

PLAN ALPINE CANAL

WATERWAY TO ASCEND MOUNTAINS BY SYSTEM OF LOCKS.

Latter Transformed Into Long Chain of Tubes Through Which Barges Are Elevated—When Descending Boats Glide Rapidly.

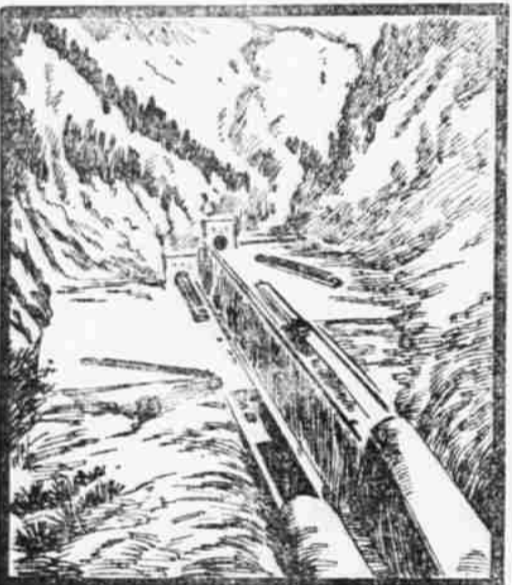
Berlin.—It is a common belief that water will not run uphill. That this principle is not quite true, or only conditionally true, is proved by the fact that an eminent Italian canal engineer, Sig. Pietro Caminada, has worked out the plan of a canal over the Alps.

The Alps are not to be bored by a tunnel. The canal is to be carried up to the summit and down the other side. This sounds at first incredible, but the science of waterway construction has made such progress that canal engineers fear no problems. This was proved by the speech made in Berlin a few days ago by Prince Ludwig of Bavaria, who is one of the most enthusiastic partisans of Sig. Caminada's scheme.

Sig. Caminada has just been received by the king of Italy and has placed a model of his canal, which will go from Genoa to Zurich, on view in the rooms of the Accademia dei Lincei, the most important scientific and technical society in Italy.

The fashion in which Sig. Caminada will cross the higher summits of the Alps is no longer quite new. He makes use of locks lying one above the other, such as have already been constructed at the Trollhatta falls, and combines them with double locks, such as are to be seen on the Teton canal at Klein Machow.

Original and decidedly novel is the extension of these locks to a long chain, which mount up the face of the Alps, and which are built to fit all the incidence of the upward ascent. For this reason Sig. Caminada transforms them into tubes. In the interior of this tube is a large number of sep-



Artificial Basins at Entrances of Two Tunnels with Opposite Inclinations.

arate locks, which follow one another in unbroken succession and are separated from one another by lock doors.

Each of the locks has a floor sloping downward and a similar vaulted roof. When a barge is to be conveyed across the Alps it is carried out in the following manner: It is brought into the lowest lock and the doors closed behind it. The lock is then filled with water. The bottom of the lock is given a very slight upward inclination and is laid with a set of rails on which is a carriage. To this the barge is made fast, and as fast as the lock fills with water the barge, on its carriage, glides up the slope. When it reaches the level of the next lock the operation is repeated.

Sig. Caminada places two such tubes alongside one another, one for the up and the other for the down journey. The locks of each of them are connected with one another so that the water which runs out of one fills the other. It realizes a great economy of water.

The tubular canals are only used when the ground requires it.

On the level stretches an open canal is constructed. Of these canals only the one which ascends has locks, the other is built as a running stream, down which the barges glide rapidly. When the Splügen pass is reached a ten-mile tunnel will be constructed.

The canal is to begin at Genoa and will run to Milan via Pavia and Alessandria. From the latter place a branch canal will lead to Turin, while a second curve will be built from Milan to Lake Maggiore. From Milan the main canal runs to Trezzo, where the Alps are reached and the ascent begins. The Lake of Como will be traversed, and then the tubular canal rises sharply to Isalata, where the canal under the Splügen begins. It ends at La Nonna.

At this point the highest level, 4,264 feet above the sea, is reached, and then the descent begins to Thusis and Chur and the valley of the Rhine, which the canal follows to the Lake of Constance and thence to Basle. At the confluence of the Aare between Schaffhausen and Basle, a second projected canal system starts which, via Aarau, Solothurn, Bern, Basle, Lucerne and Zurich, connects with the lakes of Thun, Brienz and Zug and the lake of the Four Cantons.

Germany's Economic Power.

