

FOUR

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The Weather.
Tonight and tomorrow, cloudy;
clear tomorrow.

NEEDS OF GREATER SALEM.

The city council has made another mistake in creating a Health Board, without giving the additions to the city representation.

The Park Board was not so important, although on that board there should have been a representative of the new territory of Greater Salem. But the Board of Health will have to do very much with the suburbs, that will sooner or later be made part of the city.

The greatest need of Greater Salem is better sanitary regulations. The suburbs and the older part of the city have no proper sewer system.

The suburbs and the older part of the city are very badly drained, and many of the residences are not connected with sewers at all.

Surface wells and cesspools and throwing sewage out in pools on the surface ground and the maintenance of nuisances are common.

In this respect Salem is not different from other towns of ten thousand that are emerging into larger corporations.

So the building of Salem for the future needs recognition of the territory to be taken into the city as much as the older city.

The whole of Greater Salem needs a sewer and drainage system, or some day there will be an epidemic that will sweep away a third of the population.

The water courses that run through the city now are made sewers in violation of all rules of good municipal management.

A sewer system, a municipal water plant and stringent regulations as to connecting all houses with water and sewage, are all important.

The new board of health should have been appointed only until the new territory of Greater Salem is all taken into the city.

The council has no right to act under the new charter, and ignore the proposed extension of boundaries in making up boards.

The council, if it wants to do something, under the new charter, should not fill these offices for Greater Salem in advance of expansion.

If they want to act under the expansion charter, why do they not create the new wards, that will be needed to give Greater Salem aldermen.

They assume to appoint boards of officials with greater powers to act for Greater Salem and take no steps to give Greater Salem representation.

They use their brief authority and political power to reward those they wish to reward, and ignore the real seat of power under expansion.

The building of Greater Salem is not child's play, and the council and city government should proceed in an orderly manner for good results.

An adequate sewer system and a municipal water system for Greater Salem are two things that cannot be ignored by intelligent men.

The creation of boards, without dealing with the underlying problem, will settle nothing.

The council is acting very much as though they thought they had power over the suburbs, but would also say to the people of the suburbs what Vanderbilt is supposed to have said about railroads.

The Band Concerts

The Salem Military band will give another of its delightful concerts at the new band stand in Marion square, at 8 o'clock tomorrow evening, and the music-loving public of Salem is cordially invited to be present and enjoy the best program of the season, especially arranged for the occasion. The band has recently developed wonderfully, and now ranks with the best musical aggregations on the Pacific coast, and Professor McElroy, the leader, has great hopes of soon bringing it to a point of efficiency never expected by the people of Salem. The new instruments recently added to the band are giving the best of satisfaction, and more will soon be purchased to improve the efficiency of the organization. Every one in the Capital City ought to support and encourage the Salem Military band.

Timber cruisers from Los Angeles and Chicago are looking for hemlock timber on Vancouver Island, to make 2,000,000 ties for South African railroads.

Colds How will your cold be tonight? Worse, probably. It's first a cold, then a cough, then bronchitis. Colds always tend downward. Stop this downward tendency quickly with Ayer's Cherry Pectoral.

SEVENTY YEARS BACK

What Geographies said of Oregon in the year 1835

Abounding in Beaver and the River full of Salmon, Astoria the Principal City

A textbook on geography, by Nathaniel G. Huntington, published at Hartford in 1835, has been kindly loaned by a Tacoma lady for examination, and proves exceedingly interesting. At the time this geography was published there were twenty-four states in the Union, classified as the New England, or Eastern, states; the Middle states, the Southern and the Western. Maryland, Virginia, North Carolina, South Carolina, Georgia and Alabama were the six southern states, and the eight states classed as "western" were Louisiana, Mississippi, Tennessee, Kentucky, Ohio, Indiana, Illinois and Missouri. There were three organized territories, Florida, Arkansas and Michigan, and two unorganized territories, Missouri and Oregon. Missouri territory was divided into four districts—Osark, lying next west of Arkansas; Osage, west of the state of Missouri; Sioux, north of Missouri and between the Mississippi and Missouri rivers; and Mandan, lying north-westward along the Missouri river, to its sources. North of Illinois, west of Lake Michigan and east of the Mississippi was the district of Huron, little explored and inhabited chiefly by Indians.

