PAN-AMERICAN RAILWAY THEN PAN-CONTINENTAL

Realization of Boston to Buenos Ayres Project Is in Sight —Interlocking of the Five Continents No Longer a Globe Trotter's Dream.

By FREDERIC J. HASKIN.

(Copyright, 1908, by Frederic J Haskin.)

Washington, Oct. 19.—In these days of increasing steamship speed and dawning mastery of the air, men have been prone to forget the great things that lie in the future of the railroad world. Mile by mile the gaps are being filled in the all-rail route from Boston to Buenos Ayres. Today the Mexican system is connected with that of Guatemala, and there is almost a continuous line from there to the southern boundary of Costa Rica, or the northern boundary of Panama.

It is south of Panama that the real work is yet to be done. But there the rewards which await the railroad builder are so rich that they cannot long remain untouched. Already American capital is being employed in Brazil, in Chile, in the Argentine Republic, in Ecuador, and other parts of South America, in the development of the vast resources of that continent. Each venture that is made shows that country to be a storehouse of latent wealth. Minerals, timber, water power, agricultural possibilities beyond the very dreams of avarice are there, awaiting but the touch of the magic wand of American ingenuity. As the era of development proceeds the construction of the missing links is bound to follow quickly, and not many years will elapse before the great intercontinental highway will be completed.

Remaining Task Not Stupendous.

The money required to complete the Pan-American railway is not relatively a large amount. The mileage between New York and Buenos Ayres would not be greater than that of the Pennsylvania, the Northwestern or the Burlington. The amount of line yet to be provided is but 200 miles more than that of the Mexican Central system, and 100 miles less than that of the Pennsylvania east of Pittsburg. It will require the building of only about 3,700 miles of road, and its construction would require but $186,000,000. When it is recalled that this is no more than the capital stock of the Baltimore & Ohio and that there are 16 republics back of the project, it will be seen that it is a comparatively small undertaking, considering the giant interests behind it.

Some one has questioned whether there is a man to be found who could weld all the links together into one system. It would be no greater work than that done by Cassatt, Harriman and Hill. Some writers have argued that the construction of the Panama canal and of the Trans-Andean railroad have removed the occasion for the Pan-American railroad. Its friends take the contrary view. They say that both furnish additional reason for pressing the project to completion, and that the building of the Trans-Andean will make all of South America tributary to the Pan-American.

To Interlock Five Continents.

But even beyond the Pan-American project, there are links to be built sooner or later which will make a great intercontinental system spanning not only two continents, but five of them. The great Cape-to-Cape railway, which is to pass through the very heart of darkest Africa, is no longer to be the unfulfilled dream of a departed Napoleon of finance. Already the plans of Cecil Rhodes, greatest of all pioneers in the development of virgin territory, are being given force and effect, and English capitalists are proceeding with the work of closing the vast gap which lies between the road up the Nile on the north and the one which has passed the Congo on the south.

Then there is Asia. Already one may cross that vast continent and reach the very western coast of Europe by rail. As the years come and go new lines are being projected, and long before the young man of today becomes old and gray he will be able to take his choice of going from eastern Asia to western Europe, or from eastern Asia to southern Africa. Some day it is going to be possible to go by rail from Vladivostok to Cairo, as it now is to go from Mukden to St. Petersburg or Paris. The route will lie through Jerusalem and the Holy Land, and will cover nearly all the territory famed in sacred story.

And then there is but a small remaining gap to be filled, the one which would connect the railroads of Alaska with those of east Asia. It may sound like a dream, but as the years come and go steel rails are reaching out further north. This is the most uncertain piece of construction of all, but not so uncertain as was the building of the line across the Rocky mountains 50 years ago. The building of this link would be the crowning achievement of the ages. Every continent on the globe, except Australia, could be reached by rail from the others, and as daylight shades away into darkness there would ever be a connecting link between the civilization of the orient and of the occident, between the north and the south.

The "Tourist Age" Is Coming.

What a boon for the tourist that coming era will be! To travel over five continents in a personally conducted tour that would not necessitate his vacating his Pullman stateroom in all that journey. During this time his eye could behold every character of landscape the world affords, could see every kind of humanity that lives, could look at every sort of bird or beast that breathes. It would be an experience that would make the heart of even the most blase globetrotter kindle with delight.

No one could reasonably expect any through passenger traffic, beyond the tourists, over this vast 25,000-mile system. But the intercourse between nations that it would engender would be of inestimable value to civilization. The way travel on an American railroad does as much to support it as the through traffic, and its effect on people, wiping out provincialism and local limitations, is even greater than that of through traffic. So it would be with the quincontinental.

