VESSELS MAY SOON SAIL TO WINNIPEG

Finishing St. Andrew's Lock Will Develop Traffic.

BIG TASK IN MANITOBA

Dominion Government Constructing Canal, Lock, and Dam to Control Waters of Red River and Lake Winnipeg—Business Men Expect Large Results to Follow.

Winnipeg, Manitoba, March 6.—The most important public work in the vicinity of Winnipeg now engaging the energies of the Dominion government is the construction of a canal with a locx and dam, whereby the rapids of the Red River may be safely passed by the largest vessels which now ply upon the Red River and Lake Winnipeg.

This signifies a clear steaming course from the docks of Winnipeg city to Warrens Landing, at the northern extremity of Lake Winnipeg, a distance of 200 miles. It signifies also the possibility of laying down at Winnipeg, without transshipment, the varied products of the Lake Winnipeg region—from the water, fish; from the ground, minerals (as yet unexplored); from the forest, lumber, pulp wood, and fuel; from the wild woods, the native abode of the red man and of the trapper, furs. The commercial importance of this work to Winnipeg cannot easily be overrated.

Water Low in Summer.

At St. Andrews, sixteen miles north of Winnipeg, the Red River describes a great, sweeping curve, at the outer part of which its waters descend in swift eddies over a rough, rocky bottom. In the spring and fall of the year boats of small draft may be safely guided through the current, but in the summer season the diminished quantity of water sometimes causes a boat to become fastened upon the submerged rocks. By this obstruction direct trade between Winnipeg City and Lake Winnipeg is effectively prevented.

This undertaking, which looks to the removal of a barrier to traffic and is designed to benefit not only Winnipeg, but also the lake shore and the Laurentian region beyond, was begun in 1909. Under the first contract only a little work was done, consisting entirely in the excavation of earth. It was then abandoned and an interval of inactivity ensued. However, in 1906 a new contract was made with another firm, and the work has steadily progressed summer and winter.

Works and Their Equipment.

When completed the whole structure will consist of abutments on each bank of the river; seven large piers 100 feet apart, firmly founded on the rocky bed of the river; the lock with its outer wall and retaining wall, the latter strengthened by a pier closely joining it and forming a part of its mass; and the permanent dam occupying the spaces between the piers. All the masonry of the lock and its approaches, of the permanent dam, and of the piers is of solid concrete.

Upon the piers will be imposed a traffic bridge of heavy structural steel. From this bridge structure will be let down a movable dam, whose plan is based on a movable type known as the "Camere curtain dam." Rolling curtains are operated on a number of frames which are let down from above, and which rest on step-socket castings imbedded in the permanent dam. The upper reach of the curtain will be maintained at an elevation of 21 feet above the lower reach. The dimensions of the lock are: Length between hollow quoins, 200 feet; width, 45 feet; navigable depth at lowest elevation of water over the sills, 9 feet; lift, 21 feet.

Canal Cuts High Bluff.

The canal terminating in the lock has been cut through the high bluff which fills the inner bend of the river. Its sides will be so graded as to preclude probability of landslides. Entrance piers, an eighth of a mile from the dock, guard the upper end of the canal on either side. The total earth excavation amounts to 270,000 cubic yards; the total excavation to 18,000 cubic yards. The total amount of concrete in the finished work will be 49,000 cubic yards, requiring the use of Portland cement, 62,000 barrels. All the cement needed is now on hand.

The masonry work of the lock and of the canal approaches is completed; also three piers out of the total of seven; and 600 feet out of the 800 feet of the dam. It is expected that all the work under this contract will be completed in April, 1909, including all excavations for canal and approaches and all masonry work of piers and of permanent dam.

The contract for the movable dam has been let at approximately $570,000, calling for completion on October 1, 1909, at which date the lock should be completed and in readiness for navigation. Figures for the steel superstructure are not available. The cost of the work to the end of 1908 approximated $500,000. The total cost on completion will be $1,300,000.

Fear Deposit of Silt.

Above St. Andrews, for a distance of sixteen miles, the river flows with slow current, having a fall of only fifteen feet in the entire distance. The completion of the dam will raise the level of the water through these sixteen miles as far as Winnipeg itself, furnishing such depth of water that the construction and use of docks at Winnipeg will be comparatively easy. It is suggested that the silt with which the water of the Red River is laden will be deposited in large quantities within this stretch of sixteen miles and will make dredging necessary.

