

PORTLAND'S PRAISE HEARD IN ALASKA

Wishes for Prosperity of New Steamship Line Are Expressed Freely.

NORTHERN TRIP DESCRIBED

Addison Bennett Finds Everything to His Liking, but Voices Regret at Expense of British Territory to Be Traversed.

BY ADDISON BENNETT. KETCHIKAN, Alaska, April 5.—(Staff correspondence)—I am sitting in the office of the Ketchikan Daily Miner. The sun is shining brightly, about like an ordinary May day in Oregon. The Stetson is at the wharf discharging her cargo of coal and from the way the great pyramid is arising on the wharf it seems sure that the 22 hours we expected to be here will be shortened materially, so I must hasten to tell of the trip from Nanaimo here and leave the Ketchikan story for a future letter.

To cover the trip in a short sentence it can be said that we had a lovely passage. It may be, surely must be true, that the trip would be much finer in warmer weather; but it was surely for us as pleasant a voyage as one could wish for. As a rule the weather was warm enough to make it pleasant on the upper deck; when it was not so warm I was fortunate enough to sit with the captain on the bridge, or rather within the bridge, for it is inclosed. Indeed, enough cannot be said of the courtesy Captain MacGregor has shown to his passengers, personally and through every member of the crew with whom they come in contact. The steward, the pilot, the purser, the cabin boys—every one of them has an instinctive desire to make the trip a joyride for every passenger.

Table Fare Creates Longing. As to the table fare—yum, yum! Surely if the present service in the dining-saloon can be kept up the Stetson will gain renown for the meals served, and for Steward Holst. On a trip where you run for nearly three days without stopping, as we did from Nanaimo here, sleeping, eating, bathing, jokes and games is all there is for the traveler—except the delights of mal de mer in its various attacks. To those of us who are now immune, or think we are, the recurrence of the sickness of the sea is rather laughable. What a trip is inside a bridge makes! Coming in through the Straits of Fuca, around the southern end of Vancouver Island, then up the east coast of the island for 225 miles, think one a faint idea of the size of the country, its immensity. It also sets the student to thinking over what we gave away when we abandoned our "Fifty-four Forty or Fight!" And there was no fight in it! So we allowed Johnny Bull to take all of these islands and all British territory in the neighborhood and thinks hard about these things as he sails and sails and sails through John Bull's waters on the way to our Alaskan possessions.

On the 47th anniversary of the signing of the protocol by which Russia ceded Alaska to us we were sailing along our way to the north, in the company of these possessions. When we crossed the southern boundary line, about 30 miles south of Ketchikan, we had a coast line ahead of us from Ketchikan to the northeast corner of Alaska, in the "Frozen Sea," of over 4000 miles! Just think of the magnitude of the territory for which we gave Russia but a paltry \$7,000,000!

Trip Is Speedy. When we left Nanaimo we were in the Gulf of Georgia. From there we passed through Discovery Passage into Seymour Narrows, thence through Johnstone's Straits, then into and through Queen Charlotte Sound. As we passed through this sound we were to all intents and purposes in the open sea, but in close to the shore. We ran along through these waters a distance of 11 miles, which took about four hours and making 20 miles per hour. It is a fact that the Stetson was said to be, when the present company chartered her "a nine-knot ship." Captain MacGregor has succeeded in making her 11 knots on the whole journey, save for a few hours early Wednesday morning when the wind blew a terrible gale right in her eye.

Leaving Queen Charlotte Sound we entered Seaforth Channel, thence through Llama Passage, then 13 miles across Millbank Sound. Thence through Finlayson Channel, Tolmie Channel and McKay, Graham and Fraser Reaches; then through Wright Sound, Grenville Channel, Ogden Channel, Chatham Sound and across the Alaskan line into Dixon Entrance. Thence into Revillagigedo Passage, thence into Tongass Narrows and up to the City of Ketchikan, which is situated on an island with the beautiful and euphonious name just mentioned—Revillagigedo. Isn't it a jawbreaker?

