

The Inland Waterways of China.

The realization of imminent perils from the inland waterways of the provinces has led China to adopt such means as seem most available and practicable for the more adequate protection of her river system. Provinces that have hitherto had no special provision for policing by water patrol are to have their rivers and other navigable channels inland guarded alike for the suppression of piracy and also with a view to prevent the smuggling into the interior of arms and munitions of war.

We notice that the provinces of Hunan and Hupel are to have a "provincial admiral," under whose jurisdiction will be the charge of riverine defense. Thus far in the history of administration of the empire this class of officials has, we believe, held office only in the seaboard provinces. When, however, the extent and excellence of inland waterways within the bounds of the provinces under consideration are appreciated it becomes clear that on their proper control the fate of the country in times of emergency may conceivably depend.

Hunan is drained by four rivers, which all empty into the Tung-tung lake. A glance at any reliable map will show that the basin of these rivers covers little less than half the province, and the fact that the river Hsiang Chiang and certain of its numerous tributaries are navigable for cargo boats is significant in relation to facilities for easy transportation between the Yangtse and all the eastern part of Hunan to the borders of the province of Kwang-tung. To judge of the extended system, some of its ramifications, the journey across from the Kwang-tung north river of Lien-chau to a point in Hunan where a navigable stream is reached that connects with channels by which the traveler may go through to the Yangtse is quite practicable, and has been undertaken recently with fair frequency by persons bent on getting views of three of the finest provinces in China.

As for Hupel, a province divided by the Yangtse into a southern and a northern part, the means of transportation afforded by this river and by the Han, which joins the Yangtse at Hankow, are among the marvels of inland navigation. We have indicated some of the circumstances leading to a more careful and complete control of these great waterways. Other causes are presumably to be sought in the tendency recently manifested by western nations to take upon themselves the duty of patrolling Chinese rivers. Japan has been the last to intimate an intention of sending war vessels up the Yangtse, and in view of the situation that now obtains between these two countries the reasons for proper control and safe-guarding of their avenues of access to her territory have received additional weight and importance.—China Mail.

Alcohol for Light and Heat.

Turning now to the other class of users we come to the most important point upon which the people need instruction to derive the full benefit of the new law. The merit of denatured alcohol as a source of heat, light and power must be brought to the attention of each individual before the full development of these uses can be realized. Germany has made the greatest progress of any nation in this respect and the use of denatured alcohol there has increased from 25 million gallons in 1901 to 37 millions gallons in 1905.

Here no provision has been made yet for government promotion be-

hind remitting the tax, and but little has been done in the way of private promotion. Pending the operation of these agencies it might be well for housewives to learn something of the merits of alcohol for domestic uses.

For lighting purposes alcohol is burned in a lamp provided with an incandescent mantle or Welsbach burner, of precisely the same character as the burner now so generally used with illuminating gas, and with identical results. Gasification is secured by burning a little alcohol around the burner to heat it up at the start. No further attention is required, and the beautiful, steady, white light is maintained as long as the supply of alcohol continues. When burned in this manner alcohol has a decided advantage as an illuminant over kerosene burned in any form of wick lamp.

Probably nine-tenths of the completely denatured alcohol consumed in Germany is burned for heat production in the household. Alcohol gasifies quite readily, and, on account of its low content of carbon, the gas produced burns with a blue flame without the introduction of air for complete combustion, as is necessary with the gases produced from gasoline and kerosene, or with ordinary illuminating gas. There is, therefore, an entire absence of the production of soot, or unconsumed carbon.—Charles A. Crompton, Chief Chemist, Internal Revenue Service.

German and English Friction.

Is England bent upon nagging Germany into declaring war against France? Nothing less than this is inferred by many observers of European affairs. One of them, General Gallifet, formerly France's minister of war, is quoted as saying that in his opinion Great Britain is intent upon provoking war in Europe for the sake of retaining her mastery of the sea. In five years, at the present rate of building, Germany will have more Dreadnoughts afloat than Great Britain, while the United States will be a respectable rival of Britain in naval power. A war in Europe, with Germany as the aggressor, would certainly tend to divert German energies from naval expansion, and if the process of isolating Germany is perfected, Great Britain would have the satisfaction of seeing her allies fighting her principal rival.

