

# LESS GOLD FROM NORTH, BUT MORE FOR THE FUTURE

## Alaskan Output Reduced by Slump in Few Districts in 1910; Lode Mining Will Increase; Coal and Railways.

By John E. Lathrop  
Washington, Jan. 3.—Alfred H. Brooks of the geological survey reports that the value of the mineral output of Alaska in 1910 is estimated at \$17,400,000; the value in 1909 was \$21,146,423. Of this, the estimated value of the gold output in 1910 was \$16,369,000; that of 1909, \$20,371,075. The copper production in 1910 is estimated to have been 5,600,000 pounds, valued at about \$740,000; that of 1909 was 4,124,705 pounds, valued at \$536,211. The value of the other mineral products, including silver, lead, gypsum, marble and coal, is estimated at \$390,000—an increase over that of 1909.

The total value of the Alaska mineral production since 1880, when mining was begun, is in round numbers, \$186,000,000, of which \$179,000,000 is represented by the value of the gold output.

**Explanation of the Decrease.**  
The decrease in the value of the mineral production is entirely chargeable to the falling off in the output of Fairbanks, Seward peninsula and some of the smaller placer districts. Except in these camps and the coal fields, the output from all the mining districts increased. In spite of the decreased gold production and the handicap because of the delay in opening the coal fields, considerable advancements were made in the mining industry. Copper mining was prosperous and much development work was done on the copper deposits. More had been accomplished than in any previous year in the development of auriferous lodes. Much work was also done toward installing large mining plants for working low grade placer deposits.

**Great Need is Cheap Fuel.**  
Mr. Brooks gives his opinion of the coal situation as follows:  
"As in previous years, the lack of cheap fuel is the one great hindrance to the advancement of the mining industry in Alaska. So long as the Pacific seaboard of Alaska and the adjacent portions of the land region have to depend on expensive coal brought from British Columbia, Japan and Washington, so long will the industries of the territory suffer. With coal at \$5 to \$20 a ton along the Pacific seaboard of Alaska, even mines located at tidewater are at great economic disadvantage. Under such conditions only the richest and largest ore bodies can be mined at a profit."

"Practically nothing was done in the coal fields except a few patent surveys. Most of the small mines which have in the past furnished lignite coal for local use were in 1910 closed until the matter of granting patents should be finally decided. On the other hand, some new drilling was done in the Katala oil field. Current reports indicate that some oil properties were leased and preparations made to render the district productive."

**Railways and the Coal Situation.**  
"The railways are at a double disadvantage. In the first place, they are paying from \$11 to \$12 a ton for coal used in operating, which should cost only \$2.50 to \$3; in the second place, the coal tonnage needed to help support the railways is nonexistent. In spite of these handicaps, the backers of some of the railway projects have shown commendable enterprise in continuing construction work."

"The Copper River railway completed the construction of the line as far as Chitina, 131 miles from Cordova, at the end of September, and also put a temporary bridge across the Copper at this point. The remaining 60 miles to the Bonanza mines are of easy construction, and the managers report that the line will be completed at an early date. This line will render accessible both the copper deposits of the Chitina valley and the placers of the Nizina district."

**Alaska Northern Railway.**  
"The Alaska Northern railway maintained communication over its 71 miles

of track, which connects Seward, the coastal terminal, with the head of Turnagain Arm. By the use of small launches a route of communication with Knik and points on Susitna river was thus established, which is competitive with the older route from Cook Inlet. Some location surveys were also made beyond the end of the completed road. This railway, when completed, will lead to the development of the Matanuska coal field and the Willow creek lode district, as well as other mining districts of the Susitna basin, besides making accessible extensive areas of arable land.

"Most of the other railway projects appear to have lain dormant awaiting the settlement of the coal land question. The completed railways, such as the White Pass, Tanana Valley and Seward Peninsula, were operated but need no special mention."

**Wagon Road to Fairbanks.**  
"An important feature of the year was the transformation of much of the Fairbanks trail to a wagon road. This new road, besides serving the terminal points, will aid the development of the several mining districts lying between. Important roads and trails were also constructed in other parts of the territory by the Alaska road commission."