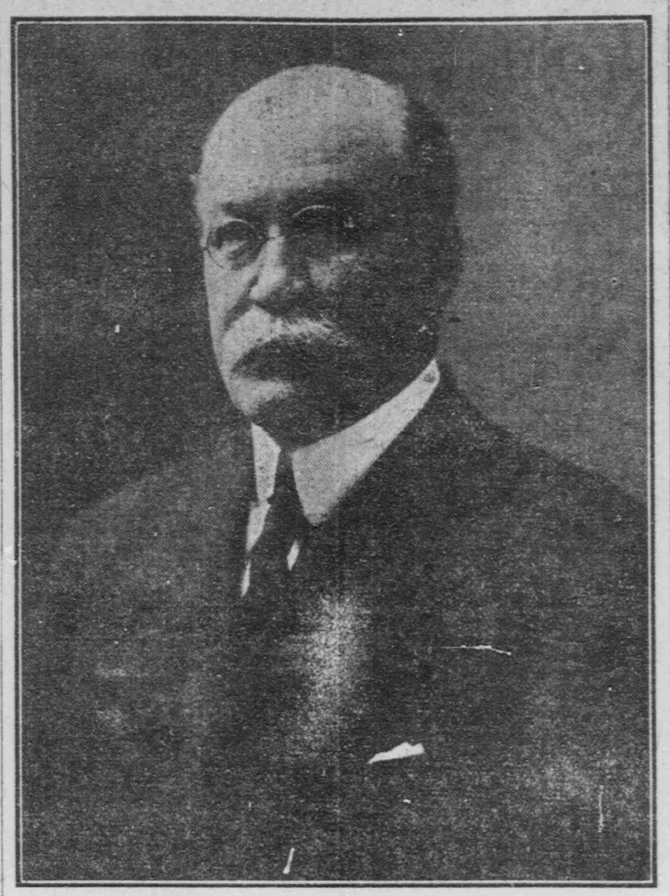
On the other hand, it is argued that the annual raising of the movable dam will serve to flush the river bed at a time when the waters have most flushing power and that this will obviate any necessity for dredging. It is a fair inference from the facts above set forth that Winnipeg will become the head of lake navigation. The merchandise of the lake region will be handled here.

Winnipeg is reaching out after this business, and, with the completion of the lock, is likely to get the bulk of it. It will readily be seen what a valuable asset it is, and what an important matter is the handling of it. If the opening of the Red River increases the business of Winnipeg and adds to her already great prosperity, no less will it contribute to the well-being of the residents of the entire lake region, who will be enabled to obtain a share of the varied merchandise of which this city is the greatest distributing center in the Canadian West. A trade route of present importance and of great future possibilities will be opened up.

Will Rebuild Italian Cities.

The reconstruction of the cities of Messina, Reggio, Palmi, Bagnara, &c., having been decided upon, the Italian government will, as soon as the debris left by the earthquake shall have been cleared away, direct the engineer corps of the civil state, or a special commission composed of members of that corps, to proceed to divide the areas selected for reconstruction into building lots. These lots will be bid for by Italian and foreign contractors who may wish to undertake the construction of new buildings thereon.

APOSTLE OF BETTER TRANSPORTATION.



W. W. FINLEY,

President of Southern Railway, who frequently addresses trade bodies and seeks to educate the people to more positive views on transportation problems.

FINLEY PRAISES SOUTHERN ROADS

Continued from Page One.

America, I think we will all agree that the full possibility of our trade development in that direction cannot be realized until this service has been established.

Would Improve Rivers.

"In Macon you are materially interested in the improvement of the Ocmulgee and Altamaha rivers, which form your water highway to the Atlantic Ocean, but your interest in the improvement of inland waterways does not stop there. It extends to every harbor on the Atlantic and Gulf coasts, and to the navigable streams by which traffic can be carried to inland markets. You are interested not only in the railways of this immediate locality, but in a large proportion of the railway lines in the entire section east of the Mississippi River, and in lines west of that river, for your ability to expand your trade depends upon your being able to reach distant as well as near-by markets. If a Macon manufacturer is shipping a carload of goods to New York and that car is delayed by a freight congestion in Virginia, or in Pennsylvania or New Jersey, he is inconvenienced just as much as if the delay occurred within the limits of the city of Macon.