The territory of Oregon is stated in this geography of 70 years ago to be 300,000 square miles in extent and to have a population of 80,000 Indians. "This territory extends west from the Rocky mountains to the Pacific ocean. It is a region but little explored by the whites. The climate is said to be milder than that of the same latitude on the Atlantic. The principle rivers are the Columbia and its branches. The soil on this river, for a great distance, is fertile, and abounds in fir trees and pines, some of which are represented to be 200 or 300 feet in height and 30 feet in circumference. The river produces vast quantities of salmon, which constitute no small part of the sustenance of the Indians on its banks. Eighteen miles above the mouth of the Columbia is Astoria, an American settlement of fur traders.

Beaver are found in plenty, producing large quantities of valuable fur. The noble and extensive forests of Oregon abound the finest ship-timber, and are thronged with wild animals. Thousands of buffalo have been seen within the compass of a mile. The wild horses are numerous, spirited and elegant. The Indians are fond of taking and mounting them. There are many sheep on all the mountains, and large numbers of horned cattle, grazing on the hills toward the south.

This is all there was to learn 70 years ago about the Oregon territory out of which Oregon, Washington, Idaho and parts of Montana and Wyoming have been carved. It is noticeable that the mildness of the climate was mentioned though as yet that fact is little understood in the East. No reference is made to any British possessions on the coast. The Russian possessions in America are bounded on the north by the Arctic ocean, east by Mackenzie's river and the Rocky Mountains, south by Oregon territory and west by the Pacific ocean. The population is given at 1000 whites and 50,000 Indians. The coast is said to be rugged and mountainous, resembling the coast of Norway. "It is diversified with lofty mountains, covered with perpetual snow, and deep chasms or cavities filled up with glaciers of ice. Mount Elias rises 18,000 feet or more than three miles in height, and is considered the highest peak in North America. The native Indians are said to resemble the Greenlanders, and are principally employed in hunting and fishing. The white population, in general, are Russian fur traders, who barter with the natives for furs and give in return tobacco, beads and other similar articles interesting to Indians.

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BEAVER FAMILY FOUND

Are at Home only Six Miles from City of Walla Walla

As their Dam Obstructs the Creek and Prevents Fish from Getting by, it May be Torn Out

A dispatch from Walla Walla, Wash., Tuesday says: "In a hidden spot, so secluded from prying men that years might elapse without any one discovering the haunt, a colony of beavers is established on Mill Creek, within six miles of Walla Walla. The find was reported by County Game Warden F. B. Morse, who located the big family by merest accident along Walla Walla's stream. Mr. Morse was up Mill Creek on a water-inspection trip and when tying his horse in a thicket chanced to hear a peculiar rushing from the creek bed. Thinking it sounded like water falling over a dam, he crawled to the edge and found a fully equipped, modern and complete beaver home, now an extreme rarity even in the wilder portions of Eastern Oregon and Washington.

The beavers, with their usual intelligence, showed excellent judgment in their choice of a home so near a town. Undergrowth is so heavy along Mill Creek at this point that a man has to crawl along a low trail to get to the banks, which shoot down perpendicularly 12 or 15 feet to the surface of the water, which is here quite deep. These banks are thought to be honeycombed with beaver houses, the entrances, of course, being under water. The dam is so well built that it is possible to cross the creek on it.

Unfortunately for those clever and harmless animals their home will have to be torn down, as it constitutes a veritable obstruction in the creek, preventing salmon from rising. The interferences in the dam are so small that Mr. Morse thinks even small trout could not get through, thus making the obstruction the same in the eyes of the fish warden as a mill dam without a fish ladder. This destruction will probably mean the murder of the beavers, as they would work ceaselessly repairing any damage to their house and could keep the dam built up as fast as it could be torn down.

There is only one other colony known to Mr. Morse in this section of country, the farm of William Ellingsworth on the Walla Walla River, sheltering quite a large household of the industrious beasts. In Mr. Ellingsworth's case the beavers built a dam across the entrance to a slough and are a real utility to him. They can be readily seen swimming around on the Ellingsworth place. Thirty or forty years ago colonies were fairly numerous in Southeastern Washington. The Tukanon river in Columbia and Garfield counties especially being the resort of a number, but trappers and civilization have meant their practical annihilation.

No action has been decided on yet regarding the newly discovered Mill Creek colony. Later in the season their fur will be quite valuable, but local animal lovers hope that steps will be taken to prevent their extermination by ruthless animal slayers.