Quincontinental Freight Rates.

As for freight, no one supposes that coal and iron would be shipped from South America to South Africa by the all-rail route. It would be even worse that the classic illustration of railroad men, in which a teamster started to market with a load of wheat, and the market was so far away that he had to feed every grain of his wheat to his team before he got there. One would require a high-class of freight for such traffic. Even at five cents for an ordinary letter, the railroad could not carry through mail except at a loss. Someone has salad that on such a system even diamonds would not be worth the freight charges when sent from South Africa to South America.

The possibilities of way freight, however, would be great. The territory through which all the connecting links will pass is full of undeveloped wealth. The situation is identical with the one which existed on our own western frontier less than a generation ago. There are men without a gray hair who recall the time when it was predicted that the Atchison, Topeka & Santa Fe would not pay for the axle grease used in its operation. Along about the same time men were referring to the Northern Pacific as "Hill's Folly," but that great railroad genius had looked into the future and had seen a vast industrial empire rising out of a region of solitude. He had simply discounted the years to come, and it made him the railroad king that he is. When they were discussing the building of one road across the Rockies, with a federal treasury back of it, many a statesman, clothed with the solemn responsibility of promoting the welfare of the nation, called it a chimera and predicted that it would end in [illegible]. Most of those very men have lived to see half a dozen such lines built and prospering where they predicted that one could not sustain itself.

Boosters of the Pan-American.

The originator of the Pan-American project was Hinton Rowan Helper. For 30 years it has been the dream of his life. In season and out he has sought to interest the United States government in the plan. At last he succeeded in interesting the late A. J. Cassatt and Andrew Carnegie in the proposition, and it was through their patronage that surveys of the route were made and a comprehensive system mapped out. From that day to this practically all new construction running north and south in Central and South America has been on this location, and the gaps are being slowly but surely filled in. Henry Gassaway Davis, the Democratic vice-presidential candidate in 1904, and Andrew Carnegie are still backing the movement in the United States and both believe in its ultimate success.

Discourager of Revolutions.

Already some of the benefits that are to accrue from it are becoming apparent. There is a saying that Central or South America has a revolution "every wash day." The countries in which there are heavy railroad investments are tending toward more stability of government. Boundary lines are being finally determined, and the coming of the railroads to the countries of tropical and subtropical America is a harbinger of national and international peace.

The republics to the south of us are enthusiastic over the matter, and are showing every possible consideration to those who will help the movement along. The most liberal concessions are being given and some of the republics are setting aside funds to be used to guarantee interest on bonds for the construction of specified lines of railway. Wherever American capital has been put into South American railways good money has been made, and as the chances for heavy margins at home disappear it is figured that more and more of North America's capital will be carried to South America for investment. The completion of the Panama canal and of the Pan-American Railroad will mean the unification of the Americas. It will be our own people who will unlock the golden treasures of this great undeveloped empire.

NEVADA'S FOURTH MORMON COLONY

To Be Located Near Reno and to Occupy Tract Next Spring.

(United Press Leased Wire.)

Reno, Nev., Oct. 19.—The announcement is made that another Mormon colony is to be established in this state near Reno. This will make four colonies in as many different sections of the state.

Representatives of the Mormon church have been here for several weeks looking over fertile land near this city. Negotiations are now on for the sale of the land and it is expected that spring will witness the arrival of the first of the colony from Utah.

BREACH OF PROMISE REACHES STABLE

(United Press Leased Wire.)

New York, Oct. 19.—The suit for $17,000 damages for breach of promise of marriage by Milton A. Wilmot, as guardian for Miss Florence B. Schenck, of Norfolk, Va., against Charles H. Wilson, a subject of the king of England, and formerly stable manager for Alfred G. Vanderbilt, although marked already for trial today, will most likely never be heard.

It was explained to Judge Bard that since the suit was instituted Miss Schenck has attained her majority, and she is desirous of having the suit dismissed.

FOR PIMPLES, TOO

New Discovery Cures Eczema and Eradicates Minor Skin Troubles Overnight.

A few months ago the dispensers of poslam, the new discovery for the cure of eczema, decided to allow the druggists of the country to handle it. Previous to that time it could only be obtained direct from the laboratories.

Since this change in the method of distribution, poslam has met with the most phenomenal success of anything introduced to the drug trade in the last 30 years. All leading drug stores, including the Skidmore Drug Co. in Portland are now carrying the special 50-cent size recently adopted, also the $2 jar.