British Islands Numerous. Most of the trip lay between islands. These were from the size of Vancouver Island, which is 235 miles long by 60 miles in width, to wee little domains about the size of a haystack. There are islands, islands—and all owned by John Bull, Esquire! Sometimes we would sail for hours and hours without seeing a sign of a settlement on the shore; then perhaps a little hut or two, perhaps a half dozen houses and a saw-mill, maybe a wee, wee fishing village, three or four houses. In one instance there was a semblance of a town, Bellabella, and a few miles farther north a smaller place, Old Bellabella.

On this passage you do not see Prince Rupert, whose lies about 30 miles south of the Alaskan line. This is a city of some 8000 or 10,000, I was told. It is located 18 miles above the mouth of the Skeena River, which is a large stream, navigable for over 200 miles. There is a large settlement along this river for a greater distance than that. The new Grand Trunk Railway is building into Prince Rupert. It is said trains will run into Prince Rupert before July 1. A number of marine steamers are being built for this company. They will ply between Prince Rupert and the Orient and will be ready about as soon as the railway is in operation.

Prince Rupert Not in Sight. We passed within 12 miles of Prince Rupert, but we could not see the town— island, island, islands. These also hid the mouth of the Skeena from our view. Practically all of the islands we passed were covered, so far as we could see, with a stunted growth of fir and cedar. These trees average a height of 15 to 20 feet. About one-fourth of them are dead and the trunks stand out white against the green background. In many places great swaths of these trees have been swept away by snow-slides, leaving wide barren strips from the summit to the beach. As a rule these islands are not rocky, but the soil is surely of mighty little account, also they would be more prolific in timber.



1—GENERAL VIEW OF TOWN. 2—CONCRETE BUILDING OF TONGAS TRADING COMPANY. 3—SALMON CANNERY.

It is true that back from the coast there must be some good saw timber, else there would be no sawmills. But the areas of good timber certainly are limited. These islands, as a rule, including the great island of Victoria, rise abruptly from the water. There is little level land on them, that is in view. There may be some back beyond the view of the passenger, but this is doubtful. In a few instances there is an acre or so of level land near the beach, but I should say the amount of such land compared to the reverse is as 1 to 1000. The foliage is confined almost exclusively to the trees. I saw no vines, no brush such as we have in the forests of the south, apparently little grass, nothing much but these stunted trees, and they all look about ready to die. They are not of a luxuriant green—rather drab, if such a word applies to foliage.

We passed boat after boat, all bound for Vancouver, Victoria or Seattle. Larger fleet and canoes, usually manned by Indians. As a rule we were in contracted waters. Sometimes we would pass through bays where it would be 15 or 20 miles across—then through passages of a couple of hundred yards, then through long reaches, almost like canals, from 100 yards to half a mile in width. One or two of these "canals" were very lengthy, Grenville Channel being fully 55 miles long.

Oh, that the vessels of our new line may receive sufficient support to make them a fixture! If the Portland people knew what such a line would do for their town they would surely give them such a patronage as would demand a larger fleet and finer vessels. Every man I have talked to here is saying kind things about Portland, about the Portland people and hoping that the line may prosper.

What a trip this must be in warm weather! How could one pass a few weeks' vacation to better advantage, or at less expense, than by a trip to Skagway and return on the Stetson? The accommodations are exceedingly good. The decks are capacious, the state-berths of good size and comfortable, the bedding good, the table supplied with the best, every official with an eye to the passenger's comfort.

We will sail today for Rose Inlet and Waterfall, the former place being something like 120 miles from here and the latter 10 miles beyond. Both on the west coast of Prince of Wales Island.

Railway Work to Start Soon. CHEHALIS, Wash., April 6.—(Special.)—Although the recent term of the Lewis County Superior Court did not complete the trial of all the condemnation suits of the Puget Sound & Willapa Harbor Railroad Company for right of way through this section, George W. Osgood, construction engineer on record here, having passed, certain rights have been acquired for the work of grading to proceed without interruption until the other cases are determined. Contractors are getting their equipment assembled.

