McClelland announced today at a meeting of the Rapid Transit commission that, crushed by the weight of sand and water, the roofs of the Rapid Transit tubes under the East river, connecting the subway system in Manhattan with Brooklyn, have been flattened so seriously at various points that they must be rebuilt so that trains can pass through them.

C. M. Jacobs, chief engineer in charge of the Pennsylvania tunnels under the East and North rivers; Gustav Lindenthal and C. S. Smith, called in as experts, declare that the present conditions in the East river are sufficient to cause a delay of from 2½ to hree years in the work. Reconstruction is expected to be absolutely necessary for more than 1200 feet of the section from Joralemon and Hicks streets out under the Brooklyn waterfront.

World's International Commerce.

Washington, May 19. — The world's international commerce will aggregate fully $25,000,000,000 in the year 1906, says a bulletin issued by the department of Commerce and Labor. By the term "world's international commerce," explains the bulletin, is meant the imports plus the exports of all countries of the world from which statistical trade reports are available. The figures given indicate that the trade between nations in 1906 will be six times as much as in 1850, and twice as much as in 1870.

Big Steel Rail Demand.

Pittsburg, May 19.—Since the order books were opened two weeks ago, the United States Steel Corporation, the Colorado Fuel and Iron Company, the Jones & Laughlin Steel Company, the Pennsylvania Steel Company, the Maryland Steel Company and the Tennesse Coal and Iron Company have booked an aggregate of 1,000,000 tons of steel rails for delivery in 1907. This is an unprecedented amount of business for this time of the year.

New Delegate to Rio Conference.

Washington, May 19.—Paul Samuel Reinsch, of Madison, Wis., has been appointed one of the American delegates at the Pan-American Conference in place of James S. Harlan, who has been obliged to decline the place owing to an accident to his knee. Paul Reinsch is professor of political science at the University of Wisconsin.

DANGER OF QUAKES.

One of Chief Reasons for Committee Favoring Sea Level Canal.

Washington, May 18. — That the earthquake that destroyed San Francisco helped determine the vote of the senate committee on interoceanic canals in favor of a sea level type is apparent from the fact that a feature of the majority report is a discussion of the effect earthquakes might have on locks and dams. The majority report in favor of a sea level canal was submitted today by Senator Kittredge.

The report says that the canal structures would be exposed to injury by earthquakes, particularly the locks at Gatun. If the lock walls should be moved, leakage would result and the gates would be useless. In case of fracture of locks, months or years might be required for repairs, and meanwhile traffic would be interrupted.

It is maintained that the dam at Gamboa proposed by the majority of the board of consulting engineers, is not liable to injury by earthquakes, for it will be built on a solid rock foundation, reinforced with strong walls and buttressed at each end with walls of rock. Nor are the side slopes of the Culebra cut likely to be disturbed, but an earth dam on an alluvial base might be cracked, draining the lock and ruining the canal. The committee says:

"At San Francisco, where the water pipes were broken, the disaster was greatly augmented by this cause, for the water could not be held in the pipes and directed on the flames. What would happen to the aqueduct, conduits, pipes and valves, buried in the concrete walls, used for filling and emptying the locks, cannot be well conjectured."

It is stated that ships of all classes could be passed through the sea level canal in 8½ hours less than the time that would be consumed in passing ships through locks alone. The cost of annual maintenance is estimated at $1,840,000 for the sea level and $2,330,000 for the lock type. A sea level canal free from all obstacles could pass 100 warships in less than a day. Naval commanders and commercial shipmasters oppose locks.

The majority argues that an enemy could destroy a lock canal much easier than a sea level canal with explosives. The cost of a sea level canal is estimated at $250,000,000, while the total cost of the lock canal would be at least $190,000,000, and the cost of transforming the latter into a sea level canal would be $200,000,000. The conclusion of the majority is "that the sea level canal can be realized in 10 or 12 years at a cost not exceeding $60,000,000 above that required by the construction of the multilock canal proposed by the minority."

