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DAILY MAST ORIGONIAN, PENDLEYON, ORBOON, THURSDAY, JANUARY 19, 1911.

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# **ALASKA'S BABY** METROPOLIS,

## Cordova to Be Gateway For New Rush This Year.

Ralls of the Copper River and Northwestern Will Be Laid to the Mouth of the Chitina by July, When Immensely Rich Mineral Area Will Be Accessible-A Dramatic Chapter in **Railroad Construction**.

By CARLYLE ELLIS.

On its second birthday the Copper River and Northwestern railroad, of which Cordova, Alaska, is the terminus, finds itself stretched 100 miles inland up the Copper river. By next July, it is now practically assured, the road will have reached the mouth of the Chitina river, where it branches, heading for the Kennicott copper mines, fifty-eight miles to the eastward,

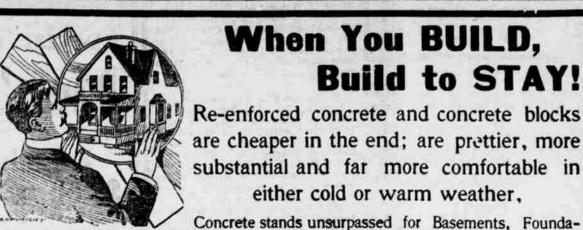
The road's arrival at the Chitina means that the great Kotsina-Chitina copper region is finally made easily available for mining and prospecting. This will be an event of considerable importance in Alaskan history. Excepting its two great coal fields, this is the richest known mineral field in the territory. Its area is very large, and the opportunities for prospectors and small operators there are almost unlimited. It is absolutely safe to expect spectacular developments at once.

In all of this Cordova is destined to play a conspicuous part, and the sixteen-month-old baby metropolis is preparing for it with quite amazing energy. With the Copper River railroad being driven inland by the powerful Morgan-Guggenheim syndicate to tap the coal and copper fields and the vast golden interior, Cordova becomes inevitably the Alaskan gateway par excellence, and for such a future she was chosen.

The essentials for an Alaskan gateway are a harbor, a town site, a railroad route and proved resources to run the road to.

Cordova has all four, each of more or less excellence, and her railroad has now passed the hundredth mile. The combination is a richly promising one.

Road to Copper, Coal and Gold. The harbor, though not large, is excellent and susceptible of unlimited development, while immediately available for ordinary tonnage without dredging. The town site is a tundra covered, rocky and irregular hillside, offering most unpromising material, but which has vielded astonishingly well to vigorous treatment. The railroad route, while containing some of the worst obstacles to construction ever encountered, is rapidly pushing forward despite these difficulties and reaching out to the copper region and the coal fields of Bering river as well as those vast interior regions, the riches of which apart from placer gold



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large stream emptying from the Alaskan interior to the southward, is a turbulent, silt laden, ice bearing torrent in which no man can swim twenty strokes. At one place it runs between great living glaciers that discharge millions of tons of ice into its current each day of the summer months, and here the railroad must

run too. Scenery Will Become World Famous. The scenery is of unique grandeur, but these scenic features, so soon to become world famous, have represented to the engineers problems of unexampled complexity. Many of these problems were repeatedly declared to be impossible of solution even under the most favorable conditions of weather and with unlimited time. Two years ago next month the first lot of material and supplies arrived in Cordova. Since then construction has been pushed forward with almost unbelievable momentum.

In these two years a permanent road of a high standard has been completed

to the mouth of the Tiekel river, 102 miles from Cordova. Three great steel bridges have been set over the swift flowing Copper river, and a fourth across a great ice scoured channel below the berg lake of Miles glacier is far advanced and will be one of the engineering wonders of the world. Long stretches of tunnel and rock cut and plling have been finished and a fleet of river steamers built and placed in commission. At Cordova end, where there were

no problems of importance, much money has been spent in preparing for the handling of a heavy train service to and from the mines. The iron in the blood of the men who

are building this road shows apparent-

TONS OF ALASKA COPPER. Sealed proposals will be received for Report of Geologist Brooks Shows

Enormous Yield This Year. "The season of mining in Alaska has been a prosperous one," says Alfred H. Brooks, geologist in charge of the

Alaska work of the United States geological survey, who has just returned to Washington from his annual "swing around the circle" in the far northwest. "While dry weather and other unfavorable conditions have curtailed the placer gold production at Nome, most of the other camps have either maintained or increased their output. "Figures of gold output are not yet available, but it seems probable that the production for 1909 will be between nineteen and twenty million dollars. The low price of copper has not encouraged mining of that metal. but about half a dozen properties shipped ore during 1909. It appears probable that the Alaska copper output for the year will exceed 4,000,000 pounds."