"This matter of adequate rail facilities is of especial importance to the people of the Southern States, for the reason that, in proportion to its needs, our section is not so well supplied with rail facilities as some other parts of the country. In fact, I think I may safely say that the most pressing economic need of the South to-day is an improvement in its transportation facilities. In most Southern localities the present need is not so much for the construction of new lines as for improving and increasing the carrying capacity of existing lines by the construction of additional tracks, terminal facilities, and, in some cases, the purchase of additional equipment.

"This need of additional facilities, especially in the way of double tracks, is strikingly shown if we compare the double track mileage in the South with that in some other sections of the country. On June 30, 1906, the latest date for which complete statistics are available, there were in the entire territory south of the Potomac and Ohio rivers and east of the Mississippi but 1,095 miles of double-track railway and no third or fourth tracks. In the Northern States east of Illinois there were 14,641 miles of double track, 1,612 miles of third track, and 1,144 miles of fourth track.

"This group of Northern States, with a smaller area than the Southeastern States, not only has more than twelve times as much double track, but has more third track and more fourth track than the total double-track mileage of the entire Southeast. Substantially all of the commerce of the South to-day is carried on single-track railways, and the extent of this handicap can be realized when it is remembered that the economic efficiency of a double-track road is many times that of a single-track line. It is impossible to exaggerate the benefit that our section would derive from a steady and substantial annual increase in double-track mileage on the most congested parts of its railway system.

Would Increase Trackage.

The men intrusted with the management of the railways of the South have not been unmindful of the need of increased trackage and other improvements. So far as the resources at their command have permitted, they have supplied them. At the risk of tiring you with statistics I shall summarize briefly the record of railway accomplishment in our section in ten years, as told in the statistical reports of the Interstate Commerce Commission. Comparing the net capitalization of the railways in the territory south of the Potomac and Ohio rivers and east of the Mississippi on June 30, 1906, with their net capitalization on June 30, 1896, shows an increase of but 18.9 per cent.

This represents the total increase in net capitalization, including equipment obligations and funded indebtedness of all kinds. In the same period there was an increase of 24.7 per cent in railway mileage, while the trackage of all kinds, including second tracks, sidings, passings, and terminal tracks, increased 33.9 per cent. The number of locomotives in service increased 54.3 per cent, the number of passenger cars increased 31.6 per cent, and the number of freight cars increased 50.9 per cent. These percentages do not tell the whole story of increased facilities during the ten years. They take no account of the miles of track in which light rails were replaced with heavier rails, of the replacement of wooden bridges and trestles with steel or concrete structures, or of the reduction of grades, elimination of curves, and general improvement of the roadbeds. They take no account of the extension of block signal systems, or the creation of new buildings and the improvements of old ones, or of the increase in the average capacity of locomotives and freight cars. Taking all these things into consideration, I think this is a creditable record of accomplishment with an increase of less than 19 per cent in net capitalization.

"The record of service performed for the South in that period has been still more creditable. We find an increase in the number of passengers carried one mile of 86.1 per cent and an increase in the tons of freight carried one mile of 145.4 per cent. In other words, the increase in facilities has been materially greater than the increase in capitalization, and the increase in service performed has been largely in excess either of the increase in capital or of facilities.

"Let us now look to the future. Every man here this evening, and every citizen of the South, hopes that our rate of progress during the next ten years shall be as great during the past ten years. Do you realize the task such an increase in traffic will put upon our railways? As you know, prior to the begining of the business depression in 1907, the facilities were taxed to their utmost. How are they to handle a still further increase of 86 per cent in passenger travel and a 145 per cent increase in freight traffic? Is it not apparent that trackage and other facilities must be provided on a large scale, and that additional capital must be attracted to railway investments?

"The provision of these facilities is a matter that concerns the farmer, the manufacturer, the banker, and the merchant, as well as the owner of railway securities, the railway manager, and the railway employe. Whether they can be provided depends in large measure upon the regulatory policies that are adopted by the State and nation. The proper field of regulation is the prevention of wrong and the safeguarding of the rights both of the buyer of transportation and of the railway.

