

PRAISES SHARK AS FOOD FISH

Bureau of Fisheries Says It Has Been Neglected Because Worth Is Little Known.

TELLS HOW TO PREPARE IT

If It Has a Strong Odor, That Can Be Easily Remedied—Seafaring Folk Have Known of Its Value As Food.

Washington.—With the more frequent appearance of new sea foods in our markets, the truth of the old saying, "There are as good fish in the sea as have ever been caught," is acquiring a new application. This is especially true of a large family of fishes representative of which occur on all shores of the sea and in all climes—the sharks, strong, active, gracefully shaped fishes, varying in length from a few inches to fifty feet or more, which offer a wholesome, palatable and nutritious food, comparing favorably in dietary qualities with many of the highly priced sea foods. Many people, indeed, have recognized their value and have utilized them extensively for food. In the countries bordering on the Mediterranean and in Great Britain, Norway and Sweden they are well known as valuable and nutritious foods. At Folkestone, England, the flesh of one of the small sharks, salted and dried, is marketed as "Folkestone beef." Until recently their use as a food in the United States has been limited principally to seafaring people in scattered localities and to the fish markets of some of our larger cities, but with late interest aroused in new sea foods they are finding a place in our largest fish-distributing centers and have appeared on the menus of some of the leading hotels in several cities.

Of Wide Distribution. As already intimated, sharks are of wide distribution, occurring in all seas from the equator to polar waters, but in greatest abundance in the tropics. Those, however, taken in the cooler waters of the temperate zones are among the most desirable species for food, and it is from these that the principal supply for the markets of this country is obtained.

Like the cod, squalidae, bluefish and other well-known fishes, sharks feed mainly on fishes, crabs, mollusks and other small forms living in the sea, their method of foraging and capture in many cases being unusual and interesting. The thresher shark uses its whip-like tail, which is as long as its body, to splash the water as it swims round and round a school of fish in ever narrowing circles, crowding the fish closer and closer together until the moment of attack.

The grayfish, sand sharks and some other species work in schools and do not hesitate to attack the fish taken in the fishermen's nets, the larger forms tearing the nets and liberating the catch.

The economic uses to which these forms may be put are somewhat varied. At one time large quantities of the hides, cleaned but not tanned, were used for polishing wood, ivory, metal and the like. With improvements in methods of preparation of sandpaper and emery, these have largely replaced animal hides.

Make Excellent Leather.

Within the last year the Bureau of Fisheries has interested American tanners to experiment in the production of leathers from these hides with excellent results, and there now exists a demand for large quantities of raw materials. In tensile strength leathers tested compare favorably with those made from mammal hides, and the market for these products appears assured. In addition, the livers are rich in a marketable oil, which is of value in dressing leather, soapmaking, paints and for medicinal purposes. The yield varies from less than a pint in some of the smaller sharks to about 125 gallons in some of the larger sizes.

The meat of sharks is white, slightly gelatinous, resembling halibut, but somewhat less firm, and compares favorably in food value with other staple food fishes and meats. Russell J. Cohen, who has eaten the flesh of many of our sharks, writes that the flesh is fleshy, killed examples of some species has a peculiar taste which can readily be removed by salting. After several hours the meat should be freed from the most abundant, then parboiled and cooked as any other fish. The flesh of the young sharks and such small forms as the grayfish is particularly good fresh, but it is as a preserved product that the meat of sharks especially commands itself. Salted and smoked or kippered it is desirable. It may also be salted and dried, flaked or shredded.

In some parts of the coast the buyers of consecutive classes are quite close together. These parties may conveniently be run through a meat chopper and the meat used for fish balls, chopders and the like. Persons in position to smoke the fish as needed will find the salt-cured, hot-smoked product particularly appetizing.

Albino Robin Discovered.

Omaha, Neb.—An albino robin, pink-eyed and white to its last feather, was discovered in the yard of an Omaha resident. Dr. Solon Towne, president of the Nebraska Audubon society, said the bird is a rarity, the proportion of albino robins being about one in 1,000,000.

WILL USE NO RIVETS

Ship of Future to Be Entirely Electric Welded.

Will Also Be Electric Powered, According to Plans Worked Out by Research Engineers.

Philadelphia.—The ship of the future will be entirely electric welded and electric powered, according to designs and plans worked out by research engineers. No rivets, no angle irons, a saving in cost of construction and material, and greater safety and efficiency are among the claims of its designers.

For nearly two years research engineering experts have been working out a design for a 9,300-ton freighter, single-screw, with a speed of eleven knots per hour and a cruising radius of 7,000 miles.

In planning a ship which could most successfully meet the exacting demands of post-war merchant marine shipping it was deemed necessary to utilize the great economies not only of electric welding but of electric propulsion, electric-driven auxiliaries and electric-driven ship and deck machinery.