### EASTERN NEWSPAPER SEEKS INFORMATION ABOUT FRUIT LANDS

(Continued From Page One.)

acts as seemed to them to be fraudulent. "An incredible amount of money is being spent by Twin cities people in your orchard lands," said Mr. Day, "and naturally wish to protect our constituents. Many of those buying, especially in the schemes to sell orchards already planted, with the provision they will be cared for until the trees come to bearing, are men and women of small means, investing their savings in that way. I know of one Oregon proposition of the kind in which four or five Minnesota engineers have invested a good deal of money. Now there is no doubt but that some of the fruit districts in the northwest are excellent propositions, but there are other places being divided

### Stomach Sufferers Squander Millions

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Trial Package of Stuart's Dyspepsia Tablets Free.

The world is full of disordered stomachs and 99 per cent of the money spent upon physicians and drugs goes in an attempt to cure the stomach.

People are made to believe that in order to gain health they must doctor their stomachs and use cathartics. So the doctor gets his fee for the stomach treatment and the druggist for the physic until the savings of a life time are exhausted and yet no cure.

Let's be reasonable. The sick stomach is in every case the result of over eating, hurried mastication and improper choice of foods. The mucous lining all the way down the food tract loses its sensitiveness, and when food is forced down the muscles fail to respond. They do not churn the food as they should. The glands no longer give out gastric juice to dissolve the food and render it capable of assimilation. The man has become a dyspeptic.

There is one sure way and only one to bring positive relief. Put into that stomach of yours the very elements that it lacks to get that food into liquid form. It takes pepsin, diastase, golden seal and other ferments to accomplish this. The healthy stomach contains these elements. The dyspeptic stomach lacks part or all of them. Stuart's Dyspepsia Tablet is made up of just what the dyspeptic stomach lacks—nature's digestives.

Stuart's Dyspepsia Tablets are not a medicine, not a drug, not a cathartic. They do not cure anybody of anything but Dyspepsia and Indigestion and such ailments as arise from poorly digested food.

While they digest the food the stomach recuperates. The mucous membrane is coming out of its stupor, the gastric juice is coming to the surface, the muscles are regaining their power. Every organ of the body takes on new life, the skin gains color, and the eyes are no longer tinged with yellow. You live.

Why doctor and why drug yourself? Stuart's Dyspepsia Tablets will take care of your food while nature cures you.

Try a box at your druggist, 50 cents. Or, if you prefer a free trial package before buying, send your name and address today. F. A. Stuart Co., 150 Stuart bldg., Marshall, Mich.

into tracts and sold in the east where there isn't more than six inches of soil. Those districts will never grow good fruit, and an investment of several hundred dollars an acre for such land is a form of robbery.

**Taking Plenty of Time.**  
"We have taken plenty of time in which to get at the facts. We have letters to the manager of the Commercial club and to other men whom we hope to secure information from that will place us on the correct track, and as a result we hope to give our readers the truth about the western fruit and apple situation."

When Mr. Hough was here he said everybody was poor in the east because all the money there was being spent for Oregon apple lands.

John D. Olwell of Medford, one of the well-known apple men of the Rogue River valley, who also is at the Portland, said that an honest investigation of Oregon apple lands would result in much good.

"It is true that a great deal of eastern money is being invested here," said Mr. Olwell, "and that that part of it invested in poor lands will sooner or later react against legitimate propositions. The Tribune men would have been interested to know that Minnesota men here yesterday, C. M. Boynton and J. R. Tomlin, now of Medford, have an investment of about \$125,000 in Rogue river apple land. But what must be done is to take care that legitimate and really money making propositions are not injured by such articles."

"I met Mr. Hough while he was in Medford a week ago. From a talk with him I gathered that his articles seem to appear will tell the truth about western fruit lands and will not be a mere effort to keep money and people in any one locality. The Post, as a paper read everywhere, of course could not afford to take any attitude of unjustly

protecting one part of the country against another. But the danger from having a newspaper serving one community publish such articles is that it will try to secure home investment and to discourage emigration from its section to other parts of the country. There is also the danger that a newspaper may be serving either its own interests in an advertising way to secure the advertisements of land dealers, or that it is serving some particular group of dealers in an advertising way.

"I think legitimate apple land dealers will welcome any investigation of land sales in this state. It will mean a greater degree of safety for holders of land in the valleys that are especially adapted to fruit raising. But there should be a certainty that articles dealing with that subject should be unbiased and free from advertising suggestion."

### IMPORTANT CHANGES

**Train Service on the O.-W. R. & N. Co.**  
Sunday, January 8, 1911, important changes in train service on the O.-W. R. & N. will be made.