The immense increase of Germany's economic power during the last 28 years is strikingly illustrated by the increase of coal consumption in that time. In 1879 it aggregated 52,204,000 tons, and by 1895 it rose to 105,877,000 tons, thus doubling itself in 16 years; but last year it reached 208,167,000 tons, having nearly doubled itself again in 12 years.

WHY ROSCOE CONKLING QUIT.

Attack on His Home and Family Caused Him to Resign.

In the lobby of the New Willard I found an elderly gentleman who had been a friend of Roscoe Conkling. He said:

"It does not seem like Washington to me without Roscoe Conkling. I miss that imperious form stalking above the avenues. Never," he continued, "can I forget the day that Roscoe Conkling resigned. There was great excitement over President Garfield's appointment of the New York collector of the port, and that was the last straw that decided Conkling to act. His feud with Blaine was then at its height, and as Roscoe Conkling sat that morning in his accustomed place, it was noticed that his face was paler than usual as he pointed out a newspaper paragraph.

"I can hear it all until it comes to that," he said. "When they attack my home and my wife that is the end of public life for me. When the sacredness of my family life is trampled in the dust, that is too much—I am going home, never to return here."

"Tears glistened in his eyes as he pushed back the hair from his forehead and said: 'Now I am going home to earn money in my profession and pay the debts that have accumulated while I have been trying to help friends.'

"He retired from public life, and it was a great satisfaction to him that he paid \$10,000 of accumulated debts within one year; no lawyer at that time could command a higher fee than Roscoe Conkling."—Joe Mitchell Clappie, in National Magazine.

Strong Passion for Gold.

Don Marino Torlonia, of the ducal family of Torlonia of Rome, said at a dinner party in New York that a certain American millionaire reminded him of the famous Roman miser, Arpagno.

"Let me," said the tall young man, smiling, "show you what a tremendous miser Arpagno was. As he lay dying in his cold, dark, bare palace of stone on the Corso his one thought was that, since he was too ill to eat, a full lire a day was being saved on the food bill. The doctor was announced. The doctor, after feeling Arpagno's pulse, looked grave.

"Well," said the miser, "how much longer have I to live?"

"Only half an hour," was the reply.

"Arpagno's eyes flashed fire.

"You scoundrel!" he cried. "Why do you let things run on to the last minute like this? Do you want to ruin me? Send for the barber at once."

"The barber arrived post haste.

"You charge," said Arpagno, "20 centesimi for shaving?"

"Yes, signor."

"And for shaving a corpse five lire?"

"Yes."

"Arpagno glanced at the clock. Seven of the 30 minutes left him still remained.

"Then shave me quickly," he gasped.

"As the operation finished Arpagno died. But with his last breath, smiling happily, he murmured, while the barber dried his cold, pale cheeks:

"How splendid! Four lire and 80 centesimi saved!"

Destroy Germs by Colors.

Eminent French scientists are showing that it is possible to rid ourselves of germs by painting the walls with particular colors. The experiments made by Prof. Deycke in the first instance proved that the disease germ applied to a wall painted with "amphoboline" lost its poisonous properties. Spreading paint on pieces of board or glass or cement, he placed a culture of cholera germ on the surface. The germ vanished. Drs. Le Bosco and Lydia Rabinovitch found that the tuberculosis germ also disappeared under the influence of enameling colors, neither the consumption, cholera nor diphtheria germ being found. The typhoid germs disappeared slowly in comparison on the fourth day. Ultramarine blue seems to destroy the germs the most rapidly, within 24 hours. The results on the gray paint were almost negative, while it took the maroon paint almost 14 days to kill the germ.

Uncle Sam Slow Pay.

The United States as a debtor is slow pay, if not sure. Among the claims allowed by the auditor for the war department in the last fiscal year were those of Hezekiah Davis, George Dixon, Edward Gervais, Ingram M. Richardson and Andrew J. Fetherow for "transportation services and supplies of Oregon and Washington volunteers in 1855 and 1856." The Richardson claim was for \$3.87. The navy department allowed a number of claims dating from 1863, one of them being \$3.61. The Southern Pacific company succeeded in getting 55 cents on a claim five years old. This looks like favoritism to a great corporation, or it may prove that the smaller the claim the more quickly it will be passed.—New York Sun.

Holland's Treatment of Paupers.