Hold to Basic Truths.

If regulation is to be beneficial, certain fundamental truths must be kept in mind. It must be recognized that transportation is essential to profitable production; that the railways of a community are an indispensible factor in its development; that they are built by private capital and operated by private individuals, and that they have property rights in whatever remains to them as the net result of their operation. It is their property, in the use and enjoyment of which their owners are protected by the fundamental laws of the land, and should be protected by public opinion to the same extent to which the citizen is protected in the possession and enjoyment of his home, his farm, or his factory. It must be recognized that when public regulation has been carried to the extent of preventing unreasonable charges and unjust discrimination, the owners of a railway are entitled to have the same liberty in its management as is enjoyed by the owner of any other business. You cannot put a business such as this, on the success and prosperity of which all other lines of business depend, in a strait-jacket of legislative and administrative restrictions and regulations, and expect it to thrive and keep pace with the demands of the country for increased transportation facilities.

"This applies with particular force to railways, for, on account of the character and location of the property of a railway company and the nature of its business, it must depend, probably more than other business enterprise, upon public opinion for the protection of its property and its rights, and for its ability efficiently to perform its service for the public."

BUILDING ON THE LAND.

Big Structures in New York Rest on Quicksand Foundation.

From the Century Magazine.

In New York nearly all the tall office buildings have their foundations on the quicksand, in it, or under it, and as a rule they are more difficult, dangerous, and costly to build than anywhere else in the world. It is required to provide absolutely safe separate supports for from 50 to 100 columns, 15 to 20 feet apart, and carrying loads of from 100 to 2,000 tons.

Thirty feet below the surface the sand is found compressed to a hard, dense mass, which, undisturbed, will carry safely a load of 6,000 or 8,000 pounds per square foot. When, therefore, the building is not too heavy, and there is no expectation of deeper foundations being built alongside, the new foundations are often laid on the surface of the sand, which has from one-half to the whole of its area covered with them.

French Patents Bill.

The French government, following the example of our own and other countries, has introduced a bill to amend the patent law of the country in order to insure the adequate working of foreign patents in France. The Paris correspondent of the Times thus translates the principal provision of the bill: "Patent rights shall be held to lapse in the event of failure on the part of the holder either to exercise his right in France or in the French colonies for a period of three years after applying for his certificate, or to resume exercise after a similar interval; or, secondly, in the event of only partial exercise of the patent in French territory. In the second event the patent courts will be invested with discretionary power to call upon the holder of the patent to show cause why he should not exercise his rights in French territory 'in an adequate degree.'"

SHOULD BE ARTISTIC

Large Cities Need Public Comfort Stations.

COMING INTO POPULAR FAVOR

American Civic Association Urges that Attention Should Be Paid to Aesthetic Figures as Well as Practical Utility—Would Build Above Ground and Surround with Parks.

With the recognition of the need of public comfort stations in American cities, the American Civic Association urges that special attention be given to establishing these stations with particular regard for sanitation and appearance as well as for convenience. Few American cities have these stations, and in this respect European municipalities are in the lead.

It is not necessary to argue the need of public toilet facilities, equally for the convenience of a city's own citizens as well as for visitors. Under existing conditions, general use is made of the private accommodations provided in office buildings, railroad stations, shops, and saloons, and of these the saloon is the the most common resort.

That there is a moral side of the question of having public comfort stations is shown by the result of an inquiry made by Victor C. Hart, jr., of Chicago, who found that many saloonkeepers actually depended upon their toilet facilities as a means of getting new business.

There are large numbers of persons, either by employment of for other reasons, who are compelled to remain away from their homes for many hours of the day, and their comfort demands some public provision.

No Novelty in Europe.

In London and in cities of Continental Europe the public comfort station is not a novelty. In London each parish has its stations, and most of them are models of construction, not in the least offensive to the surroundings. In Berlin and other German cities the stations are constructed with a view to artistic appearance and convenience. In Copenhagen and other places in Denmark conveniences of this kind are to be found without difficulty.

Of American cities, New York has erected recently many public comfort stations, giving attention to equipment and appearance. In Cleveland, Chicago, St. Louis, and other icties, the need of such places is recognized, and it is only a question of a few years before no city will be without such provisions.