AIDS TO PACIFIC NAVIGATION.

Omnibus Bill in House for Lightships and Signal Stations.

Washington, May 18.—The house committee on interstate and foreign commerce today authorized a favorable report on an omnibus bill carrying between 20 and 25 projects as "aids to navigation" and authorizing an appropriation of something in excess of $1,300,000. Among the provisions are:

Light station at Makapuu Point, Island of Oahu, Territory of Hawaii, $60,000.

Light station and range lights at Honolulu harbor, $40,000.

Fog signal at entrance to harbor at Humboldt, California, $15,000.

Lightkeeper's dwelling at Cape Mendocino, Cal., $5,500.

Light and fog signal station near Point Cabrillo, California, $5,000.

Light vessel for use off the mouth of the Columbia river, Oregon, $130,000.

Lightkeeper's dwelling at Robinson Point, Washington, $5,000.

Fog signal at Ediz Hook light station, State of Washington, $10,000.

New tender for inspection service in the 13th lighthouse district, $110,000, in addition to the unexpended balance of $40,000 for the repair of the tender Manzanilla to be applied on the new tender.

Rebuilding of Stanford.

San Francisco, May 18.—Stanford University will be reconstructed at once, and by next September every building necessary to the work of the college will be in perfect condition. The work has already commenced, and there is plenty of money on hand to assure the trustees that the repairs may be accomplished as quickly as they desire. The structures will be rendered earthquake proof. Three experts have been appointed, and their report will be the basis for whatever changes are considered necessary.

Make Money by Disaster.

Oakland, Cal., May 18.—Some very curious schemes for making money have been devised since the earthquake and fire. Two Stanford students, in the early days of the trouble, secured many views of the ruins in San Francisco and surrounding country. These they had reproduced on lantern slides, and now they are touring the small towns of California presenting stereopticon lectures. From latest reports they are receiving heavy patronage.

Withdraw Troops June 1.

Washington, May 18.—General Greeley has reported to the War Department from San Francisco under date of last night that the reported killing of a large number of people by the army during the San Francisco fire is incorrect. General Greeley adds that he has notified the citizens' committee and the Red Cross that the troops will be drawn from San Francisco not later than June 1.

OREGON STATE ITEMS OF INTEREST

OFFICIAL BALLOT.

Ticket To Be Voted On in June Made Up by Secretary of State.

Salem — Secretary of State Dunbar has issued his certificate of the Republican and Democratic primary nominations the nominations of the Socialists and Prohibitionists and the arrangement of the names on the official ballot.

The state senatorial and congressional ticket is as follows:

Governor—I. H. Amos, Multnomah county, Prohibition; C. W. Barzee, Wasco, Socialist; George E. Chamberlain, Multnomah, Democratic; James Withycombe, Benton, Republican.

Secretary of State—Frank W. Benson, Douglas, Republican; R. C. Brown, Douglas, Socialist; T. S. McDaniel, Multnomah, Prohibition; P. H. Sroat, Marion, Democratic.

State Treasurer—Leslie Butler, Wasco, Prohibition; G. R. Cook, Multnomah, Socialist; J. D. Matlock, Lane, Democratic; George A. Steel, Clackamas, Republican.

Supreme Judge—C. J. Bright, Sherman, Prohibition; Robert Eakin, Union, Republican; T. G. Hailey, Umatilla, Democratic; Marcus W. Robbins, Josephine, Socialist.

Attorney-General—C. C. Brix, Crook, Socialist; A. M. Crawford, Douglas, Republican; Robert A. Miller, Multnomah, Democratic; F. B. Rutherford, Multnomah, Prohibition.

Superintendent of Public Instruction—J. H. Ackerman, Multnomah, Republican; J. E. Hosmer, Multnomah, Socialist; Henry Sheak, Benton, Prohibition.

State Printer—J. C. Cooper, Yamhill, Socialist; Willis S. Duniway, Multnomah, Republican; Alvin S. Hawk, Multnomah, Prohibition; J. Scott Taylor, Klamath, Democratic.