One Light In Two Thousand Miles. For the first time the great southern coast of Alaska, more than 2,000 miles long, has this winter a lighthouse Though one of the most dangerous and stormy coasts in the world and difficult of navigation, even in summer, this area has been wholly neglected until now. The first light is on Cape Hinchinbrook, at one of the entrances to Prince William sound. There are many other places where lights and fog signals are almost as urgently needed, notably Cape St. Elias, where steamers are often held up for days

because of fogs and a long, hidden reef. Other lights are, however, to be added next year.

the erection and completion of St. Mary's R. C. church, Pendleton, Oregon, until Wednesday, March 1st, 1911, at 1 o'clock p. m. All bids must be addressed to M. P. White, architect, 610 Market street, Pendleton, Oregon,

Notice to Contractors,

Plans and specifications may be had from the Rev. J. M. Cataldo, S. J., Pendleton, Oregon, and from M. P. White, architect, 1917 First street, Baker City, Oregon. Dated January 18, 1911.

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streets had either to be blasted out of solid rock, cut out of four feet or more of mushy tundra or built over the tundra. The main streets, in places cut through thirty feet of hill, in others had to be built up as much. The cross streets climb a steep irregular rock hill. Over all there was heavy timber.

It is typical of Alaska and the Alaskans who have built and are making Cordova that these difficulties should have been so lightly regarded and so valiantly met. In her first year of life the baby town has been making such improvements as usually begin to be planned when a city has reached the 50,000 mark and feels the weight of wealth. She is still in swaddling clothes, ragged, unkempt, unfinished, but lusty with youth. The rapidity of her growth is amazing. In the year she has housed a thousand souls, built churches, schools, clubs, warehouses and shops that would be creditable in a large city. She has fitted berself with electric light, water supply, sowers and a telephone system and developed a complete municipal organization. She has also attracted to herself two newspapers, each of which receives a daily cable service from the outside, giving the cream of the world's news, and special service from each of the Alaskan cities connected by wire or wireless-Seward, Vaides, Fairbanks, Juneau, Skagway, Ketchikan, St. Michael's and Nome.

**Region of Opportunities.** 

These are some of Cordova's external indications of vitality. Even more significant is the spirit of her people, the dauntless adventure loving, chance taking spirit of the foreloper. They are opportunists all and wide eyed to the opportunity at their door.

As I have said, Cordova's reason for being is the Copper River and Northwestern railroad. Without the railroad or the hope of it she would quickly cease to exist. Her neighbor, Katalla-on-the-Sea, which blossomed when two railroads made a false start from there, still lives, though in greatly reduced circumstances, in the hope of their return.

Meanwhile the millions from below are pouring through Cordova in supplies and materials and cash for the forcing through of the railroad to the famous Bonanza mine and neighboring properties in the region around the head of the Chitina river. The building of this road is one of the most daring railroad enterprises since the Rocky mountains were first penetrat-

ed. The Copper river valley, up which the road must run, is notorious for its violent winter windstorms, its shifting, uncertain, silt fails; racing, vagabond streams; deep snow; rocky, slide scoured canyons and advancing glaciers. The river itself, the only gonian office at once.

Almost every foot of Cordova's ly in the blood of Cordova, for also there has been fighting to do. "Made" towns like this one do not grow of their own volition in a single year. It takes organization, confidence and much toll where one's home must, as here, actually be carved from the eternai hills.

### PULP WOOD IN ALASKA.

Transportation Facilities Only Needed to Open Up Enormous Forests.

Another valuable item has been added to Alaska's growing list of undeveloped resources. Recent expert examination of the timber in the Sushitna basin has confirmed the belief that it is pulp wood of a high quality. The timber is poplar, cottonwood and spruce, but little of which is of com-

mercial value for lumber. The land on which this growth stands includes the 3,500,000 or more acres estimated as grazing and farming land and on which homesteading recently began. This area, distributed among the various valleys of the basin, is for the most part covered with a luxuriant growth of wild redtop grass, with little underbrush and only a moderate stand of timber. It is obvious that with a reasonably convenient market for pulp

wood and water transportation, of which there is much, the cost of clear ing these lands might be greatly reduced if not made a profit by the sale of the timber as a byproduct.

On Kenal peninsula, along the line of the seventy mile Alaska Central railroad, alone there are many thousands of acres of available pulp wood, and this will be increased with almost every mile of the road's extension toward the Matanuska coal fields. The value of this supply of pulp wood in American territory and the practicability of utilizing it was first pointed out by Levi Chubbuck of the department of agriculture, who visited the region last summer. Still more recently Senator George J. Baird of Canada went in to the Matanuska coal fields and was greatly impressed by the vast area of pulp woods as well as the splendid grazing lands they stood on. He predicts the rapid settlement of this region by farmers and cattlemen.

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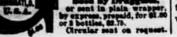
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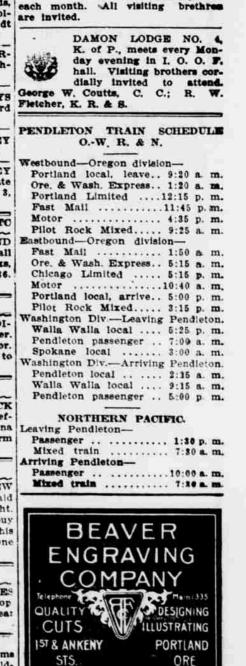
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