

## BUILD PLANT TO CONSUME THE SEWAGE

CONSTRUCTION TO COMMENCE NEXT MONDAY MORNING.

Pipe to Amount of Seventy Carloads Will Be Rushed Here.

Many are not aware that a modern sewerage system is about to be realized in this city. Contractor Davis of Tacoma, whose bid was accepted recently by the council, arrived last evening and commencing Monday, will start on construction of the sewer system in this city and also the erection of the disposal plant north of the railroad track and east of the flouring mill.

Seventy carloads of pipe will be rushed to this city, and the contract for hauling it has been let to Joe Jones.

The sewer system already built under the paved streets will connect and run to the disposal plant, but the construction of the main pipe lines will commence at the plant itself, and work toward the city.

### Plant a Modern One.

Plans for the disposal tank were drawn by Engineer Darley last winter. It is a modern disposal system, and will purify the sewage perfectly and leave the water fit for irrigation purposes.

A huge air tight tank 70x80 feet will receive the sewage which is invariably 99 per cent water, and the balance solids, principally nitrogenous matter. At the entrance to the tank there is a baffle wall which main makes the flow airtight and throws the water to the bottom and the solids remain on the surface. At the other end of the tank there is another baffle wall, which repeats the process, and the water comes out in a small rectangular tank, and is acted upon by the air and sun. In the air-tight tank the bacteria thrives on the nitrogen, and the bacteria consequently are instantly killed, when they come in contact with oxygen. As the water pours out from the secondary baffle wall, the solids are left on the surface of the water in the airtight tank, and the bacteria are instantly killed by the action of the air. From the outer tank, the water can be piped away for any use whatever as it is purified.

The sediment which remains in the airtight tank, gradually settles to the bottom, where incline floors crowd it on to a series of pumping station pipes, and once a year or so, the sediment is pumped out, dried and hauled away. This sediment will be principally dirt, for the bacteria in the tank consume practically all the solids in the water, except the pure dirt. This will precipitate and be pumped out.

### Notice.

Local residence subscribers of The Pacific Telephone and Telegraph Company, will please note that from this date, all bills are to be paid at the office of the company opposite the postoffice. Bills will be collected from the business houses, as usual.

C. B. CLARK,  
Commercial Manager.

## HAS ROUGH RIDE

(Continued from Page One.)

sponsibilities, and the success of their efforts to meet them.

Now, there is no use of a nation claiming to be a great nation unless it is prepared to play a great part. A nation such as ours cannot possibly play a great part in international affairs, cannot expect to be treated as a weight neither the Atlantic or the Pacific, or to have its voice as to the Monroe Doctrine, or the management of the Panama Canal, indeed, unless it has a strong and thoroughly efficient navy. Within the last decade the American navy has been about trebled in strength, and much more than trebled in efficiency, due to its extraordinary progress in marksmanship and maneuvering. So far from this increase in naval strength representing on our part either a menace of aggression to weaker nations or a menace of war to stronger nations, it has told most powerfully for peace.

Everywhere in Europe the cruise of the battle fleet around the world was accepted, not only as an extraordinary feat, reflecting the highest honor upon our navy, but as soon as the movements which tended markedly to promote peaceful stability in international relations. No nation regarded the cruise as fraught with any menace of hostility to itself; and yet every nation accepted it as a proof that we were not only desirous ourselves to keep the peace, but able to prevent the peace, being broken at our expense. No cruise in any way approaching it has ever been made by any fleet of any other Power; and the best naval opinion abroad had been that no such feat was possible, that is, that no such cruise as that we actually made could be undertaken by a fleet of such size without innumerable breakdowns and accidents. The success of the cruise, performed as it was without a single accident, immeasurably raised the prestige, not only of our fleet, but of our nation; and was a distinct help to the cause of international peace.

As regards the Panama Canal, I really think that outside nations have a juster idea than our own people of the magnitude and success of the work. I wish our people realized what is being done on the Isthmus. If a man of intelligence who had never left this country asked me whether I would advise him to make a short trip to Europe, or a trip to the Panama Canal, I would, without hesitation, advise him to go to the Panama Canal. He would there see in operation the completing of one of the great feats of modern times. Colonel Goethals and the men working under him are rendering a service to this country which can only be paralleled in our past history by some of the services rendered in certain years.