The hull is electric welded throughout, and therefore wholly without rivets in its construction. All plates are abutted without lapping straps or angles, and then are welded with a joint which the engineers claim will be 95 per cent or 100 per cent as strong as the steel members themselves. This eliminates all overlapping steel in plating, angle irons or rivets. The saving of steel from this elimination on one ship, according to the designers, will be distributed as follows:

Overlapping of plates at joints	203 tons
Angle irons joining structural parts	100 tons
Liners	25 tons
Rivet heads	65 tons
Total	493 tons

In order that electric welders may work with the greatest ease, speed, efficiency and reliability, most of the welding is to be done on a flat horizontal surface, very little on a vertical surface, and practically none on overhead work.

LATEST IN SAILING



Ship ahoy! Miss Gladys Geelan of Venice, Cal., enjoying her afternoon sail in the deep and briny. And she takes in the news at the same time.

600,000,000 IN MALARIA ZONE

Head of Rockefeller Foundation Outlines Methods of Combating Disease.

New York.—Eight hundred million people living in the world's "malaria zone," which practically coincides with the tropical and semi-tropical regions of the earth, are subject to the "crippling and deadly influence of that disease," according to George E. Vincent, president of the Rockefeller foundation.

Residents of the southern part of the United States, Mexico, Central America, the West Indies and the northern part of South America are included in this "malaria belt," said Mr. Vincent, who has issued the second of a series of reviews on the foundation's work against malaria and hookworm for the year 1919.

Practical methods for fighting malaria, as used by the foundation's experimenters, include elimination of the germ-carrying anopheles mosquito by preventing its breeding, the screening of houses against this mosquito, and the use of quinine to sterilize the blood of human malaria carriers.

BEE SWARM INTO STATUE

Invade Jaw of Big Stone Lion at Gateway of President Eber's Residence.

Berlin.—A colony of bees the other day swarmed in the garden jaws of the big stone lion ornamenting the gateway of President Eber's residence, which was formerly Bismarck's old town house and later the imperial chancellor's residence. The police forced them out with the garden hose.

Many spectators lamented that the bees should have chosen the presidential residence to deposit their honey, which today is not to be found in Germany.

Woman Star Trapper.

Prince George, B. C.—Mrs. William Chamberlain of Invermere is hailed as the champion woman trapper of Canada. She had pin money in view when she decided last fall to try her luck at trapping. She sold her winter's catch of furs recently for \$1,800.

MARINES PROTECT AMERICAN INTERESTS IN CHINA

Cable dispatches of another uprising in China are being closely followed by the sea-soldiers of the Marine Corps recruiting force at Portland, Oregon.

Their interest is natural for a battalion of Marines is held in readiness for just such a contingency as a legation guard at Peking, China, under the command of Colonel Luis Mason Gulick. And within the call of the wireless another battalion of Marines can speedily be landed from the cruisers of the Asiatic Fleet and rushed to Peking or any other point of trouble. Already a small detachment of the handy fighting men have been dispatched to Tung-Cho from the legation guard, where looting and disorder are going on, and if necessary will bring the American residents to Peking. A Shanghai cable last week brought news that two American Marines, operating a Lewis machine gun from a land of friends on the outskirts of Cooching in Central China.

These two men, Corporal Elmer G. Glaser, of Milwaukee, and Private Earl F. Witherill of Cheyenne, Wyo., got their piece into action when the American steamship Robert Dallon was fired on by bandits from the banks of the Yangtze and from sampans.

The Marines won laurels during the Boxer Rebellion in 1900, two regiments taking part in the capture of Tientsin and in the march to the relief of the besieged legations at Peking, and when the monarchist rebellion of 1916 threatened to set the East ablaze the Marines were on the job again.

Heppner Herald only \$2.00 a year.

CAR DEMURRAGE INCREASES

The Good Railway Service Association of California is calling the attention of all its members to the June report of the Pacific Car Demurrage Bureau, showing that 10,000 more cars were held beyond free time in that month over June of 1919, the demurrage charges increasing from \$34,011 to \$63,797.

Commenting further upon a statement issued by K. M. Nicols, chairman of the San Francisco committee on car service, officials of the Good Railway Service Association point out that while it is possible that shippers can afford to lose \$63,797 in demurrage, they can scarcely afford the loss of approximately 30,000 car-days. According to Mr. Nicols, the commission on car service in its monthly statement on car situation in the United States, on July 28th, shows that the heavy demand for box cars continues, especially in the grain growing section to which empty cars are being moved from the eastern and south-eastern districts as an emergency measure to save the crops. This movement will compel California and the Pacific Coast shippers to make still more intense use of their cars. Car shortage reports for the country, as of July 15th, show deferred requisitions for over 100,000 cars.

The Good Railway Service Association of California urges all its members and shippers generally to load heavy, load and unload quickly as an assistance to the carriers in the effort to increase the average mile per car per day.

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