The Spokane Flyer will be discontinued and instead will be known as the "Walla Walla local" running between Portland and Walla Walla only, leaving Portland at 11 p. m., arriving in Walla Walla at 7 a. m. next morning. Returning will leave Walla Walla at 12:10 a. m. and arrive in Portland at 8:15 a. m. This train will carry standard sleeper and day coaches.

The Soo-Spokane train will leave Portland at 9 p. m. instead of 11 p. m. arriving in Spokane at 11:30 a. m. next day and will handle Lewiston sleeper. No change in service east of Spokane and no change westbound.

Pendleton local will leave Portland at 7:40 a. m. instead of 8 a. m. and will arrive in Pendleton at 5 p. m.

## STREET SPRINKLER TO FIGHT OCTOPUS

### San Jose Employs New Weapon in Contest With Traction Company.

(United Press Special Wire.)  
San Jose, Cal., Jan. 3.—A sprinkling wagon, a guard at the intersection of Santa Clara and Market streets, is holding back a gang of laborers bent on laying a railroad track. The wagon is the property of the city and is driven by a city employe. Its purpose is to prevent the alleged grabbing of a franchise by the San Jose and Santa Clara Railroad company.

An injunction was granted the company, restraining the city from interfering with the construction work at the traction company failed to have inserted a clause prohibiting the city from sprinkling the streets. A "high powered" sprinkler accordingly has been stationed at the corner, and whenever laborers attempt to work the street at that particular point is industriously sprinkled.

**Waterways Commission Meets.**  
Toronto, Ont., Jan. 3.—The Canadian and American sections of the Interna-

tional Waterways commission met in joint session at the King Edward hotel in this city today for the further discussion of the marking of the international boundary through the Great Lakes and adjoining waters.

**Chehalis' Postal Receipts Grow.**  
(Special Dispatch to The Journal.)  
Chehalis, Wash., Jan. 3.—Chehalis' postal receipts totaled over \$17,000 for the year just ended, breaking all previous records. The gain for the past year was more than \$2000 and about \$4500 over the 1908 business. In detail the figures are as follows: 1909, \$11,046.85; 1908, \$14,945.11; 1910, \$17,002.18. The Chehalis office has four clerks, three city carriers, two rural carriers and one big star route serving about 30 offices. Owing to the bright prospects of Chehalis in a business way, it is expected that 1911 will show the same percentage of gain or even a greater one.

## NO DYSPEPSIA, INDIGESTION, GAS OR ANY OTHER STOMACH DISTRESS

### Relief in Five Minutes Awaits Every Stomach Sufferer Here.

Nothing will remain undigested or sour on your stomach if you will take a little Diapepsin occasionally. This powerful digestive and antacid, though as harmless and pleasant as candy, will digest and prepare for assimilation into the blood all the food you can eat.

Eat what your stomach craves, without the slightest fear of indigestion or that you will be bothered with sour risings, Belching, Gas on Stomach, Heartburn, Headaches from stomach, Nausea, Bad Breath, Water Brash or a feeling like you had swallowed a lump of lead or other disagreeable miseries. Should you be suffering now

from any stomach disorder you can get relief within five minutes.

If you will get from your pharmacist a 50-cent case of Pape's Diapepsin you could always go to the table with a hearty appetite, and your meals would be good, because you would know there would be no Indigestion or Sleepless nights or Headache or Stomach misery all the next day; and, besides, you would not need laxatives or liver pills to keep your stomach and bowels clean and fresh.

Pape's Diapepsin can be obtained from your druggist, and contains more than sufficient to thoroughly cure the worst case of Indigestion or Dyspepsia. There is nothing better for Gas on the Stomach or sour odors from the stomach or to cure a Stomach Headache. You couldn't keep a handier or more useful article in the house.



## American Automatic (or Nelson) Air-Controlled Streetcar Fender

### Officially Adopted by the City of Portland After Three Years' Investigation of Fenders

#### The Only Air Controlled Fender in the World

This is the highest type of safety device ever invented and perfected, and within a few years it will be in universal use, just as the air brake is today. It is the only air-controlled fender in the world, and is protected by patents covering the application of air to the operation of a fender. These patents yet have more than 15 years to run.

experts declare it bears the same relation to all other fenders that the air brake does to the old-style hand brake. It will soon occupy the fender field alone, and with nearly 200,000 cars to be equipped, the stock of the American Automatic Fender Company will within a few years be worth several times its par value. The business prospects and possibilities of the company are almost beyond computation.