This great success is not surprising when it is remembered that, in eczema cases, poslam stops the itching with first application, proceeds to heal immediately, and cures chronic cases in a few weeks. In minor skin troubles, such as pimples, blackheads, acne, herpes, blotches, rash, etc., results show after an overnight application. Experimental samples of poslam are sent to anyone by mail free of charge by the Emergency Laboratories, 32 West Twenty-fifth street, New York City.

KILLED AS AUTO STRIKES WAGON

Jacob Anderson of Fresno Thrown on Steering Wheel.

(United Press Leased Wire.)

Fresno, Cal., Oct. 19.—Louis Anderson is in a critical condition in a sanitarium at Selma as the result of an automobile accident last night that resulted in the death of his brother, Jacob J. Anderson of this city, a prominent dealer in oil lands. Anderson's wife and daughter were in the automobile at the time but escaped serious injury.

The party had been in Kingsbury spending the day and left Selma at dark. About three miles out of Selma they crashed into a wagon driven by an Armenian and containing three Japanese children. The force of the impact drove Jacob Anderson against the steering wheel, which struck him in the abdomen and killed him instantly. His left leg was broken at the hip.

The other occupants of the automobile were thrown to the ground. Louis was in the front seat next to his brother and it is feared that he sustained internal injuries. The party returned to Selma with the dead man and his injured brother.

You May Enjoy Your Meals

If You Will Equip Your Stomach With the Right Means to Handle the Food.

If you go into a restaurant, cafe or hotel, where all your environments, the lights, dazzling linen, silver, cut glass, music, chattering and laughing women, seem to foretell of a pleasant meal, your stomach should not revolt when you read the menu card.

Heavy steaks, soups, oysters, entrees, salads, etc., should hold no terrors for the healthy stomach and they do not.

A small box of Stuart's Dyspepsia Tablets placed in your vest pocket will be sufficient guard against the mad revels of a worn-out stomach.

A tablet taken a few moments after a copious meal will remove any ill effects of food from your stomach and you may eat as generously as those about you.

One of these little tablets will of itself settle all question of indigestion for that meal and will place your stomach and digestive organs in a better condition for the next.

Your blood will be enriched, and the depleted gastric fluids will be rebuilt.

Stuart's Dyspepsia Tablets are natural, active, digestive agents who give to the gastric juices the elements they lack, which ease the stomach, remove irritation and enrich and stimulate the blood.

All these statements may be verified if you will take but a little of your time to prove them.

Every druggist carries Stuart's Dyspepsia Tablets in stock and will tell you of their merit. These tablets sell for 50c per box, or send us your name and address and we will send you at once by mail a trial package free. Address F. A. Stuart Co., 150 Stuart Building, Marshall, Mich.

GREAT OUTLOOK FOR ARGONAUTS

Far North Mining Men Complain of Nothing but Drouth in Places.

(United Press Leased Wire.)

Seattle, Wash., Oct. 19.—Robert Lawther, president and manager of the Klondike Mines railway; O. B. Perry, manager of the Guggenheim interests in the Klondike; W. H. Fairbanks, general manager of the Northern Commercial and Northern Navigation companies of Alaska and Yukon, and F. S. Tobin, a young lawyer of Dawson, formed a party arriving from the north today.

"If we had the quartz and conglomerate that the Klondike possesses in any other country except up there men would not hurry away to distant fields to seek hard rock diggings," said Mr. Lawther.

"I have secured nearly all the conglomerate group of the McKinnon boys on Indian river. This conglomerate alone is a big thing, and I cannot understand why capital did not pick it up before."

Mr. Perry says the Guggenheim property has fared well this season. Water has been plentiful all the summer and the storage dam at the head of Bonanza proved to be a valuable asset, for it kept everything running in good order even in the few dry spells.

"The big 12-mile ditch and the six-foot steel syphon across the Klondike valley are completed and ready for water in the spring," said Mr. Perry. "The water will be used first to hydraulic Lovett hill and at the same time furnish power for the dredges and elevator. Later it will be ditched up Bonanza.

"You may look forward to the output from the Yukon increasing from now on, for with water in plenty to hydraulic and furnish power we will be washing millions of yards of dirt each year."

W. H. Fairbanks says Alaska suffered terribly this season owing to the dry weather.

"Take the Chandler for instance," said Mr. Fairbanks. "It was confidently expected that $100,000 would come out of that camp at the very lowest estimate. Not more than $25,000 will be recorded to the credit of these diggings. There were few rains and not much water fell when it did rain.

