

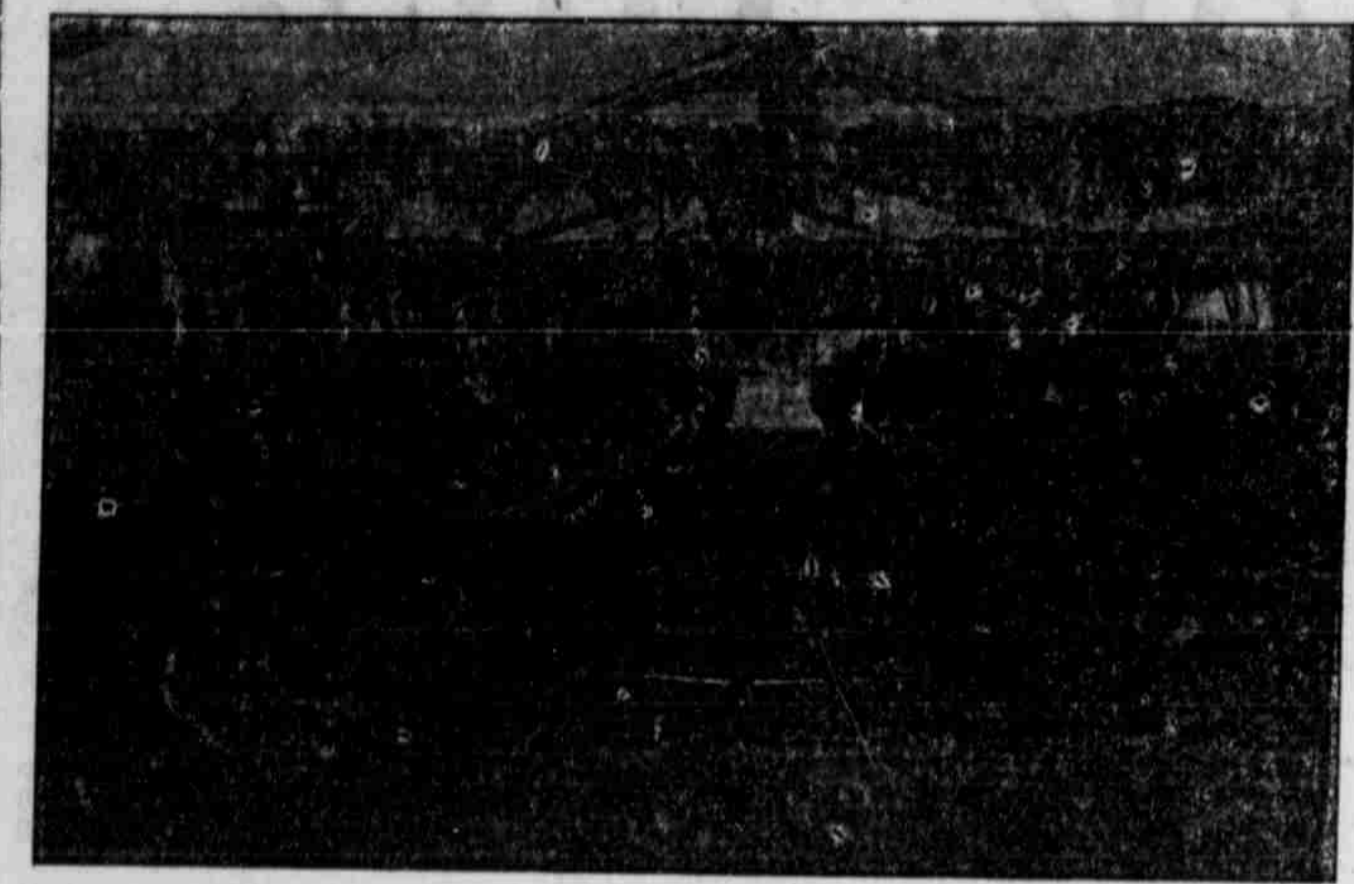
CARNIVAL OF NATIONS CLOSES CHERRY FAIR

Chinese and Japanese Floats Cheered for Their Elaborate Perfection--Wild Medley of Nationalities Closes the Big Carnival

The Parade of Nations, and exalted the cherry as the king of flowers.

The grand finale of the carnival reaches its highest mark in the comic parade of nations that takes place at the end of the third day of the Cherry Fair. Mounted in her chariot of state the Cherry Widow of Yamhill county, the county that bore off the first prize, with a hat-trimmed with cherry bough in fruit—as large as a wagon wheel, dispenses free cherries from her cornucopia of plenty. The setting sun from over the hills of Polk county throws a sea of golden mist over the city, and through it all looms the vista of purple-mistled hills, where streets are thronged with life and music. Crowded from each side this mass of humanity barely leaves room for the parade that is a mile long, and made up of floats representing the nationalities. The orientals are in their glory, each individual Chinaman riding in a hack, fanning himself, and led by the pageants of the Kingdom of the Sun. First comes the great dragon flag of the empire, borne aloft by three sturdy wearers of the pigtail. Then comes scenes representing China at war, China at peace, Chinese women and children dressed in their immortal toggery of rainbow colors, all grinning and happy. And why not? Is not one of our finest cherries named for Bing, the emley Oregon fruit grower, and are we not celebrating the glory of King Bing? The Japanese colony at Salem were also prominent in the parade. Their master-piece was a float bearing Japanese ladies in full silk costumes, the whole decorated with a blooming cherry tree, a mystery where they got it, but there it was proudly borne aloft the emblematic flower of Japan. The Japs and the Chinese won great applause and were the central figures of the night parade,