Six years ago last spring the American government took possession of the Isthmus. The first two years were devoted to the sanitation of the Isthmus, to assembling the plant and working force, and providing quarters food and water supplies. In all these points the success was extraordinary. From one of the plague-pots of the

globe, one of the most unhealthy regions in the entire world, the Isthmus has been turned into a singularly healthy place of abode, where the deathrate is small, and where hundreds of children are now being raised under as favorable conditions as in most parts of the United States. The quarters, food, and water supply are excellent, and the plant the best ever gathered for such a purpose. Active excavation on a large scale did not begin until January 1907. Three years and a half have gone by since then, and three-fifths of the total excavation has already been accomplished. The amount taken out has passed anything which previous experience warranted us in believing to be possible. In 1908 and 1909 the monthly average of rock and earth removed was three million cubic yards, notwithstanding the fact that nine months of each year constituted a season of very heavy rainfall. There remains to be excavated only about sixty million cubic yards. If we could keep up the past average of excavation, this should be done in twenty months; but it is impossible to maintain such a ration as the depth increases; for the output necessarily diminishes as the field of operation narrows. Still, it is certain that such a rate can be maintained as will enable the workers to finish the excavation considerably in advance of the date fixed for opening the Canal, January 1, 1915. Indeed, I shall be surprised if the Canal cannot be opened six months or even a year in advance of the time set.

The work has two great features: The Culbra Cut, which I have been considering, and the great dam at Gatun. The latter is to imprison the waters of the Chagres and other streams into a lake with an area of 164 square miles. This work is advancing steadily, and just as successfully as the work on the Culbra Cut. The water which is ultimately to fill the lock is now flowing through the concrete spillway in the center of the dam, the Chagres having been diverted from its bed and placed under complete control. The construction of



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# THE FAIR

the dam has advanced sufficiently to convince the engineers in charge of the work of its absolute stability and imperviousness. The concrete work on the lock is advancing so rapidly that the first double-set at Gatun will be completed this coming November, and the engineer in charge has announced that all the concrete in all the locks will be in place two years hence. The date of final completion and formal opening of the Canal to the commerce of the world will be determined by the time consumed in placing the great steel gates, emergency dams, and all appliances for operating the docks. But those in charge of the work announce without hesitation that everything will be finished well in advance of January 1, 1915.

This is a stupendous record of achievement. As a people we are rather fond of criticising ourselves, and sometimes with very great justice; but even the most pessimistic critic

should sometimes think of what is to our credit. Among our assets of the past ten years will be placed the extraordinary ability, integrity, and success with which we have handled all the problems inherited as the result handled ourselves in the Philippines, in Cuba, in Porto Rico, in San Domingo, and in Panama. The cruise of the battle fleet around the world was a striking proof that we had made good with the navy; and what we have done at Panama represents the accomplishment of one of the great feats of the ages. It is a feat which reflects the highest honor upon our country, and our gratitude is due to every man who has taken an honorable part in any capacity in bringing about its performance.

We now have a further duty to perform in connection with it, and that is to fortify it. We are in honor bound to fortify it ourselves, and only by so

doing can we effectively guarantee its neutrality, and, moreover, effectively guarantee that it shall not be used against us. The chief material advantages—which we shall gain by its construction is the way in which it will, for defensive purposes, double the power of the United States navy. To refuse to fortify it, and above all, to consider for a moment such an act of utter weakness and folly as to invite other nations to step in and guarantee the neutrality of this purely American work (and thereby really to make it certain, that in the event of war we should find the Canal used against us, as our fleets would be forbidden to pass through it, or else our opponents' fleets permitted to), would be to incur, and quite rightfully, the contempt of the world; it would be a wicked blow to our prestige on the Pacific; and, moreover, it would be in its essence treason to the destiny of the Republic.

The Public is cordially invited to inspect our New Laundry Plant, Saturday evening from 7 to 9 o'clock.

# CHERRY'S

## New Laundry