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ALASKA'S BABY METROPOLIS.

Cordova to Be Gateway For New Rush This Year.

ROAD TO COPPER FIELDS.

Rails 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 yielded 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 are still but guessed at.

Almost every foot of Cordova's 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 herself with electric light, water supply, sewers 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, Valdes, 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 penetrated. The Copper river valley, up which the road must run, is notorious for its violent winter windstorms, its shifting, uncertain, silt falls; racing, vagabond streams; deep snow; rocky, slide scoured canyons and advancing glaciers. The river itself, the only 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 swiftflowing 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 piling 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 apparently 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 toil where one's home must, as here, actually be carved from the eternal 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 commercial 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 clearing these lands might be greatly reduced if not made a profit by the sale of the timber as a by-product.

On Kenai 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.

TONS OF ALASKA COPPER.

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.

ALASKA'S GREAT COAL PROBLEM.

Roosevelt's Conservation Order Delaying Development.

LOCAL NEED SAID TO BE ACUTE

E. C. Hawkins, Engineer In Charge of the Copper River and Northwestern Railroad, Throws Light Upon an Absurd Situation—Paying $14 a Ton For Coal When It Can Be Mined In the Territory For $1.50.

Because Alaskans cannot mine any of their own excellent coal by reason of the conservation order of President Roosevelt they are being forced to make heavy drafts on the timber reserve, according to E. C. Hawkins, engineer in charge of the new Copper River and Northwestern railroad, who has just reached New York to make his annual report to the company.

Mr. Hawkins is the engineer who built the remarkable White Pass and Yukon road, an achievement second only to the one he has now half finished for the Morgan-Guggenheim syndicate. He has some most interesting things to say about the conditions in the northland that have recently been attracting public attention.

"The local need for our own coal is acute," said Mr. Hawkins. "We feel it especially in our road construction, but every one else feels it too. People must keep warm in Alaska, as elsewhere, and it needs much fuel to do it in winter. We pay $14 a ton for British Columbia soft coal to use on the railroad, and it certainly costs the small consumer no less. Even this has been unobtainable at times, and we recently faced the necessity of putting a large force to work cutting timber for firewood to be used in keeping our five caisson and pier pumps going and running the work engines. At that we found it at times almost impossible to keep steam in our boilers, though the safety of much construction and even of lives depended on it. With an almost inexhaustible store of coal within a few miles of our tracks we should be getting it for about $1.50 a ton instead of $14. Certainly without adequate fuel supply the opening of Alaska with railroads is going to be very slow. It cannot be otherwise. And transportation development is the greatest need of that wonderfully rich territory.

The New Copper Region.

"Nevertheless, the Copper River and Northwestern is being forced ahead as rapidly as possible. By the 1st of next July it will have reached the mouth of the Chitina river, 138 miles inland. This means that the great Kotsina-Chitina copper region—probably the richest in the world, but so far almost unexplored—will be easily accessible to miners and prospectors next summer, an event that Alaska is awaiting eagerly. This practically the opening of a new region for ingress and egress, has hitherto been most difficult. The development of this territory means a large and continuous production of wealth for generations not in one spot, but over a large area.

"The road is now carried to the mouth of the Tiekel river, 102 miles from Cordova, our terminus at tidewater. In this stretch there is only one break—at Mile 49, where the line crosses the Copper river between the two active glaciers, Childs and Miles.

"It has been necessary at this point to build a 1,000 foot bridge of unprecedented strength and construction to resist the ice flows. Just above the bridge is a lakelike widening of the river into which the three mile front of Childs glacier volleys great bergs all summer long. In winter this lake is frozen several feet deep. At the present time we are running trains over the ice on temporary tracks, so that track will be continuous to the end of the line until the spring breakup. The three bridge piers have had a severe test this summer. The ice flow, as can be imagined, is tremendous. The river is deep and swift and the force of the big bergs afloat on it nothing short of terrific. To resist this we have sunk our piers forty to sixty feet to bedrock, building them of solid concrete, re-enforced by heavy steel rails set upright a foot apart in the concrete. The piers are further protected by the heaviest kind of concrete and steel guards, also sunk to bedrock, and are set where there are bars in the river that deflect the biggest of the bergs. They are ninety feet through from end to end.

