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PROFESSIONAL CARDS.

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Japan Has Plenty of Money.

London, July 28.—The Statist this morning published an interview with Koretiyo Takahashi, the special finance commissioner of Japan, who reports himself as hopeful that peace will result from the coming negotiations. He bases his hope on the conviction that Japan's terms will be reasonable and that the true interests of Russia require that she make peace. The appointment of M. Witte, he adds, strengthens this hope. Should hostilities continue, Mr. Takahashi says, Japan is in a position to prosecute the war without serious difficulty, as she has on hand, as a result of the two recent loans, the means to carry on the conflict for a considerable time, and, if the war should continue, there is no question that she will be able to borrow further.

When it was at out concluded to borrow, Japan decided that it would be best for her own interests and fairer to those making the loans to give special security, said M. Takahashi, and she can continue to do that, pledging railways and public works. Japan's profits from railways are more than \$5,000,000 annually; her profits from the tobacco monopoly are more than \$15,000,000, making in all security to a very large sum. Besides, the land and income taxes allow of a large increase. Asked whether Japan would have to borrow should peace be declared, M. Takahashi answered in the affirmative, pointing out that large sums would be required for the development of Formosa, Corea and Hokkaido. Should Japan be intrusted with protection over Manchuria until China was in a position to give effectual protection, he continued, it would be necessary to put out a considerable sum. Besides it would be of the utmost importance that Japan pay the loans raised at home, as the return of this money would result in stimulating trade and the development of the country.

Should an indemnity be paid by Russia, M. Takahashi concluded, it could be used to pay off the internal loans and provide for the winding up of the war, but there would still be a large sum required for the development of Japan and her dependencies.

Care of Cattle in Transit.

Washington, July 28.—Regulations for the shipment of livestock under the 28-hour law in the matter of feed and rest of stock in transit were completed today by the Department of Agriculture. The recommendations as to the department's attitude on the question were prepared by Dr. D. E. Salmon, chief of the Bureau of Animal Industry, and approved by Secretary Wilson, and are as follows:

The statute provides for the shipment of livestock without unloading en route under certain conditions. I have investigated the subject and would respectfully recommend that the department approve as before, in compliance with the statute, all shipments of cattle in transit for more than 28 consecutive hours made under the following conditions:

First, that the cars containing the cattle shall be equipped with hay racks, each lineal foot of which shall have a capacity of not less than one cubic foot, extending along the sides of the cars from the doors to the end, and that the cars shall be so arranged that the racks may be readily filled with hay through openings in the car roof.

Second, that the cars shall be fitted with semi-cylindrical watering troughs

of galvanized or cast iron, not less than 15 inches deep by not less than 12 inches wide across the top, inside measurement, with the inner edge curved to retain the water and facilitate filling. The troughs to be placed in proper positions along the sides of the cars and extend from the doors to the end. All troughs to be so arranged that they can be readily filled with water and emptied on the outside of the car, and the troughs to be free from all litter and filth.

Third, food and water to be supplied at intervals not exceeding 28 hours, while the shipments are in transit, and in supplying water each car to be stopped at least five minutes, during which time the troughs shall be kept filled with clear water and all the animals given opportunity to drink.

Fourth, in order that the cattle may have sufficient space and opportunity to rest, the cars shall not be overloaded and in all cars there shall be room in each for at least one third of the cattle to lie down at the same time.

Great Fleet in New York.

New York, July 27.—The most powerful fleet of naval vessels ever gathered in New York harbor is at anchor tonight in two divisions, one lying stretched in a line in the Hudson River from Grant's tomb to Fiftieth street, and the other to Tompkinsville in the lower bay.

The eight first-class battleships of the North Atlantic fleet under command of Rear-Admiral Robley D. Evans arrived in the harbor late this afternoon. The ships came singly and in pairs. This was the result of a speed trial up the coast, which had been ordered by Admiral Evans as a test of the qualities of the different designs of battleships. Part of the race was made under natural draught, and then forced draught was resorted to. The Missouri arrived far in front with her sister ship, the Maine, flying the flag of Admiral Evans, second. The Kentucky lead her sister ship, the Kearsarge, and also beat the Illinois. The Iowa and Alabama brought up the rear of the contesting ships.

It was said on board the Missouri tonight that the speed maintained by that ship for six hours will be close to 18:22 knots recorded on the trial trip.

The cruiser Pennsylvania and the ships of Rear-Admiral Sigsbee's division also arrived tonight.

Yellow Fever Spreading.

New Orleans, July 29.—Several new cases of yellow fever were recorded up to noon today, but no deaths. Thirty-five different foci of cases were reported yesterday, five only above Canal street and in the American quarters. One of these is a well known lawyer, another a young woman who has been acting as a nurse.

No trains are now allowed to carry passengers through Texas from New Orleans.

Two new cases, both Italians, were reported at noon on Willwood plantation, across the river, in Jefferson parish. Both cases are traceable to the French market section of this city.

Chinese Boycott.

San Francisco, Cal., July 29.—R. H. VanSant, agents of Getz Brothers & Company, has cabled from Shanghai an order to the company to cancel all orders on account of the boycott of American goods, adding that business is entirely suspended. As a result of

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the cablegram Louis Geiz is making arrangements for all commercial bodies of this city doing business in China to meet Monday, at which time an effort will be made to have Victor Metcalf, secretary of the department of commerce and labor, present.

Getz states the order not alone means the cancellation of large shipments of general merchandise, but the closing of the company's branch at Shanghai and the abandoning of a project to start another branch in Hong Kong.

Edison's New Battery.

New York, July 29.—Thomas A. Edison has made the declaration that he has solved the problem of providing cheap and serviceable electric traction for vehicles.

"By October my light battery will be ready for the market to equip automobiles of all descriptions," he said. "To reach the goal for which I aimed and keep down the cost to a trifling portion of what present batteries cost to keep alive, I determined upon a simple combination of iron rust, potash and nickel rust. For a time it failed me, but now I have accomplished the result with these ingredients, and a new light battery is an accepted fact. It will weigh one-half of the present batteries in gen-

eral use, and will be about the same size, although it stands somewhat higher in its proportion than the other. As to its power, there can be no question. A new factory where the cell batteries are to be manufactured is being erected in Orange, and the automobiles will be built and equipped there."

Peary Off to Far North.

North Sydney, C. B., July 26.—The Arctic steamer Roosevelt, bearing Commander Peary's latest expedition, swung clear of Terminal wharf and headed northward on her voyage of discovery toward the north pole at precisely 2 o'clock this afternoon. As the steamer left the wharf an immense crowd, which had gathered to witness her departure, burst into cheers, which were mingled with the whistles of the steamers, and the demonstration lasted as the steamer proceeded down the harbor. The city had been gaily decorated for the occasion.

Lieutenant Commander Peary, in speaking of the expedition shortly before his departure, showed firm confidence that the outcome would be successful, in which case he intends to return in September, 1906.

Mrs. Peary and her daughter, who have been with Lieutenant-Commander Peary in this city pending his departure, left for New York today.

S. E. CARR, Pres. B. F. OULP, Vice Pres. W. S. WHARTON, Cashier



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