The warlike expressions of Emperor William at Doberitz on May 29th are variously received. German newspapers, while affecting to believe that the kaiser was misquoted, are themselves in a belligerent mood in consequence of the rapid strides made by Great Britain in concentrating the powers against Germany. One of the most influential organs, the North German Gazette, on Friday published a semi-official statement, which recognizes the prevailing uneasiness and attributes it to "widespread uncertainty as to whether a new grouping of the powers is being effected which might impede the pacific settlement of pending questions.

In the meantime it is significant that Germany is importing gold in large quantities from the United States. Last week she took \$2,550,000, and further engagements will bring the total gold exports from New York up to \$50,000,000, most of it going to Berlin. The demand for gold by Germany is so great that the loss of interest in transit is no obstacle. No clear reason has been given for this need of gold, and certainly it is not being used to extinguish American obligations.

That Emperor William will not be idle while England is at work trying to "isolate" him may be taken for granted. He proved long ago that he possessed judgment as well as pugnacity. It is not at all likely that he could be nagged into a losing war, but on the other hand, it might not be difficult to induce him to fight if he perceived that war was advantageous. Germany possesses immense advantages over the rest of Europe in army affairs. She can mobilize an army quicker and deliver it at the scene of war in better trim than any other power. Within five years it will be possible for Germany to have such an army on British soil, in spite of the British navy, unless, in the meantime steps are taken by the islanders to guard more strongly their northeastern coast. As matters stand, it is probably to the interest of England that Germany should be embroiled in a European war. If Emperor William should conclude that his interests are in the same direction, England will not have any trouble in nagging him to the high seas point.—Washington Post.

New York's Banking Law.

The announcement that the state superintendent of banking, acting as receiver in the insolvency of the Home Bank of Brooklyn, has liquidated its accounts and restored it to its owners with a cost of \$1190, of which \$666 was receiver and counsel fees, appears as the first fruits of the new banking law. No provision of that act was more angrily opposed by the professional politician than that which committed to the state department of banking liquidation of failed banking institutions. To see these rich political "pigs" disappearing was enough to excite wrath. With the Knickerbocker Trust company receivers, appointed before the enactment of the law, asking \$200,000 for their five months' services, and with recollection of what political debts have been paid in the past by appointment of bosses, large or small, to sinecures of this sort, the feeling of the politicians over such a showing as that of the Home Bank must naturally be mingled contempt and exasperation. Even the minor insolencies which helped along worthy private secretaries and retired dancing masters are to be handled with this shameful parsimony by the department. Everyone will e-

call Attorney-General Jackson's declaration in April: "This is the worst legislation that has ever been passed." The sentiment of the general public, any one of whom may some day be a stockholder or depositor in a crippled bank, and whose share in the funds recovered can no longer be taxed for the benefit of political jobs, will be somewhat different. Of one thing we may be sure: the new law, thus vindicated in its results, has come to stay.

Chicago Subways Used for Refuse Disposal.

There has just been placed in operation in Chicago an electrically operated disposal station for receiving ashes, dirt from excavations and refuse of all kinds, the handling of the material being by electric power in the subways of the Illinois Tunnel company. This station is located on the river, and the tunnel cars as elevated will dump into scow which, in turn, convey the refuse several miles out into the lake before dumping.

For years the excavation refuse

of the city of Chicago has been dumped along the lake front, where the South Park commission was filling in for additional parks and a large percentage of the tunnel excavation was deposited there.

This year all dumping of refuse on the lake front is prohibited, and the necessities of depositing of this material by means of scows or loading it on railway cars and shipping it to the outskirts of the city. An article in Municipal Engineering Magazine points out the advantages of this new method of the Illinois Tunnel company through the electrically operated disposal station.

Preparations have been made to receive, transport and entirely dispose of all excavated or surplus material from basements, sub-basements and cellars, as well as foundations, through these subway tunnels, also refuse and ashes from building, and all waste material which engineers, contractors and building owners may wish to have removed. This disposal station was constructed by George W. Jackson, and a traffic contract has been made

with the Illinois Tunnel company to receive and transport by train all of the refuse material through its vast system of underground tunnels. The central location of this disposal station, with its complete connections with the tunnel system by main trunk lines and by passes greatly facilitates the movement of trains and on this account they can be filled quickly, transported and the contents disposed of, after which they may be returned to the point of action to be refilled, without being hampered or delayed by weather conditions.

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