Bridge Building In Alaska.

"The steel superstructure of the bridge we hope to have in place early next fall, by which time the line will be well on its way eastward up the Chitina to the copper mines. This is to be the first branch of the road completed, and it should be open from the eastern to the southern terminus about one year from now.

"Another branch beginning at Mile 38 of the main line on the Copper river and running about forty-eight miles to the Bering river coal fields is surveyed, and a good deal of the roadbed is built. This branch could be built in a short time and the Alaskan coal made available for our Alaskan road and the people of the territory without further delay.

"Beyond the end of the present length of track at Tiekel the line runs through Woods canyon for twenty miles. This gorge is exceedingly wild, with almost perpendicular sides for considerable stretches. This necessitates almost continuous rock work, and this is about the only kind of construction we are able to continue on the road during the winter. From 600 to 1,500 men will be kept in the canyon all this winter, and as soon as possible in the spring 2,000 more will be added to the force. Beyond the mouth of the Chitina construction is moderately easy for the Alaskan coast, which presents more and worse obstacles to railroad construction than any part of the world I know. At the Chitina, however, the Copper river must be bridged for the third time within a hundred miles."

EXPERT SEES FUTURE FOR ALASKAN FARMING

Important Statement by Government Agent Just Returned.

There are many thousands of miles of good tillage land in the valleys of the southern coast of Alaska, to say nothing of the great interior, according to Levi Chubbuck, special agent for the department of agriculture, who has just returned from the northland.

Mr. Chubbuck spent the entire summer making a general reconnoissance of agricultural lands that may be surveyed for homesteading by the general land office. The chief areas examined were the Sushitna basin north of Seward, the Copper river and the Tanana valleys. Concerning agricultural progress and possibilities in Alaska he makes statements that may be considered most conservative, but that will be amazing to the great majority of those "outside."

"The most obvious fact concerning nearly all the valleys of this area I have seen—from tidewater northward 150 miles—is that they are natural grazing lands. There are certainly thousands of square miles of a very high quality of wild grass, the nutritive value of which for stock seems well established. The grass often stands six and seven feet high and is of the most luxuriant growth; also it can be cured and is of good keeping quality.

A Great Dairying Country.

"Nearly all of this land except some side hill areas has more or less standing and fallen timber on it, but much is immediately available for grazing. With adequate winter protection stock thrives, and the market with the development of roads would seem assured. At present every pound of meat consumed must come from Seattle, and most of it first importance in the dietary of so cold a country as this. In many parts of the country also it costs the consumer $1 a pound. All dairy products, too, are brought in by steamer at high cost, and this is certainly a dairying country.

"There need be no speculation as to some present possibilities. Farming has just begun in a few localities in this region, and local conditions are most varied, but oats and barley are being successfully grown, timothy flourishes, and the root crop is of high excellence.

Found Many Fine Farms.

"I have been astonished at the amount of farming under way around Seward. I had expected practically none, and instead I find half a dozen flourishing ranches on a commercial basis and dozens of home gardens. Potatoes of first quality are being grown in half a dozen neighborhoods, excellent turnips grow freely, and there seems no difficulty with beets, carrots, radishes, beans, peas and lettuce. Cabbage and cauliflower are a surprising success in some localities. I believe this list can be extended almost indefinitely with careful selection of varieties, a study of soil requirements and acclimatization by selective breeding. The possibilities are still practically unknown, but we do know that they are far greater than most people even here in Alaska imagine. Some of the most promising parts of this area have not been tried at all, and the most successful tests have generally been in the least likely locations.

"Regarding climatic conditions I have been somewhat surprised. Within a thousand feet of sea level in fairly open country the growing season is not shorter than in the mountain region of New Hampshire. Peas are safely planted in May, and danger from frost is considered over after the first few days in June. In the fall the first frosts are rarely before the second week in September. It is true that the summers are cooler than in the northern states and on the immediate coast have more rain, but there is compensation in the fifteen to eighteen hours of sunshine daily and the continuous daylight for nearly three months.