Walla Walla Fruit Thought Safe. WALLA WALLA, Wash., April 6.—(Special.)—Fruitgrowers feel safe now, April 2, the date of the last killing frost on record here, having passed. There have been a few frosts recently, but they have not been hard enough to damage the blossoms of the cherry, peach, apple and other trees that are in bloom. The orchardists are now cutting out fire blight over the county. In the larger orchards it is said the disease has been practically eliminated, but in the smaller tracts there is some.

\$5000 Asked for Biological Survey. OREGONIAN NEWS BUREAU, Washington, April 6.—Senator Chamberlain has been urged by the Oregon Game Commission to secure an appropriation of \$5000 to continue the co-operative work of the Government Biological Survey and Oregon Commission in making a complete biological survey of the state.



Your "General Manager"

The wise man of business, no matter how vast his enterprise and responsibilities, leaves the management of his home to his real "General Manager"—the wife who knows the daily needs of the family and who plans for the conservation of their health and strength. The housewife who knows

Shredded Wheat

has already solved the servant problem and the problem of the high cost of living. With Shredded Wheat Biscuit in the house it is so easy to prepare in a few moments a deliciously nourishing and wholesome meal in combination with baked apples, sliced bananas or canned or preserved fruits. It means sound bones, healthy tissue and clear brain for growing youngsters as well as strength and endurance for grown-ups.

Always heat the Biscuit in oven to restore crispness. Two Shredded Wheat Biscuits with hot milk or cream will supply all the energy needed for a half day's work. Deliciously nourishing when eaten in combination with baked apples, stewed prunes, sliced bananas or canned or preserved fruits. Try toasted Triscuit, the Shredded Wheat wafer, for luncheon with butter, cheese or marmalade.

Made only by The Shredded Wheat Company, Niagara Falls, N. Y.

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SULLIVAN'S ENEMY NAMED

Postmastership Goes to E. F. Poorman and Hurts Big Boss.

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OPEN SESSIONS FOR TOLLS DEBATE SET

Senate Committee on Inter-Oceanic Canals Fixes Publicity at Outset.

NO DELAY TO BE ALLOWED

Senator O'Gorman, Leading Democratic Opponent of Repeal, Insists No Effort Will Be Made to Halt Action—McCumber Talks.

HUNTER SHOTS GUARDS

Austrian Left Wounded in Alps in Blizzard for 14 Hours.

GENEVA, April 2.—(Special.)—A sensational Alpine murder trial has come to a close at Coler. In September last two Swiss chamois hunters, Joseph Hartmann and Jacob Ehret, unwittingly crossed into Austrian territory, where the sound of their shots attracted the attention of two Austrian frontier guards, whose duty it is to arrest "poachers," as chamois hunting is forbidden there. The Austrian named Helmstetter and Schneberger, who were armed with rifles, called upon the Swiss to surrender, but they refused, and the struggle that followed Ehret lost his weapon and was made prisoner.

TANGO DYING, TWINS SAY

Foss Girls Learn Dandy Dances in Germany and Praise Berlin Men.

NEW YORK, April 2.—There was one chaperon who breathed a deep, deep sigh of relief when the steamship Kronprinzessin Cecilie, of the North German Lloyd Line, reached her pier at Hoboken recently. This particular chaperon had as her charges the beautiful twin daughters of former Governor Poos, of Massachusetts.

Salmon River Land Leased

LEWISTON, Idaho, April 6.—(Special.)—V. E. Dargatzis, Land Agent, has returned from the Joseph Plains section of the Salmon River district, in Idaho County, where he leased 4986 acres of grazing land to George Beahan, a well-known stockman. The lease runs five years, and

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Advertisement for K.C. Baking Powder, featuring a woman holding a tin and text: "Purity Guaranteed under all State and National Pure Food Laws. You can pay a higher price, but you cannot get a baking powder that will raise nicer, lighter biscuits, cakes and pastry, or that is any more healthful. Your money back if K.C. fails to please you. Try a can at our risk."

Advertisement for Rose Festival Association Tour de Luxe Voting Coupon, featuring a coupon form with fields for name, address, and street, and text: "NOT GOOD AFTER APRIL 12, 1914. ROSE FESTIVAL ASSOCIATION TOUR DE LUXE VOTING COUPON. THIS COUPON WILL COUNT FOR FIVE VOTES."