Commissioner of Labor Statistics and Inspector of Factories and Workshops—O. P. Hoff, Multnomah, Republican; W. S. Richards, Linn, Socialist.

United States Senator (to fill vacancy)—Hiram Gould, Yamhill, Prohibition; Fred W. Mulkey, Multnomah, Republican; J. D. Stevens, Multnomah, Socialist.

United States Senator (term beginning March 4, 1907)—Jonathan Bourne Jr., Multnomah, Republican; John M. Gearin, Multnomah, Democratic; B. Lee Paget, Multnomah, Prohibition; A. G. Simola, Multnomah, Socialist.

Congressman, First District—Charles V. Galloway, Yamhill, Democratic; Edward F. Green, Benton, Prohibition; Willis C. Hawley, Marion, Republican; W. W. Myers, Clackamas, Socialist.

Congressman, Second District—W. R. Ellis, Umatilla, Republican; James Harvey Graham, Baker, Democratic; A. M. Paul, Union, Socialist; H. W. Stone, Multnomah, Prohibition.

Spring Produces Clams.

Albany—Water from a spring flowing from a solid sandstone hill, three miles northeast of Lebanon, produces fresh water clams. Though there are no clams in the spring, and, so far as known, none that its water could come in contact with in any way, yet the water, when poured into a trough, produces clams, which grow to ordinary size. Water flows from solid rock through an iron pipe, about 45 yards, into a watering trough. In this trough the clams develop. The trough has been frequently cleaned, but fresh water clams always developed in it again.

Indians Want to Work.

Klamath Falls—It is probable that a part of the labor in constructing the Klamath project of the United States reclamation service will be performed by the Indians of the Klamath reservation, who are said to be faithful workmen. It is understood the question has been taken up with the Indian bureau through the proper channels and that from 100 to 250 descendants of the braves who fought on the battlefields of the lava beds in the famous Modoc war will work in digging the ditches.

Sawmill on Wendling Line.

Eugene — The Southern Pacific company has selected a site for one of its proposed sawmills along the Wendling branch railroad. It will be located on the company's land about one mile north of Marcola station. A large force of men is clearing the right of way for a spur from the Wendling line to the sawmill site, nearly one mile. Agents of the company have been in Eugene the last two days looking for about 20 men to assist in the work.

Flooded With Paper Money.

Oregon City — Oregon City is being flooded with paper currency in consequence of a suspension of the mint at San Francisco by reason of the earthquake and subsequent conflagration. Local banks have received their gold and silver largely from the San Francisco mint, and have always been plentifully supplied heretofore.

Entire Sawmill Made in Albany.

Albany — The Albany Iron Works has just completed a complete sawmill outfit and shipped it to Medford, where it will be erected and placed in operation immediately. All the machinery from the largest to the smallest piece was made in the local foundry.

Rich Strike in the Goldbug.

Sumpter—The Blue Mountain American says: "Another wonderfully rich strike has been made at the Goldbug mine, in the Red Boy district, on north drift, vein No. 5. The pay streak is eight to ten inches thick. One assay gives $300 to $1,900 a ton."

INITIATIVE MEASURES.

Questions on Which Oregon Voters Will Pass at June Election.

Salem—There are 11 measures upon which the people will be called to vote in June, five of which are proposed amendments to the state constitution. The remaining six are legislative measures proposed by initiative. Their title and order on the ballot, which are to be voted "yes" or "no," follow:

Shall act appropriating money maintaining insane asylum, penitentiary, deaf mute, blind school, university, agricultural college and normal schools be approved?

For equal suffrage constitutional amendment.

For amendment to the local option law giving anti-Porhibitionists equal privilege.

For law to abolish tolls on the Mount Hood and Barlow road and providing for its ownership by the state.

For constitutional amendment providing method of amending constitution and applying the referendum to all laws affecting constitutional conventions and amendments.