There are few able-bodied paupers in Holland. A tract of public land, containing 5,000 acres, is divided into six model farms, to one of which the person applying for public relief is sent. Here he is taught agriculture, and is subsequently permitted to rent a small holding for himself. Holland also has a forced labor colony, to which vagrants are sent to do farm and other work, whether they like it or not.

TICKET SYSTEM IN SPAIN.

Mileage Books Must Have Photograph of the Owner.

The average first-class fare in Spain is about four cents a mile (just double the first-class of some American lines, and with only 60 pounds free baggage) but with these mileage books, which are good on all the railroads of Spain, the fare works out at 2.65 cents a mile for 1,210 miles down to 1.85 and 1.7 cents a mile for 5,000 and 7,500 miles.

In order to secure these mileage tickets application must be made at any of the important railway stations of Spain at least 48 hours before the tickets are required. Simple blank forms to be filled up by the applicant are furnished at any of the railway offices, and the application must invariably be accompanied by a 4½ by 3½-inch unmounted photograph of the applicant. This is glued on the inner cover of the mileage book. If desired several persons may use the same book, but the book must then contain a photograph of each of these persons. There is no advantage in having several names on the same book, except that if persons are traveling regularly together the trouble of making out a separate application and the additional fee for preparing a separate book for each person is avoided by making a collective demand.

Second-class mileage books cost from 1.95 cents down to 1.27 cents per mile, while third-class mileage books are issued at one-third less than those for second-class. In Spain it is almost impossible, however, to travel third class. As a matter of fact even second-class is not very satisfactory, for the reason that the express trains as a rule are limited to first-class. However, for persons who do not object to crowds and slow traveling and long waits at railway stations second-class is not impossible. It is said that tourist agents in central Europe either know very little about these economical Spanish kilometer tickets or else for reasons of their own do not advise intending tourists to Spain as to their existence. Perhaps this is due to the fact that the Spanish railways allow the agents commissions on ticket sales.

CHASED BY AN EXPRESS TRAIN.

French Way Train Got on Wrong Track and Had to Make Quick Time.

Through the fault of a signalman a way train which left Paris Monday night for Amiens got on the wrong track and was chased by an express train for over an hour at the imminent risk of a collision, says the New York Times.

The mistake took place where the northern line branches after leaving the bridge at Creil. There, through the momentary absentmindedness of a signalman, the way train was sent out on the track going to Compiègne instead of the one going to Amiens.

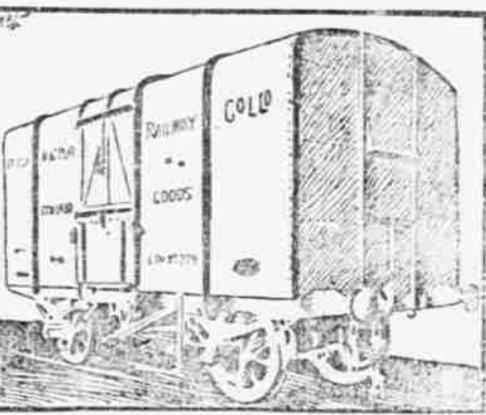
Knowing that he was followed at a short distance by the fast express which leaves the Gare du Nord at 6:20 o'clock the engineer immediately sent his train ahead at full speed for the station of Pont-Saint-Maxence, where there is a siding. The track was clear for the express, so there was no danger ahead.

The passengers, many of them commuters used to a leisurely pace and familiar with every inch of the road, soon discovered that something was wrong, and the report spread that the engineer had gone mad. This seemed verified when the train passed station after station at dizzy speed. Conductor and brakemen were as terrified as the passengers. When Pont-Saint-Maxence was reached the train came to a sudden halt and was then run safely on the siding.

The express dashed by—on time and without mishap. The way train with its agitated commuters then returned in peace to Creil, where it was switched to the line it should have taken two hours before.

Steel Freight Cars in India.

The freight cars on the Bengal-Nagpur railway in India are small compared to the freight cars of this country, and resemble somewhat a large covered wagon. The body of the car



Steel Car Used in India.

is constructed of light steel plates and the flooring is made of teak-wood boards. This car is used for heavy goods traffic and carries a load of 22 tons. The ends of the car are fitted with ventilators.

Railroad Building in 1907.

During 1907 5,220 miles of railway have been built in the United States, according to the estimates of the Railroad Gazette.

This was exclusive of second, third and fourth tracks, sidings and electric lines. The total is eight per cent, less than for 1906, though the year began with conditions promising a larger construction than ever before. With these expectations a scarcity of labor and supplies, adverse state legislation and difficulty in borrowing money interfered. The amount spent on new equipment exceeded that of 1903 by 25 per cent, approximating \$477,000,000.