Select Best Locations.

In a recent article in Domestic Engineering, John K. Allen, member of the American Society of Inspectors of Plumbing and Sanitary Engineers, discussed the character of the public comfort station. Mr. Allen said:

"Perhaps the first element which enters into the problem is that of situation. Bearing in mind that comfort stations are for public use, they should be placed where the public congregates in the largest numbers. Consequently, the most congested parts of a city should receive first attention. Market places, public squares, street railway intersections, parks, and congested retail districts all afford opportunities for placing public comfort stations.

"As there is always a sense of fear upon the part of mercantile establishments and private buildings that the erection of such conveniences will prove depreciatory to the property, it is well to place them wherever possible upon property belonging to the city. It is proper, indeed, should be considered obligatory by a municipality to construct such stations in connection with its public buildings, police stations, court buildings, and the like.

Should Be Built Above Ground.

"While the practice in London has seemed to make it desirable that stations be constructed underground, the opinion of sanitarians always must be that such stations should be built above ground wherever possible, but if it is not possible, their construction should not be neglected because of that fact. They can be built and operated satisfactorily below the surface. Should they be erected above ground, great care should be taken to make their architectual appearance satisfy the demand for beauty.

"There is no reason why structures of this kind should not be artistic. Even when the stations are constructed underground the aproaches thereto should receive artistic treatment. There always should be substantially and specially designed railings protecting the stairways, either of stone or bronze or wrought iron, and there is great opportunity in connection with ventilating shafts, for the construction of clock towers and ornamental lamp posts. Indeed, it should be required that anything of this character should be especially designed and not be a stock pattern.

Should Have Parkings.

"Wherever possible these structures should be so embellished with shrubs and flowers that the eye will be drawn to them as points of beauty, rather than shun them as repulsive objects. The practice in European cities teaches that this is feasible, and the result in some German examples is very satisfactory.

"The rights of contiguous property owners should be consulted and the design of the exterior be open to the least possible objection from that source.

"In designing the interior of a public comfort station the architect and engineer will seek a simple, open, practical plan."

Mr. Allen pointed out that in London a small fee is charged for use of the public comfort stations. In Glasgow certain of the conveniences are free. In Birmingham the revenue thus received is sufficient for the cost of maintenance and interest upon the amount invested in construction.

Done on the Share System.

The cultivation of tobacco in the province of Santa Clara, Cuba, is almost wholly done on the share system, especially on the large plantations, as it has been found impossible to do the work on the wage plan. The best results are had from the workmen giving to the owner of the plantation one-third of the crop. Under this plan the owner has to supply the men with land, living house, tobacco-curing house, tobacco poles, oxen, plows, &c., and all tools necessary for the cultivation of the plant. A certain amount of money or groceries is advanced to the workmen, which is charged up against their two-thirds share at the end of the season, or when the tobacco is sold. Two or more men work together, and each man cultivates about four acres of tobacco, or about 30,000 plants, which in an ordinary year should yield about 3,000 pounds of tobacco. This varies according to the year, but these figures are a good average. Work commences about October 1 and continues to May 1, a period of seven months.

Use Umbrella in India.

The umbrella, which until only a short time ago was used exclusively by persons of high position and by priests, has now come into general use and is steadily increasing in popularity.

MEN WHO FIGHT THE STEEL WAR

Continued from Page Two.

would not have to cut prices in periods of depression. The plan worked well in good times, and even for a while after bad times began.

To keep the steel men, inside the trust and out, in line—that has been Gary's task. He instituted the bi-monthly dinners of the manufacturers, out of which grew the American Steel and Iron Institute. Whenever friction arose, harmony was always established through his efforts. Prices were thus maintained until the recent break. Trust officers and independents met in peace, and everybody seemed satisfied.

Even after the panic of 1907 the optimism of Gary prevailed until the steel jobbers got rid of their accumulated supplies in the first half of 1908. It was well for them that the prices were not cut at that time, for they had paid the old prices and wholesale cuts would have ruined them. As soon, however, as the stock on hand was gone, there began to be mutterings. Consumption of steel decreased. Dealers all the way up the line wanted to buy at lower figures. It required all of Gary's diplomacy to avert reductions.