For constitutional amendment giving cities and towns exclusive power to enact and amend their charters.

For constitutional amendment to allow the state printing, binding and printer's compensation to be regulated by law at any time.

For constitutional amendment for the initiative and referendum on local, special and municipal laws and parts of laws.

For bill for a law prohibiting free passes and discrimination by railroad companies and other public service corporations.

For an act requiring sleeping car companies, refrigerator car companies and oil companies to pay an annual license upon gross earnings.

For an act requiring express companies, telegraph companies and telephone companies to pay an annual license upon gross earnings.

Mammoth Canal at Klamath Falls.

Bend— Mason, Doris & Co. have the contract for construction of a big canal at Klamath Falls. The amount involved is about $400,000, and something like 700,000 yards of dirt will be excavated. The contract includes much concrete work and a tunnel 3,300 feet long, which will pass under the town of Klamath Falls. Seventy-five teams and about 300 men have been engaged. The contract calls for a trench nine miles long, 44 feet wide on the bottom and 75 feet at the top and 13 feet deep. The in-take is at Upper Klamath lake.

Branch of Boys' and Girls' Aid.

McMinnville — An advisory board of the Boys' and Girls' Aid Society has been organized in McMinnville. This board will pass on applications from Yamhill county for children to be taken into family homes. It will also keep in touch with the children thus placed out, and report on their condition. This board may take up the matter of truancy, neglect and other forms of delinquency, in which case strong co-operation will be furnished.

Hop Farm Is Incorporated.

Salem—The Molson Hop Farm company, of Rickreal, Or., is the title of a corporation whose articles have been filed in the secretary of state's office, with Albert J. Ray, Clifton N. McArthur and Earl C. Bronaugh as incorporators. The principal office is in Portland and the capital stock is $50,000, in shares of $100 each.

PORTLAND MARKETS.

Wheat—Club, 72c; bluestem, 73c; red, 70c; valley, 70c.

Oats—No. 1 white feed, $29; gray, $28.50 per ton.

Barley — Feed, $23.50@24 per ton; brewing, $24@24.50; rolled, $24.50@25.50.

Hay—Valley timothy, No. 1, $12@13 per ton; clover, $7.50@8; cheat, $6@7; grain hay, $7@8; alfalfa, $13.

Butter—Fancy creamery, 17½@20c.

Eggs—Oregon ranch, 19c per dozen.

Poultry—Average old hens, 14@15c per pound; mixed chickens, 13½@14c; broilers, 20@22½c; young roosters, 12½@13c; old roosters, 11@12½c; dressed chickens, 16@16½c; turkeys, live, 15@18c; turkeys, dressed, choice, 20@23c; geese, live, 10@11c; geese, dressed, old 10c, young 12c; ducks, old 17c, young 20c.

Hops—Oregon, 1905, 11½@12½c.

Wool—Eastern Oregon average best, 16@21c; valley, coarse, 22@23c; fine, 24@25c per pound; mohair, choice, 28@30c.

Fruits—Apples, $2.50@3.50 per box; cherries, $1.25@1.50 per box; strawberries, California, $1.25@1.50; Oregon, 10c per pound; gooseberries, 8c per pound.

Vegetables — Asparagus, 75c@$1.25 per box; beans, 10c; cabbage, $1 75@2 per 100; cauliflower, $2.25 per crate; celery, $5 per crate; head lettuce, 25c per dozen; onions, 10@15c per dozen; peas, 5@6c; radishes, 15c a dozen; rhubarb, 3c pound; spinach, 90c per box; parsley, 25c; turnips, $1@1 25 per sack; carrots, 65@75c per sack; beets, 85c@$1 per sack.

Onions—4c per pound.

Potatoes — Fancy graded Burbanks, 60@65c per hundred; ordinary, nominal; new California, 2¼@2½c per pound.

Veal—Dressed, 3½@6½c per pound.

Beef—Dressed bulls, 3c per pound; cows, 4½@5½c; country steers, 5@6c.