"But there is no country on earth that has a better outlook for next season. I was informed that the output of the Koyuk would be $300,000 this season and that Forty Mile would have $400,000 and the Circle City district $250,000."

RABBIT DRIVE IN ANTELOPE VALLEY

(United Press Leased Wire.)

Los Angeles, Cal., Oct. 19.—The town of Lancaster in the Antelope valley made a red splash on the map Saturday by killing more jackrabbits than were ever before sacrificed to the cause of agriculture in southern California. A line of skirmishers three miles long, everyone armed with a club, drove a gray sea of "jacks" into a corral west of the town and ended their long-eared existence, according to annual custom.

Bon Ami

The Finest Cleaner Made

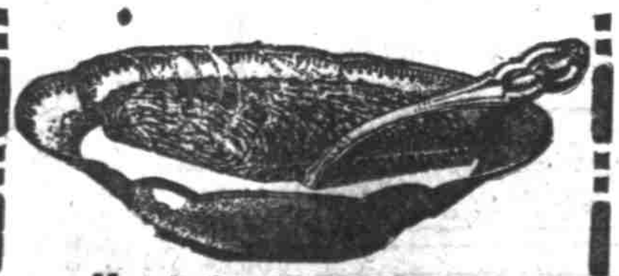
cleans and polishes by *dissolving* the dirt or tarnish and not by "scouring off" and "wearing out" the object cleaned.

"Keep Your Eye on The Machine."

The chilly, uncertain days of Fall are a good time to keep your eye on your "digestive machinery." Fortify yourself against bowel disorders by eating

Shredded Wheat

with hot milk and cream every morning for breakfast. Sweetens and cleanses the stomach and keeps the bowels healthy and active. Your grocer sells it.



Heat in Oven Before Serving.

The Pendleton Woolen Mills

According to newspaper dispatches our friends of Pendleton are making herculean efforts to raise the money to buy the machinery of the woolen mills at that place from President E. Y. Judd of this company. Mr. Judd, owner of these mills, had arranged to remove the plant to Gordon Falls, and unless speedily bought by the Pendleton people the concern will soon be dismantled. But if the business men of that city are sufficiently alert to their own interests to put up the cash, it is quite likely that they can secure the mill equipment and retain that very important part of their business life and adjunct to their prosperity. If this be done, Mr. Judd can lease the building to the purchasers, and thus have another handsome income for investment at Gordon Falls, and with the money received from the sale buy an entirely new plant for installation at the latter place. But it will be necessary for our Pendleton neighbors to act at once. Even a short delay will be fatal to their ambitions. The deal must be speedily consummated or we shall dispatch a force of men to the inland city to remove the entire plant to our Columbia river town. We shall greatly regret this step, because Pendleton ought to continue the operation of so rich an industry, and its removal would be a most severe blow to that charming city's future prosperity. Still, the interests of Gordon Falls must not suffer, and if there be dilatoriness on the part of our inland neighbors they certainly will lose the splendid prize. Gordon Falls cannot wait long for a decision. If we must place an order in the east for an entirely new plant, it will be necessary to know at the very earliest moment. And if Pendleton is wise it will retain its mills. The plant is number one.

Have You Ever Figured This Out?

How many readers of The Journal ever have sat down and actually coolly and deliberately figured out for themselves what an investment in Gordon Falls 6 per cent 10-year first mortgage gold bonds would mean to their bank account?

Let us consider this an instant.

The bonds pay 6 per cent interest per annum.

Fifty shares of stock now worth $1 per share go free with each $100 bond.

Therefore, the $100 bond really costs but $50, because $50 worth of stock goes with it free.

On this showing the bond pays 12 per cent, because we pay interest on its face value.

The actual profits of New England textile mills, as reported by the American Textile Manufacturer, the leading textile publication of the United States, runs from 10 to 22 per cent. These 50 free shares of stock will participate in the profits of the woolen and worsted mills we shall erect at Gordon Falls, and if profits similar to those of the New England mills are added to the 6 per cent paid by our bonds, then our bond investments will pay 6 and 10 per cent, at the very lowest, which would mean 6 per cent on $100 invested in the bond, and 10 per cent on the 50 shares of stock. This would be tantamount to 6 per cent interest on $150, although only $100 had been invested. On the actual money paid in, on this showing, Gordon Falls bonds would be paying 11 per cent per annum.

But this is not all. As we repeatedly have shown, New England textile stocks are at this time selling at from $100 to as high as over $1,800 per share.

At $100 Each Our 50 Free Shares Would Be Worth $5000!