Candor His Strong Point.

Gary it was, in conjunction with Frick, who convinced President Roosevelt that the trust ought to absorb the Tennessee Coal and Iron Company, in order to avert serious Wall street troubles. A minority in Congress is now attempting to blame the President therefor and to pass resolutions condemning the absorption as illegal.

It was Gary, too, who persuaded the Federal officers that his trust was not a subject for prosecution under the anti-trust laws. There was an investigation of the Steel Corporation. Exactly how far it went may not have been disclosed, but certainly the inquiry was started, with a view of prosecution if the government lawyers saw fit. But no suit was begun. While the oil trust and the tobacco trust were made defendants in strenuous actions, Gary's trust apparently got a clean bill of health.

The steel chairman is among the few Wall street men who has actively supported Mr. Roosevelt's ideas. Often he has defended the President from the charge of precipitating the panic. The duties of citizens in the line of honoring the nation's head and standing behind his reforms are a favorite topic of the steel man.

Mr. Gary's impressiveness is in inverse ratio to his size. He is a little man, of modest manners, but when he talks he enforces attention by his directness and clearness. His training as a lawyer, combined with an ability to "get along" with men, makes him a convincer of the first quality, and the stranger who meets him is not surprised that President Roosevelt or anybody else should heed his arguments.

Born in Wheaton, Ill., on October 8, 1846, the steel chairman was educated at the public schools of that village and at Wheaton College. Then he went to Chicago University, where he was graduated in law at the age of twenty-one. In the same year, 1867, he was admitted to the bar, and eleven years later he became a practitioner before the United States Supreme Court.

Finally, he found the field in which he has grown famous. His first venture as an organizer on a large scale was in founding the American Steel and Wire Company, an amalgamation of concerns controlling 75 per cent of the American output of steel rod and wire products. Next he formed the Federal Steel Company. With that success behind him, he was ready to occupy a position in the forefront among the promoters of the steel trust.

Besides the chairmanship of the steel trust, he holds the corresponding position in the Allis-Chalmers Company, and is president of the Gary-Wheaton Bank, as well as a director of several banks here and in Chicago, and a trustee of the Norwestern University of Wheaton.

Corey, an Expert.

There arrives at the main offices of the Steel Corporation every Monday morning a batch of reports showing in minutest details what has been done by all the branches of the company in the preceding week. The man who gets the reports is William E. Corey, president. He is the practical genius of the trust.

Bred from boyhood in the business, he knows it from bottom to top. If he does not read every line of every report, he certainly knows the outline of each from carefully prepared summaries, and it has been said that he actually goes through the lot. In either case, his finger is on every pulse that beats in the gigantic corporation, and no Monday can pass without his knowing where weakness or strength has developed, and what needs to be done in the way of curtailing and bolstering up. It is his business, in short, to see that all the cogs are running smoothly. His salary is somewhere in the neighborhood of $75,000. But that represents a small portion of the interest in the business, for he is one of the "thousand millionaires" whose fortunes were made when Andrew Carnegie let them in on the ground floor of steel. He is classed in the inside group of insiders, known as "Carnegie boys."

The president is only forty-two years old. He was born in Braddock, Pa., the son of a well-to-do steel merchant. Until he was sixteen he went to school; then he entered the steel business. It was not a strange experience for him, this beginning, since he had been reared within the sound of the great mills' whistles and had known the technical language of steel from the time he learned to talk.

In the laboratory of the Edgar Thompson works he started as a messenger boy, ordered around by everybody. At night he studied in a commercial school of Pittsburg. Gradually he became interested in chemistry, which he studied at home, and in the mill, while he held various jobs that gave him experience as furnaceman, puddler, and roller, and taught him all the duties of the mechanics that go to make up a big steel factory. In the course of time he came under Carnegie's eye, and was made a superintendent at the age of twenty-one.

He adhered especially to the scientific side of the business, and more than one important invention was the result. He was the creator of "Carnegie reforged armor," for one thing. By his process it was made possible to equip war vessels with a thinner and lighter armor plate than had been used theretofore. A number of his other inventions are still to be improved upon in steel manufacture.