Mutton—Dressed fancy, 7@8c per pound; ordinary, 5@6c; lambs, with pelt on, 8c.

Pork—Dressed, 7@9c per pound.

DELAYS RELIEF MEASURES.

House Decides to Wait for Further News From San Francisco.

Washington, May 16.—After hearing Secretary Taft and Supervising Architect Taylor, the emergency sub-committee of the house committee on appropriations today decided to delay action regarding the $500,000 asked for by the president for San Francisco and the $656,000 asked for to repair the federal buildings damaged by the recent earthquake in California.

As to the emergency fund, Mr. Taft explained that he would be able in a week or ten days to submit a detailed estimate which would probably cover everything which would be needed for relief purposes. He was unable to state what that amount would be.

The estimate regarding the building was a preliminary recommendation made by telegraph on a cursory examination of the damage done to the buildings in question. These buildings are in such shape that they are being used and the Treasury department is requested to have detailed estimates made at once with the intention of having the amount carried in the general deficiency bill, which will be taken up by the committee in two weeks or more.

Mr. Taft informed the committee that there would continue to be a considerable expenditure for relief purposes for some time to come.

MORE CHINESE ADMITTED.

Increasing Number Come as Members of Exempt Classes.

Washington, May 16.— The bureau of immigration today issued a statement regarding the disposition of Chinese seeking admission to the United States, covering the month of April, 1906, as compared with April, 1905. The statement shows that out of a total of 100 arriving in April, 1905, 86 were admitted and 14 deported. A large increase of arrivals in April, 1906, is noted, 241 having landed in this country, 13 of whom were deported.

A significant feature of the statement is the number of Chinese arriving in this country on certificates issued by the Chinese government, vised by United States consular officers. In April, 1905, 12 such reached these shores, only one of whom was deported, whereas in April, 1906, 19 arrived, none of whom was deported. This showing, it was explained at the bureau of immigration, is a refutation of the charge which it is said repeatedly has been made that certain classes of Chinese were not being accorded that liberality of treatment to which they were entitled.

PETS OF THE RAILROADS.

Some Coal Companies Get More Than Their Share of Cars.

Philadelphia, May 16.— Testimony tending to show favoritism by railroad companies in the distribution of coal cars was elicited today when the Interstate Commerce commission resumed its investigation into the alleged railroad discrimination.

Shortly before the close of the afternoon session George W. Clark, a car distributer employed by the Pennsylvania Railroad company at Altoona, Pa., admitted that he had received orders to make special assignments of cars to the Berwind-White Coal company.

Arthur Hale, superintendent of transportation of the Baltimore & Ohio Railroad, was on the stand the greater part of the day. Through him it was brought out that the Merchants' Coal company had frequently received many cars in excess of their percentage allotment, while various smaller companies suffered a shortage.

Limit to Skyscraping.

San Francisco, May 16.—At a meeting of the joint committee on building laws with the various sub-committees it was definitely decided to recommend the following ordinances: On streets 100 feet wide or over, the height of buildings facing thereon shall be unlimited. On streets 80 feet wide or over, the height of buildings shall be limited to 200 feet. On streets less than 80 feet wide, the height of buildings is to be one and one-half times the width of the street upon which the building faces.

Murder of Gapon Proved.

St. Petersburg, May 16.—At the inquest on the body of Father Gapon, which was found May 13 in the upper chamber of a lonely villa in the summer suburb of Ozerki, Finland, M. Margolin, the former priest's lawyer, positively identified the body. The autopsy showed that he had received a blow on the head, and the theory is that revolutionists were listening in an adjoining room and heard Gapon tell his connection with the government.

Develope Philippine Coal Mine.

Washington, May 16. — The house committee on insular affairs today presented a favorable report on a bill for the leasing of the military reservation on the Island of Bataan, one of the Philippine group, for coal mining purposes. The requirement is made that the government shall have all the coal it desires at a price to be 10 per cent greater than the cost of mining.

CUTS OFF SALARIE

Congress May Legislate Land Re-ceivers Out of Office.