#### Air Fender Field Almost Unlimited

The field of the air fender is almost unlimited. At the present time there are nearly 200,000 air cars in the United States, and the number is being added to at the rate of about 5000 a year. At the present time demonstrations of the Nelson Air Fender are being called for in Tacoma, Spokane, Oakland, Alameda and San Diego, with the purpose of having it adopted in those cities.

#### Public Officials Will Back Air Fender

Street railway corporations are no longer allowed to use inferior safety appliances. Most of the states and cities have salaried expert officials whose duty it is to see that the highest possible protection is given the public in return for franchises granted over the public streets and thoroughfares through the adoption and use of the latest approved and best lifesaving appliances. The Nelson Automatic Air Fender is declared by safety appliance experts to be the best lifesaving device of the kind ever constructed. It will prevent accidents where all other fenders fail, on account of the rapidity and certainty of air pressure. It is part of the air-brake equipment of the car and is always in working order.

#### Small Amount of Stock to Be Sold

For the purpose of carrying on these demonstrations, and with a view to pushing the adoption of the fender in other cities, it has been decided to sell a limited amount of stock of the AMERICAN AUTOMATIC FENDER COMPANY in the city of Portland. The American Automatic Fender Company is organized under the laws of the state of Minnesota and is capitalized at \$500,000. Par value of stock \$10. The limited amount offered here will be sold at less than par. This will be the only opportunity to purchase this stock in Portland. Investigation will show it to be one of the best investments ever presented.

#### Air Fender Has Solved the Fender Problem

The Nelson fender is a successful, practical lifesaving device and is already being hailed by safety appliance experts as the final solution of the troublesome fender problem. It received the highest percentage for efficiency of all fenders fully tested by the New York City Public Service Commission and was adopted by the city of Portland after three years' investigation of the fender question by the city authorities. Its efficiency is equaled by its simplicity. No other fender is as neat in appearance. It is no longer an experiment, but an established standard lifesaving device of the highest class. The history of the air brake will be the history of the air fender, with the advantage in favor of the fender, because it will have public safety appliance officials back of it—a condition which did not exist when the air brake was perfected.

#### Immense Profits, Being Without a Competitor

The sale of 3000 fenders per year will bring upward of 10 per cent annual dividends on the par value of the stock. Negotiations are now under way for the sale of more than 5000 fenders during the present year. The Nelson Air Fender is without competition. It is in a class by itself. Mechanics and

experts declare it bears the same relation to all other fenders that the air brake does to the old-style hand brake. It will soon occupy the fender field alone, and with nearly 200,000 cars to be equipped, the stock of the American Automatic Fender Company will within a few years be worth several times its par value. The business prospects and possibilities of the company are almost beyond computation.

# TEETH!

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Dr. Wythe's plan is to give the public the best work possible for the least money, and not ask pay for the work before it is done. You need have no fear in coming to Dr. Wythe's office, for even if you have an examination, and an estimate is given you, it does not obligate you to have your work done here. We will gladly look your work over and advise you what to do.

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### ENDORSED BY SAFETY APPLIANCE EXPERTS

Safety appliance experts declare that the air fender has solved the fender problem, which has been one of the most difficult that safety appliance officials have ever had to deal with.

A. W. Pesley, inspector of safety appliances for Washington, a man with more than 20 years' experience in this line of work, says:  
"I am of the opinion that the Nelson air fender is destined to take its place along with the air brake, automatic coupler and other similar devices, and that within a few years it will be in universal use."

A. L. Valentine, superintendent of public utilities for the city of Seattle, says:  
"The Nelson automatic air fender is the nearest thing to a perfect fender I have ever seen."

A prominent railroad official, who is one of the highest mechanical authorities in Portland, says:  
"All other fenders bear about the same relation to the Nelson fender that the old hand brake does to the automatic air brake."

J. F. Fitch, former claim agent and attorney for the Tacoma street railways, who has spent several years investigating fenders and who is an authority on that subject, says:  
"I congratulate the citizens of Portland upon the adoption of the only real life-saving fender and the most perfect device to that end that in years of investigation I have been able to discover."

### The Continental Trust Co.

Spalding Building, Portland, Or.

Gentlemen:—Please send me printed matter regarding American Automatic Fender Company.

Name .....

Address .....

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The Nelson Air Fender is on exhibition today and tomorrow at the Armory. Next week it can be seen at No. 253 Washington st. The amount of American Automatic Fender Co. stock to be sold is limited. You will never have another opportunity to purchase it below par. If you are interested, call on or address

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