

caused the firms in the combination to cut rates over the prices they made themselves in previous years. The figures submitted are as follows:

On special treatment steel for the new battleship No. 39 .....	\$378,261	
On turbine rotary drums for battleship No. 39 .....	102,836	
On medium steel plates for battleship No. 39 .....	19,000	
On angle irons and small iron and steel material for battleship No. 39 .....	3,000	
On forgings and shaftings for battleship No. 39 .....	159,646	662,743
On class A armor for battleship No. 39 .....	25,746	
On turret armor for battleship No. 39 .....	12,600	
On class B armor for battleship No. 39 .....	3,528	
On bolts for battleship No. 39 .....	7,500	119,374
On 14-inch armor piercing shells .....	753,600	
On 12-inch armor piercing shells .....	192,600	
On 5-inch common shells .....	100,800	
On 4-inch common shells .....	51,380	1,098,460
<b>Total .....</b>	<b>\$1,880,577</b>	<b>\$1,880,577</b>

In addition to these savings, over \$30,000 has been saved by securing cheaper transportation for sand, coal and iron materials to stations in the Pacific. Numerous small savings, such as a saving of \$12,000 in the purchase of rope, which altogether make a large aggregate, have also been accomplished, but which cannot be accurately figured until the books are made up at the close of the fiscal year. The stock of commercial articles carried at the various navy yards has been reduced \$1,000,000 since the 4th of March, 1913, and the amount of current funds kept standing to the credit of disbursing officers of the navy has been reduced by \$2,000,000.

DEPARTMENT OF COMMERCE

BUREAU OF FOREIGN AND DOMESTIC COMMERCE

Secretary Redfield has recommended to congress that the free distribution of the Daily Consular and Trade Reports be limited to commercial organizations, trade papers and other newspapers, schools and colleges, libraries, and similar agencies which, in their use of this pamphlet, actively aid the department in its promotive work. It is proposed to discontinue free distribution to individuals and to firms to which this bulletin is of practical value in the actual sale of their goods abroad. Free distribution at present is limited by law to 20,000 copies and arrangements have already been made with the superintendent of documents at the government printing office to furnish the pamphlet at an annual subscription price of \$2.50 to others who desire it. After July 1, it is proposed that individuals and firms now on the mailing list who desire the publication be referred to that officer, thus reducing the free distribution to about 5,000 copies. This action is considered advisable in order to permit the indefinite development of the circulation of the reports without constantly increasing the cost to the government. The commercial interests of the country have in many ways expressed approval of plans to place the distribution of such public documents on the basis of subscription and sale and the chamber of commerce of the United States of America recently formally approved the proposed plan with respect to the Daily Consular and Trade Reports.

BUREAU OF NAVIGATION

Figures compiled by the radio service of the bureau of navigation show that there are 2,346 commercial radio operators in the United States 2,099 of which are first-grade and 247 second-grade. Of the first-grade operators 57 per cent were 21 years of age or older when licensed while 83 per cent were 18 or older. Of the second-grade operators 49 per cent were 21 years of age or older, while 75 per cent were 18 or older. Of both grades 82 per cent were 18 years of age or older.

In the enforcement of the regulations governing radio communication, the secretary recently approved a fine of \$25 imposed upon an amateur wireless operator in San Francisco for a violation of the wireless regulations in that the wave

length emitted by his station exceeded by 370 meters the limit fixed by law for his class of station. The imposition of the penalty followed several warnings from the United States radio inspector and the allowance of considerable time for the proper adjustment of the station. In another case, a commercial wireless operator holding a license issued by the department, forged the signatures of two captains under whom he had served to the license record. This case has been referred to the United States attorney for prosecution. In a third case, a wireless operator holding a government license, operating on a steamship in the North Atlantic coasting trade was reported to the bureau for indulging in unnecessary and unauthorized conversation by means of the wireless apparatus. Despite warning, he repeated the offense and, in accordance with law, his license was suspended for a period of thirty days, during which he was not permitted to operate apparatus for radio communication.

A general warning has been issued to operators through radio inspectors that the regulations governing radio communication must be complied with in all particulars, and that future violations will not be leniently dealt with.

The bureau has received a request from the Chilean government that vessels passing through the Straits of Magellan give their name, nationality and official number by the use of signals on passing any lighthouse on the straits which may ask for the information. The announcement of the ports of departure and destination would also be welcomed. The information thus obtained will be kept by the Chilean government for the information of ship-owners and others throughout the world. Of late years several steamers have been reported missing for months and the Chilean government has no definite knowledge whether any of them passed the straits or not. The reports now asked for would lessen the radius of search for missing vessels, save considerable expense to vessel owners, and aid Chile in searches for missing vessels. While few American vessels pass through the straits of Magellan, and there is no law enabling the secretary of commerce to require vessels to report, as asked, Secretary Redfield has urged American ship-owners to comply with these reasonable wishes of the Chilean government.