WOULD MAKE NO APPROPRIATI

House Committee on Appropriations Cuts Out Amount for Officials Whose Terms Expire Soon.

Washington, May 17. — The committee on appropriations will make provision in the sundry civil for the salaries of land office receivers whose terms expire during the year. The public lands committee refused to report a bill abolishing the office of land receiver, notwithstanding the recommendations of the president and general land office, but the appropriations committee believes this reform is justified and much to be desired.

However, the appropriation committee has not jurisdiction over this general subject, and can only act as outlined, to cut off the salaries of those receivers whose terms are about to expire.

Under this change, Miss Anna Lang, receiver at The Dalles, the woman land officer in the West, will be legislated out of office unless the senate should restore this appropriation, as no other Oreogn official would be affected this year.

In Washington, Receivers L. B. Andrews at Seattle and A. J. Cook at Vancouver would lose their offices July 1, along with Edward E. Greene at Boise, Charles G. Garby, Lewiston, William A. Hodgman Hailey; Charles G. Warner, Coeur d'Alene and George A. Robethan, Blackfoot, Idaho, and M. Mullen, Juneau, Alaska.

It is expected that the senate will restore this appropriation to the sundry civil bill, but, if it should not, the officers named, with many others, will be dropped on June 30 next.

CAPITAL TO REBUILD CITY.

Company to Loan $100,000,000 To Be Organized This Week.

New York, May 17.—The Herald today says: One hundred million dollars is to be the capitalization of a new mortgage loan corporation which is to be organized here to advance money for the rebuilding of San Francisco. The promoters of the enterprise at first argued that $10,000,000 capitalization would provide an ample vehicle for handling hundreds of millions of investments, but it was found that San Francisco favors a much larger capitalization, giving opportunity for investment by the Pacific Coast. Hence it is now considered best to capitalize at $100,000,000, with paid in subscriptions reaching $10,000,000 cash.

E. H. Harriman, president of the Southern Pacific; Frank A. Vanderlip, vice president of the National City Bank; Senator Newlands of Nevada and H. S. Black, president of the United States Realty and Improvement Company, today conferred with Franklin K. Lane and Thomas Magee, both of San Francisco, and members of the relief committee, upon means to be employed to remove from the minds of investors in the East the fear that the complicated mortgage laws of California will inflict double taxation upon owners of mortgages in San Francisco.

FAVORS SEA LEVEL CANAL.

Senate Committee Votes, Carmack Having Broken Deadlock.

Washington, May 17.—The senate committee on interoceanic canals voted today in favor of constructing a sea level canal. Senator Carmack's return from Tennessee broke the deadlock which occurred at a former meeting.

The vote today was had on a resolution presented by Senator Kittredge declaring it to be the sense of the committee that the construction of a sea level canal be recommended. On motion the affirmative votes were: Messrs. Platt, Kittredge, Ankeny, Morgan, Carmack and Taliaferro. Chairman Millard voted in the negative.

Pay What They Legally Owe.

San Francisco, May 17.—The insurance companies will settle their losses in their own way, each company acting for itself, according to the contracts embodied in its policies, and the Fire Underwriters' Adjusting Bureau will make no attempt to dictate a general policy or lay down uniform rules for the companies to observe in the settlement of claims. The adjustment bureau is merely to act as a board of appraisers in dealing with claims and only report on losses sustained, leaving settlement to the respective companies.

Greener Unjustly Accused.

Washington, May 17.—Having satisfied the State department officials that the charges against him contained in Assistant Secretary Peirce's confidential report were without sufficient foundation, and that he was the victim of mistaken identity in some measure, Richard T. Greener, late commercial agent at Vladivostok, Siberia, will be given another appointment in the consular service when a suitable opening is found.

Relief Fund Feeds 164,000.

Washington, May 17.— Dr. Edward T. Devine, Red Cross representative in San Francisco, reports that requisitions for supplies have been reduced to 164,000 a day.