Corey followed Charles M. Schwab as superintendent of the entire Homestead plant of the Carnegie Steel Company in 1895. Not long afterward his responsibilities were increased, at Mr. Carnegie's orders, by the addition of the Carrie blast furnaces, across the Monongahela River, and the new axle works at Howard. His position became a triple superintendency of plants engaged in separate and distinct lines of work. Then, when Schwab came to New York as head of the new trust, Corey took his place as president of the biggest branch—the Carnegie Company.

The Career of Schwab.

Preceding Corey in almost every promotion up the line was Charles M. Schwab, now head of the Bethlehem Steel Company. Steel men always couple the names of the two. Though unlike in personal appearance—Schwab is a burly fellow, while Corey is small and retiring—they are remarkably similar in their abilities. Schwab, too, knows steel all the way up, and when he was president of the trust his methods and his functions were practically the same as Corey's are to-day.

Schwab is also a Pennsylvanian. Nearly all the men who know how to make steel are that, to be sure. He was born at Williamsburg, Pa., on April 18, 1862. His family moved to Loretta when he was a child, and he got his education in the village school and at St. Francis' College. The town of Loretta is still the object of many benefactions from him. As a small boy he was employed for a while as driver of a stage between Loretta and Cresson, a distance of five miles.

He made his steel start in the Edgar Thompson works, as a stake-driver, in the engineering corps. Like Corey, he went through all the stages of manual work, became superintendent at Homestead, and then president of the Carnegie Company, and was president of the trust from 1901 to 1903. The fixed salary of the trust's president at first was $100,000, but it became known afterward that Schwab had earned as president as much as $225,000 in a twelvemonth, by reasons of contingent fees. Toward the end of his term, the pay, for reasons not explained, was reduced to $75,000.

The public remembers him particularly because of his connection with the wrecked shipbuilding trust. Into that trust was merged the Bethlehem Company, and Schwab, in addition to $10,000,000 of bonds received for his Bethlehem holdings, got a bonus of $20,000,000 in shipbuilding stock. That transaction and many others in connection with the abortive combination brought him into disrepute, caused many suits to be instituted against him after the collapse, and reached a climax when he finally joined in the petition to declare the shipbuilding trust bankrupt. The receivership of the organization ended in a complete disruption of the plan. The Bethlehem Company was rehabilitated as the holding concern of such properties as were worth having, and ever since then Schwab has been devoting himself to recovering the millions he lost.

Since returning to the management of the Bethlehem interests, he has been prominent as a rival of the steel trust. If current report is correct, he is bringing up the Bethlehem concern to a condition of prosperity, though the company has still far to travel before it unburdens itself of the handicaps imposed by its unfortunate experience in the shipyard fiasco.

Everybody Smokes in Paraguay.

An enormous quantity of tobacco is consumed locally. In Paraguay everybody smokes. The manufacture of cigars and cigarettes is nevertheless carried on in rather limited fashion, there being but one cigar factory whose product is of good quality and attractively packed. Cigars made of the native leaf are extremely cheap. The cigarettes are of inferior quality and poorly made, so that cigarettes from Argentine and Uruguay are imported to meet the demand of a certain class of smokers. Several brands of English cigarettes are imported, but the demand for these, as well as for Turkish, Russian, and Egyptian cigarettes, is very limited. Some pipe tobacco is imported, but the sales are insignificant.

A new twin-screw gunboat for the British navy, though 160 feet long by twenty-four feet six inches, draws but thirty inches and is composed of nine floatable sections which may be united when afloat.

Americans Will Make Cigarettes.

Ambassador Thomas J. O'Brien, of Tokyo, forwards a Japanese newspaper clipping which represents a Japanese consul returning from Antung as saying that the Japanese and Chinese are coming to a thorough understanding with each other relative to affairs in that part of China. About 3,000 Japanese are living in Mukden, of whom 2,000 are dealers in merchandise. An American syndicate has established itself at Mukden with the intention of buying all the tobacco raised in that locality, and making it into cigars and cigarettes, thus competing with the Japanese cigarettes. The Japanese consul also says that the Americans in cotton goods and the Germans in miscellaneous articles are regarded as the chief competitors of the Japanese in Manchuria. The Yalu River has been dredged so that a vessel of 2,000 tons can go up almost to Antung, and traffic on the river is increasing.