BUREAU OF FISHERIES

The bureau of fisheries has undertaken to add a new article to the popular diet in the form of sea mussels. Since the middle of January, the bureau has succeeded in bringing this hitherto neglected sea food into such prominence that each of a score or more of Boston's most prominent hotels and restaurants now make it a regular feature of their bills of fare. Dealers as well as the hotels and housekeepers have been quick to take advantage of the new opportunity. With placards bearing the endorsement of the bureau of fisheries, the markets have exploited sea mussels extensively and the demand has spread greatly. In order to promote the work more fully, the bureau's agents have assisted the dealers in arranging for a supply, and a demonstration will shortly be held in the markets where mussels prepared in various ways will be served.

Why this delicious food has been so neglected in America is not easily explained. In Great Britain, Holland and France, millions of pounds are consumed annually, but until recently the general public of the United States has hardly known of its existence. The sea mussel is closely related to the oyster and clam. It is not, however, to be confused with the fresh-water mussel. As a nutritious and wholesome food it is equal to either the oyster or the clam, and many persons regard it as superior in flavor. It is economically good not only because of its high nutritive value and digestibility, but because, unlike the clam, all the meat is edible. The fresh mussels are of course the choice form, but several firms on both coasts now offer them canned in their own juice or pickled, in which form they retain their tenderness and most of their flavor.

All of this is part of a comprehensive undertaking to develop this country's fishery resources in the interests of the public food supply. The bureau has for some time been collecting data and making laboratory experiments to prove the wholesomeness and value of various neglected products and among the most valuable of them are the sea mussels, enormous beds of which extend along the Atlantic coasts as far south as North Carolina and along the Pacific down to San Francisco.

The efforts of the bureau to extend the use

of our fish food supply do not end with the development of unutilized resources, but extend to the exploitation of articles already known and used in quantities. A study and comparison have been made of the relative food value of canned salmon and various foods such as eggs, sirloin steak, leg of mutton, chicken and ham; and salmon, at least the cheaper grades, supplies nutriment at the lowest cost. Even the best grades of salmon are cheaper than all the other articles except ham. Ham is apparently cheaper than the other means because it contains more fat or fuel, the cheapest of nutritive ingredients, but this can be more cheaply supplied by the vegetable food which should accompany the meats or fish.

The best grades of canned salmon are richer than meats in body-building materials and contain about the same amount of fats. Pink salmon, which is a cheaper grade, is better than meats for making flesh and bone, but has less fat. Either is as digestible as the best sirloin steak, there is no waste, and nothing has to be thrown away except the can.

For the further extension of the use of canned salmon the bureau appended to its report fifty recipes giving ways of preparing it. Copies of the report may be obtained free from the department of commerce.

[The demands upon the space of The Commoner for the publication of speeches in the canal toll debate necessitated the omission of other cabinet reports from this issue.—Ed.]

THE SENATE'S RECORD AGAINST CANAL TOLLS EXEMPTION

In a speech before the United States senate, March 27, Senator Robert L. Owen, of Oklahoma, pointed out the fact that when the Hay-Pauncefote treaty came up before the senate for ratification, that body emphatically rejected the proposal permitting discriminations to vessels engaged in coastwise traffic. On this point, Senator Owen said:

"When the first draft of the Hay-Pauncefote treaty was submitted to the senate, Mr. Bard, of California, December 13, 1900, moved to substitute the following:

"The United States reserves the right in the regulation and management of the canal to discriminate in respect of the charges of traffic in favor of vessels of its own citizens engaged in the coastwise trade."

"There was a proposal for this very discrimination. There was this very proposal offered to 'discriminate in favor of coastwise vessels.' Was it written into the treaty? No; it was rejected by a vote of 43 to 23. The senate of the United States not only did not give a two-thirds vote in favor of such discrimination, but gave almost a two-thirds vote against it. It was defeated by 43 nays to 23 yeas. So that it appears that the whole world, looking at our conduct and having before it senate document No. 85, fifty-seventh congress, first session, published in 1902, knew that the senate of the United States had refused to amend the Hay-Pauncefote treaty by inserting an amendment recognizing the right to discriminate in respect of the charges of traffic in favor of vessels of its own citizens engaged in coastwise trade (Dec. 17, 1900, p. 16), and that the senate had also, by an overwhelming vote, refused to strike out the provision of the treaty in the preamble of the convention of November 18, 1901, reaffirming the general principle of neutralization established in article 8 of the convention of 1850.

"With such a record before us we could not face the world and interpret the Hay-Pauncefote treaty as permitting discrimination. We refused to put in a provision recognizing discrimination on December 17, 1900; we had recognized the doctrine in the Clayton-Bulwer convention of 1850 for 50 years for equal terms to the citizens of all nations; we recognized it again in the Hay-Pauncefote treaty in 1901, confirmed by 72 senators to 6, and we refused to strike out of the Hay-Pauncefote treaty the neutralization agreed upon in 1850."

Leader Jim Mann ought to remove himself from out of the Washington atmosphere for a time. Mr. Mann declares that the surest way to rehabilitate the republican party is to present a solid front against the Wilson administration. In other words, no matter what the issue, no matter where the right lies, it will help the republican party if it will line up solidly against the democratic administration. Mr. Mann has yet to learn that the "old stuff" in politics no longer has any efficacy. The people are not now permitting the leaders to do their thinking for them.