We confidently believe they will not be long in climbing up to this New England notch.

Why do we think it?

Our power costs us nothing; the New England mills are run by steam. There is, therefore, a heap of difference in the cost of operation. The plant that is operated at no cost at all for the power it consumes has a mighty advantage over the one that is anteing up to the coal or wood man every few days. The man or company that can operate a factory or mill at no cost for fuel, is a woeful competitor of the plant that goes by steam.

And better yet, we will be deriving a revenue from the source that costs our New England friends a continuous drain upon their earnings. We will be selling power to other factories.

An Important Industry

Oregonian Editorial July 16

The new woolen mill project at Gordon Falls, near Bridal Veil, may easily develop into one of the most important industries in the state. Oregon is one of the greatest wool-producing states in the Union, and the advantage of having a manufacturing plant so near the source of supply of raw material is obvious. In the saving in freight alone on wool shipped east, and goods shipped west, there will be an opportunity for much cheaper and better clothing than is now obtainable. A mill will also give employment to a large number of people, who in turn will become purchasers of farm and garden products grown in the vicinity. Lack of factories has been one of the greatest drawbacks to the growth of Oregon, and every enterprise of this nature should receive the heartiest encouragement from the people.

Easy Terms to Buyers of Bonds

Almost anybody may own one or more bonds of Gordon Falls when they may be had at $10 down and $10 per month per bond. That's easy, when it is considered that in addition to all other sources of revenue all stockholders will share in the hundreds of thousands of dollars to be received from the sale of lots, upon retirement of the company's bonds, the tremendous possibilities of this bond investment are difficult of computation. It is almost too great to be grasped by the human mind without protracted cogitation. The company will not at present sell an inch of its 840 acres of land. It would be senseless to sell now, when the ground will be worth ten times its present value in ten more years. Five hundred dollar lots now will be more than $5,000 lots then. Many of them will be $10,000 properties one decade hence. There will be immense fortunes in them for the stockholders of Gordon Falls, so it is easy to understand the company's wise conclusion not to part with any part of its holdings until it has acres of mills and factories to boost up prices.

A Big Scouring Plant

Mr. E. Y. Judd, president of the Gordon Falls Electric & Manufacturing company, is one of the heaviest wool buyers in the world. His operations extend to Australia, New Zealand, Africa and India, aside from covering the United States. Before the spring wool scouring season is at hand next year, he will have one of the largest wool-scouring plants in the country established at Gordon Falls. Mr. Judd expects to scour $1,000,000 worth of wool there next season, much of which will be shipped to the textile mills of New England. This plant will be personally owned by Mr. Judd, and will do custom work as well as scour his own purchases. The enterprise will pay a mint of money to the parent company. And there will be many other sources of revenue of a similar character.

An Excelsior Mill, Too

It is estimated that there are 12,000 cords of cottonwood on the company's townsite. Converted into excelsior, this will sell at $17 per ton. The company will build its own excelsior plant, and careful figuring has disclosed the fact that this enterprise alone will retire the bonds, and that all revenue from the woolen and worsted mills will be clear gain to the stockholders.

WHEN OUR SHARES GO TO $100 EACH. WHAT MAY NOW BE HAD FOR $1,000 WILL THEN BE WORTH $50,000!

And all this time the owner will be receiving his dividend on a most profitable investment.

The person investing $1,000 with us now need never worry about his future, or imagine that the "wolf" will be lurking at his door. Let him "hang on" to that amount of stock for a dozen years and he will be rich. And even $100 worth now would leave a person in comfortable circumstances.

There will be ten textile mills in operation at Gordon Falls before the enterprise is completed, and as sure as that water laps from the mountains this will be the most active manufacturing mart in the United States.

It Will Have No Equal in North America

We have three miles of waterfront on the Columbia, three miles of the O. R. & N. R. R. crossing our townsite, and three miles of the Spokane, Portland & Seattle railroad on the opposite side of the river. No better transportation facilities could be had on this globe. And we are only 18½ miles from Portland.

We mail the illustrated Gordon Falls Gazette free to all who will supply us with their address.

The Gordon Falls Electric & Manufacturing Co.

Capital Stock $225,000 **Incorporated Under the Laws of Oregon**

210, 211 Commercial Club Building, Portland, Or. **Phone Main 985**

OFFICERS—E. Y. Judd, president; Charles Cooper, first vice-president; Oscar Heintz, second vice-president; George L. Peaslee, treasurer; Sydney R. Vincent, secretary; A. T. Lewis, company attorney.