What a gay parade it was, with sections of Irish, German, Italian, pug uglies, gay Columbinas showing limbs dressed in tights that gave shocks to the sensitive but for the



ANOTHER SECTION OF THE CHERRY CITY DISPLAY WHERE MILES OF CHERRIES WERE SHOWN AT SALEM, JULY 9, 10, 11.

face that male species of humanity made the displays. Bohemia Sharp, the mining king, representing the Emperor of China, great whirling circular lanterns six foot high, bands of Chinese music beating wierd toms and screeching flifes and water reeds, cowboys, bronco-busters, the city council and a take-off on Mayor Rodgerskj, a carload of motormen

with a woman suffragist conductor, and last of all a Roosevelt family, a dozen blushing girls and boys on a farm wagon, all cutting up and making merry. The parade was partly on electric cars, partly on floats, partly on foot and partly on horseback, but it was all good and reflected great credit on the parade committee in charge of this. After this parade—chaos. The carnival spirit now ran riot, sellers of confetti, and mardigras specialties mounting on their street stands and shouting themselves hoarse to work up the crowds to the fullest pitch of gaiety. And alas as on all such occasions, some overdo the thing. The night never ends without a few rough house accidents. But as a whole the Cherry Fair crowds, like all other big gatherings in Oregon,

“Better America Inspired Than America Sober.” (Prof. Hugo Munsterberg in the August McClure's.) What would result if prohibition should really prohibit, and all the inhibitions which a mild use of beer and wine promise to the brain really lost? The psychological effects of alcohol which serve civilization would be lost; and, on the other hand, much more harmful substitutions would set in. To begin with the nation would lose its chief means of recreation after work. We know today too well that physical exercise and sport is not real rest for the exhausted brain-cells. Not less important would be the loss on the emotional side. Emotional desire for a life in beauty would yield to the triviality of use-

midst of the coal strata. Some years ago the favorable location of these strata suggested the electrifying of the railroad between Koin and Trier but this was abandoned. It is said the passenger traffic will be handled in the same manner as upon the road Berlin-Lichterfeld-Ost, namely, with small trains and quick service. The express and freight trains will be dispatched with electrical locomotives. The length of the two lines together amounts to 102 1/2 miles, the line Leipzig-Madeburg being about 80 miles and the line Leipzig-Halle 22 1/2 miles. For the current, which will be conducted on thin wires, 10,000 volts will be required. It is calculated that the change in the system of operation will take two years.

Countless local names are given the various parts of it. As a range will in future have to be included not only in the knowledge of the world, but also in the school books, it becomes necessary to have a name, and, so far as we can see, it would be best to give the name by which its highest peak is already known, namely, Niu Tangla. It sounds strange, but one considers how thoroughly the world has been explored, that in year 1907 it should be vouchsafed any one practically to discover a range of mountains 2000 miles long and the surprise of the discovery intensified by the fact that here there the country traversed was ready known. And let us remember that such a discovery cannot be made again, for there is no space big enough on the map of the world to contain such a range of mountains.—Sven Hedin in Harper's Magazine.

Thibet's Great Chain of Mountains.

The most important discovery we made in thus traversing diagonally the whole of Thibet was the gigantic chain of mountains we crossed by the Sela pass, which is over 19,000 feet high. How little this chain of mountains had hitherto been dreamed of is evident from—among other things—the supposition indulged in by Sir Thomas Holdrich in his book “Thibet the Mysterious,” that the great central lakes—Dangra, Yum Tuo, Nganzl Tuo, etc.—were the sources of the Brahmaputra's northern tributaries—that is to say, that there was a stretch of relatively flat country where, in reality, we found there was one of the highest ranges of mountains in the whole world, a chain which can be compared only with the Himalayas and their kind. Captain O'Connor suspected their existence by hearsay. The chain known as Nin Chen Tangla, which is situated south of the Tengri Nor, was well known and had been crossed by Littledale and several others, but no one knew that this chain stretched for close upon 1200 miles to the west-northwest, as I now discovered. It is a certainty that it also stretches to the east and has a total length of about 2000 miles. The average height of the passes is some few hundred meters higher than in the Himalayas, and about the same in the Kara-korum and Arkataugh. Mighty as is this excrecence on the earth's surface, the Thibetans have no name for its whole length.

ADVERTISE THE CHERRY CITY

Copies of the Cherry Fair Souvenir to mail to Eastern friends, put in Cherry City wrappers ready for mailing, can be had at the Journal office at 5 cents a copy.

