

# ALASKA COAL AND OIL LAIDS TREASURES IN VALUE, BUT OWNERS HOLD

### Business in Country Between Sitka and Nome Increased Three Fold in Year.

## CUSHER WELLS OF RICH OIL BURST THEIR CAPS

### Portland Men Now Safely Entrenched in Field and Wait Impatiently for Steamship Line That They May Benefit.

A Portland syndicate, headed by J. F. Eschelman, Louis G. Clarke, George H. Hill, Fred S. Stanley and others, has in a year ago located 174,000 in oil and coal lands near Kayak, Alaska, has just refused propositions for their sale at advanced figures that show values to have increased three fold in the present season.

Men who are close to the Alaska situation say that the ratio fairly represents the advance and development of general business interests in the country lying between Sitka and Nome.

"We are not sure of the number of gusher wells in this district at the present time. We know of seven, and four of them have burst their caps and gushed for a time before they could be confined," said Mr. Eschelman. "One of the wells under cap broke loose and spouted a 7-inch stream of oil 100 feet high. These wells are the property of the English company that has been operating some years. They are not expediting their work, as it is desired to prevent a boom until titles to lands are secured. On the lands of the Cushing company, adjoining our holdings, a well is being drilled, and there is every indication that a strong flow of oil will be secured."

### Ready for Boom.

"We do not care how soon the boom starts, for now it will find Portland men entrenched in the field. Had it begun a year ago it would have found Portland with practically no interests in the Kayak district."

Mr. Eschelman estimates that there are now about 100 Portland business men with interests in the Kayak oil and coal fields. The largest holdings are those of the Alaska Coal & Oil Land syndicate, of which he was the organizer and which is composed of twenty of Portland men. They have no intention of selling their lands, but will in a short time incorporate and begin working for oil and developing their coal properties.

The greatest need now is for a steamship line between Portland and western Alaska ports, to enable Portland merchants to get a share of the business that country is already offering, and which will increase as the years go by, said the oil man. "One of the most substantial indications is the fact that the United States government is keeping a large corps of experts in the field exploring the resources and making reports on what they find. Some of their reports are already issued, and are extremely favorable."

### Oil of Fine Quality.

Professor Randall and others have reported on coal and oil. They find the oil equal to the best Pennsylvanian product, worth seven times as much per barrel as the Texas or California oil. The anthracite coal, they say, superior to Pocahontas and other high grade coals of the Atlantic coast states, and the navy is ready to use it as soon as it is placed on the market. It is common to find veins 30 and 40 feet thick, and veins 60 feet thick have been found. One remarkable feature is that the coal measures lie up in the mountains, only a few miles from the coast, and can be conveyed by gravity direct from the veins to the docks, without hoisting. This coal will be mined and delivered to the transportation companies at less cost than any other coal in the world."

A large population will result immediately in these fields upon the opening of mining operations. A railroad is being projected from tidewater at Kayak to the coal deposits, about 15 miles inland. It is expected coal in commercial quantities will be ready to load on ships at Kayak some time next season.

### Climate Favorable.

The climate along the coast of western Alaska is favorable to operations all the year. It is said practically all the milder used in Pacific coast states ultimately will come from Alaska. Portland men have secured extensive holdings of marble near Juneau. Immense deposits of tin have been

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New York, Oct. 30.—It has been demonstrated how beyond all doubt that the new submarine signaling system, which the Cunard steamship company installed recently on the Lucania, is a success, and it will be put on all of the transatlantic steamships within a short time. The trial of the new invention was made on the last eastward trip of the Lucania, and a new submarine signaling system was put into operation last night and Captain J. B. Watt made a report to the officers of the company. His report also included the experiments that were made as the ship came into this harbor. The tubes are connected with the transmitters. They send as well as receive the signals. From the tanks, one on the starboard side and the other on the port side, there is a wire running up to the bridge of the officer on duty. He can pull over his head the same kind of a receiver as the telephone girls use in the central office.

If one vessel is approaching another and both have the system, each can locate the other without any atmospheric interference, as so often lies in the use of the wireless telegraph system. Besides, water is a better conductor than air, and the light that is present on the harbor is fitted up with the system, as are also the ones in Liverpool harbor. It was on the last trip to the other side that the vessel had her first chance to test the bells in the lights at the mouth of the Mersey river.

"We got the first signal," said Captain Watt today, "about 11 miles from the light, and it was very faint on the port side. Then we swung around about two points and got a better result on the starboard side. That proved beyond all doubt that the system was successful." Then the captain told about the system with the signals with the lights here. The Lucania has just installed a new set up forward of the vessel and better results are expected on the next trip.

## NAVY DEPARTMENT ASKS ENLARGED NAVY YARD

(Journal Special Service.)  
Washington, D. C., Oct. 30.—The navy department has today asked for no additional drydock construction at the New York navy yard. It has been found after a thorough investigation that there is no room at the yard where a dock could be built, and the limit of its development as a repair and construction station has been reached. The drydock provisions, therefore, will be made in other directions.

The officers on duty at navy yards have in nearly all cases this year recommended the construction of new drydock docks, and at some places, such as Boston, there has just been completed a dock. It is likely that Secretary Bonaparte will be asked to urge congress to provide new drydocks at the Puget sound (Washington) naval station, at the Pensacola (Florida) navy yard, at the San Juan (Porto Rico) naval station and the Boston navy yard. There is no disposition just at present to do much at San Juan. All the facilities at the other yards are being devoted to the equipment of the station at Guantanamo, but later, of course, there will be more particular attention paid to the Porto Rican station, which is the most important of the navy yards.

## FIGHT FLAMES WITH AUTOMOBILE ENGINES