Mrs. Jane Wickham, whose husband, E. B. Wickham, deserted her last May died of heart disease at the Lane county poor farm last Friday. The county will seize her husband's property.

Use Trib for Liquor habit.

ROAD THROUGH ALASKA

It Seems like a Fake now but it will be Built

Inside of Ten Years the Trip can be Made from New York to Paris by Land

The Tacoma News, under date of August 5th, says: There is now pending before the secretary of the Interior a petition of the Trans-Alaska-Siberian Railway Company for a right-of-way across Alaska. This company proposes, after crossing Alaska to its westernmost extremity, to tunnel under Bering Sea and connect with the Trans-Siberian railroad on the other side.

James Hamilton Lewis, former congressman from Washington, is one of the attorneys for this new company and will soon sail for Paris to meet with the stockholders on August 21. The projectors of the new road are said to be mostly French and Russian capitalists while associated with them are a number of American bankers. John L. Healy, of Alaska, the Klondike millionaire, and Count Loeic de Lobel of Paris head the list of incorporators of the new company, which has taken out its charter under the laws of Maine, with offices to be established in Seattle, Chicago, New York, London, Paris, St. Petersburg and Irkutsk.

To Ask Land Grant.

Following the example of several prospective Alaska railroads that were heard from last winter, the Trans-Alaska-Siberian company contemplates appealing to congress at the coming session for a land grant through Alaska along its right-of-way. The company is anxious to secure a right-of-way conditioned after the Northern Pacific grant. But in this particular the company is probably doomed to disappointment, for the Interior department is decidedly opposed to the granting of public lands to aid in the construction of railroads, and will oppose any such measure that may be introduced at the next session, as it opposed similar measures that were pending at the last session, all of which failed.

There is promise of international complications if this tunnel project is ever pressed to a point where the scheme is regarded as a bona-fide enterprise, and there are assurances that the stockholders are acting in good faith. It is a fact, however, that there has been talk of this scheme for several years, and the only material development since the proposition was first discussed is the recent petition for right-of-way through Alaska. In Washington the scheme is still regarded in much the light of the Jules Verne enterprises and there is very little serious doubt whether any company really intends to undertake the construction of a tunnel beneath Bering Sea. This doubt must be swept away before any special interest is taken in the project by the government.

Russia is Serious.

From reports in circulation, however, it is to be inferred that the Russian government is considering the project in all seriousness. It is said that the incorporators of the railroad company will, before long, ask the United States to use its offices to make Bering Strait neutral as between nations, so that, in the event of war, no advantage will be given to the enemies of Russia or the United States. Russian officers are said to demand this as a condition of the Russian government giving support to the road or further executing the concessions of land heretofore said to have been granted. Russia, it is said, wants assurance that Bering Strait will be as neutral as the Suez canal.

Proposed Route.

The right of way through Alaska sought by the Trans-Alaska-Siberian railway follows along the Pacific coast to Juneau, and thence northwesterly and westerly to a point on the Alaskan coast nearest to Siberia. The exact route is not yet disclosed, as it is not necessary that this showing shall now be made. Roughly describing the route from west to east, the petition sets forth that it is necessary to cross the strait from Siberia, so as to touch Diomed Island, whence the tunnel will proceed to Kingman, on Cape Prince of Wales. The road from that point runs toward Cape York, thence easterly to Grantley harbor, near Port Clarence, then to the mouth of Kaviak river. Thence the route will be easterly to Council City, to Kuyuk, on Norton bay; to Nulato, on the Yukon; thence to the head of Shageluk river; thence to Cantwell river, crossing the Tanana near the mouth of Chena river and following on that river to the 141st meridian of longitude, being the boundary line between Alaska and the Northwest Territory.

May Grant Hearing.

In due course of time if Secretary Hitchcock is convinced that the scheme is a meritorious one, he will grant a hearing to Mr. Lewis and other attorneys of the road, at which time they will be asked the good faith of the enterprise. They claim that they can manifest the ability of the incorporators to construct the road, and state their willingness to file a bond for the faithful performance of the work within the territory of the United States in such manner as will be required by the secretary of the Interior. If this hearing is ever granted, it will probably establish the worthiness or unworthiness of the project under discussion, and to that extent, at least, it will serve a good purpose.

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