Stockholders' Meeting.

Notice is hereby given that the annual meeting of the stockholders of Capital Gold and Silver Mining Company, consolidated, of the City of Salem, Oregon, will be held at the office of J. A. Carson, in said city, on the second Thursday, the 11th day of August, 1908, at 8 o'clock a. m., for the election of directors and for such other business as may come before the meeting.

JOHN G. WRIGHT, Secretary
Salem, Oregon, July 27, 1908.
7-27-1908

Proposals for Fuel.

Sealed bids will be received by the Marion county court up to Saturday, August 8, at 2 p. m., for four-hundred cords for the use of court house in following quantities:
Ten cords body fir.
Forty cords second growth fir.
Thirty-five cords grub oak.
All tenders to be mailed to R. D. Allen, county clerk.
WM. M. BUSHEY,
County Judge

are well behaved, and in all the tumult for three days there was not an arrest for drunkenness. There was not a crime committed nor even a misdemeanor. This is so common in Oregon that we do not even boast about it. But it shows a good state of morals and a high class of citizenship.

Come to the Garden of Eden.

Go back with me into the cherry orchards and look again at the marvelous panorama of wealth behind the Cherry Fair, and that surrounds like a fair poetic dream the Cherry City of the Willamette valley. Stand on the warm red earth, (which according to sacred writ was the soil of the Garden of Eden). Behold the perfect Oregon summer, the sunshine sifting through the branches and shimmering on a thousand hills. Then look up into the trees, the long sweep of branches touching their tips to the ground under their burden of a crop—trees ribbed to their tips with scarlet treasures that delight the eye with a color that rivals the red breast of the scarlet flamingo, and tickles the palate of the fruit-hungry world—orchards worth \$100 an acre for each year ow added growth.

MEDFORD TO HAVE INTER-URBAN ROAD

Fred J. Blakely of Roseburg will at the next council meeting apply for a franchise for a trolley line in Medford. At the same time he will apply for one in A-bland and one in Jacksonville. It is the intention to eventually extend the line to Central Point, Gold Hill, Woodville and Grants Pass, making it an interurban proposition. No one of the cities would justify an electric railroad itself, but an interurban road would be a paying investment. Mr. Blakely will apply for a franchise on Seventh street and on C street and will be ready to lay rails as soon as the franchise is granted, so as not to delay street paving. The line will run west on Seventh street to Jacksonville, while the A-bland line would come in on C street. A special election for the franchise could be called within ten days, and the work begun at once when granted.

Mr. Blakely, through his partner, Jeff D. Heard, applied a year ago for a blanket franchise covering all streets, but it was refused because the streets desired were not specified. Had the franchise been granted, Medford would today boast of a trolley line. Mr. Blakely states that he represents Cleveland, O., capitalists, but he is generally supposed to represent A. Welch, the builder of the Willamette valley traction line, with whom he has been associated in several enterprises.

fulness. Puritanism has held back the real American spirit of artistic creation in fine arts and music and drama; prohibition without substitutes would crush still more the esthetic spirit in the brain of man and would make beauty still more the domain of women. Her more responsive physiological constitution does not need the artificial paralysis of the inhibiting centers. A national life without artificial inhibition of the restraining centers becomes for the large masses a matter of mere practical calculation and righteousness dullness. Truly the German, the Frenchman, the Italian who enjoys his glass of light wine and then wanders joyful and elated to the masterpieces of the opera, serves humanity better than the New Englander, who drinks his ice-water and sits satisfied at the vaudeville show, world-far from real art. Better America inspired than America sober.

Electrifying German Railroads.

Consul Talbot J. Albert sends the report from Brunswick that a beginning with electrifying of some of the railroads in Prussia will soon be undertaken, the preliminary plans being as follows:
The railroad ministry will permit the first great attempts to be made with electrical power in connection with the central now existing in the administrative district of Madeburg. In the first place the short sections Gasten-Stassfurt and Gutsen Bernburg-Kothen will be arranged for electrical operation. Later, in further execution of plans, there will be a change of power on the line Magdeburg-Bitterfeld-Leipzig, and afterward on the line Halle-Leipzig. Upon these, in themselves complete lines of road, electrical power will wholly supplant steam.

The line Leipzig-Halle has been chosen for a special reason.

By the electrical operation between these two points there will be a greater increase in the speed and frequency of the trains dispatched, so that in this way Leipzig will be brought into closer connection with the western main lines. The two lines are under the district management of Halle, which has been instructed from the ministry at Berlin to make a detailed inquiry how far electrical power can be economically used in comparison with the present method of operation. It is said that the preliminary work for this statistical inquiry has already been done by the ministry, so that the administration at Halle has only to verify the results already obtained.

The most favorable factor for the economical determination of the question are the bituminous deposits (Braunkohlen) between Halle and Leipzig. This kind of coal is not considered a suitable fuel for locomotives. One electrical central will suffice for the operation of both lines, and this will be built in the

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