NO SYMPATHY FOR PRODIGAL.

New York Man Tells How He Would Have Treated Him.

"I went to hear Dr. Hillis' sermon on the Prodigal Son last Sunday night," said an enthusiastic Brooklyn man to a practical New Yorker, "and I tell you he made a brand new point on the parable of the Prodigal Son."

"What was that?" asked the New York man.

"It was about this matter of helping along a man who had made a mistake. His idea was that after a man had reformed it wasn't fair to hark back to the time when he was all wrong. Dr. Hillis said it was wrong to mock by referring to a man's past. For example, he put it in this way: Finally, the night of the feasting on the fatted calf was past, and the next morning had come—the morning after. There is always the morning after. The affairs of the farm work must be taken up again. The same routine must go on. The time had now come for the elder brother, who was the boss, to set the younger brother to work; he must assign the prodigal son to his duties as he would have them to do in the future. So, he could say to him: 'Go feed the horses,' or, 'Go tend the sheep,' or, 'Go milk the cows,' but not a word must he say about the swine. The prodigal had been tending swine. The elder brother must not mention the swine; not a word about the swine. Anything but that."

"I don't know about that," said the practical New Yorker. "There are two ways of looking at it. I think if I had been the elder brother, I should have said: 'Now, look here! You drew your patrimony like a hog; you went off by yourself and blew it like a hog; you have come home on the hog; now it's up to you to go out and mind the hogs.'"

And the Brooklynite laughed in spite of himself.—The Sunday Magazine.

Home of Tokay Grapes.

"The greatest grape producing region in the world" is the title claimed by San Joaquin county, California. The average yield in France is 2.7 tons to the acre. The average for California is two tons an acre, while that for San Joaquin county is four tons an acre.

Lodi is the center of this district, shipping last year grapes to the value of a million and a half dollars. As only two-thirds of the Lodi vineyards are now in bearing it is declared that their yield will soon reach six tons an acre, almost three times that of any other region in the world.

The Flame Tokay is the great Lodi grape. In September last year the town held a Tokay carnival, lasting three days, the whole town being decorated with vines and grapes and the streets lined with booths where every step of the history of the grape, from making a cutting of a vine to loading and icing cars, was illustrated by the actual work.

He Won't Always Be One.

"I have a clerk," a New York wholesale merchant remarked the other day, "and he sometimes manages to hand back a rather good one, though as a rule he is little short of stupid, apparently. As a matter of fact, I suppose he is one of those dreamy sort of chaps; and you never can tell about that kind.

"I was sorry after I said it," he continued; "but recently he had made a most unnecessary blunder, and I lost my temper.

"I say, Jones," I sneered, "you'd make a pretty good clerk, maybe, if you had a little more sense!"

"He looked at me a minute with a sort of half smile. 'Didn't it ever occur to you, Mr. Brown,' he said, 'that if I had a little more sense I wouldn't be a clerk at all?'"—Sunday Magazine.

Test of the Gyroscope.

A practical test of the use of the gyroscope for steadying vessels at sea was made recently in England on the Seabar, formerly a first-class German torpedo boat, with a displacement of 56.2 tons. The apparatus installed consists of a heavy fly-wheel rotating about an axis, and carried by a frame which can oscillate about a horizontal axis, the oscillating motion of the frame being checked by brakes. The wheel is 40 inches in diameter, weighs 1,166 pounds, makes 1,600 revolutions per minute, and is steam driven. The periphery is provided with blades and works like a turbine, the wheel being inclosed like a casing. In the tests with the gyroscope out of action the roll was 14 degrees, while the boat was kept steady with the machine acting.

Something New, After All.

"Well, by gosh," said Uncle Cyrus, "they can say all they want to about there bein' nothin' new under the sun, but there is, and what's more the world is growin' better."

"What has led you to this cheerful conclusion?" asked his nephew from the city.

"I seen an advertisement in our farm weekly not long ago, where it said to send a dollar and find out what to do for cold feet."

"Yes?"

"I sent the dollar and got an answer this mornin'. It didn't say to warm 'em."

Baffled.

"Help you!" snorted the stingy citizen. "You look like a fake."

"Faix, sor," replied the blind (?) beggar. "I'm too polite to say the same o' ye; besides ye have yer hat pulled down so far over yer face I can't get a good look at ye."

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