"The exact area of the tillage lands in the Sushitna group of valleys, as an example generally applicable, is still impossible even to estimate, as much of the territory is uninhabited and still because of its undeveloped state rather than because it is inaccessible. There is a total area of about 2,500 square miles along the western edge of Kenai peninsula bordering Cook inlet, the greater part of which is probably available and some small valleys in the interior of the peninsula. I roughly estimate the rest, which includes the Knik Arm region and Matanuska valley to the eastward, the Yentna to the westward, the main Sushitna valley and smaller tributaries running northward far into the interior at, say, 2,500 square miles, but it might exceed this considerably."

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OLE MARTIN'S HEROIC STORY

Miles From Any Human Being, He Broke the Land With a Hand Cultivator and Won With His Nerve and Brains—Ole's Experience With Potato Growing.

This is the story of a farmer who won because he had nerve and understanding enough to sit down on his land and fight it out to a finish, a farmer who had never heard of the word discouragement and whose only definition of failure was that it meant "try again a little harder;" also it is the tale of a man who farmed as much with his head as he did with his hands, and he did an enormous amount of work with those latter.

His name—not that it matters particularly—is Ole Martin, and six years ago he drifted into these United States from Sweden, where he had been farming in rocky and exhausted land for fifteen years. Six months after his arrival at New York he was in Alaska, and six months after that he had a few acres of land on the Kenai peninsula. Then he began to farm. There were no neighbors—not then, at least, for it was not until later that a taciturn Scot sat down a short distance away and began to farm on his own account.

Had No Dogs or Horses.

The location was three and a half miles north of the new town of Seward, and there was no railroad; also there were no horses and at first not even a dog, so supplies had to be "packed" in. A man who has never carried sixty to a hundred pounds on his back over rough, unbroken country can only imagine that. Ground had to be broken and cleared. Then it had to be prepared for sowing, and the old methods of Sweden and the United States even were useless. Martin began with potatoes and failed. His results were watery caricatures of the potato of commerce. He had got his seeds from Seattle, and he tried again and failed again. Then he began to farm with his head. He proceeded to educate his potatoes and teach them to grow respectably. This could only be done by growing and reseeding. Soon he had real potatoes and began to sell them.

Cultivation was a problem, for without tools it was difficult. Martin solved this problem, however, in his own patient way. He built himself a hand machine and pushed it himself with prodigous labor. Later, when he had secured a dog team, he broke them to haul the cultivator. It was a severe task, for he was alone. There was no hired man—just Ole himself and the dogs.

Decided on Garden Truck.

Finding himself so close to a growing community, Martin saw that in garden produce there would be a market, and he set to put some seven acres under cultivation. In nearly all his work he had trouble with his seeds. Those from the States would not grow well in a soil where there were 140 inches of rainfall in a year, and so he had to educate his turnips, his cauliflower, carrots, cabbages and the rest to grow in damp soil.

The government maintains experiment stations, but these were and are too few; also they are only experiment stations, and the real work must be done by the real farmer. Martin went through it all, and he built his log house, barn and outbuildings. He cuts his hay—tons of it—by hand and ricks it alone. He finds time for flowers, and these are his amusements. He built an incubator and is raising chickens and is housing them in a log house equipped with a stove. Every bit of work on the place—every last tap—has been done by this farmer singlehanded. He has combined the work of the experiment stations and the farm, and to him is due the success of farming on the Kenai. Now the railroad has come to him, and he can ship his products in to Seward, even across the sound to Cordova and Valdez, and he is well to do.

Fought Twenty Hours a Day.

But the trials and the fight of those early days, when he was wrestling twenty hours of a summer day and eight hours of a winter twilight with a rough, semiarctic country, pushing a clumsy, homemade cultivator by hand and smiling cheerfully, will not soon fade, nor will the days when eighteen hours of yellow sunlight brought the seeds rushing to the surface and matured them in five weeks. Those were the moments when he saw the things the future held. And he's not going to sell out and go back to Sweden. He's going to stick on the job. It's his home now, and he sees the time in ten years—no, five—when he will have farmer neighbors all about him and the rich soil will be working for the men who can conquer it.

Up in the Tanana valley and in the Copper river and the Susitna, too, farmers are following the track of Ole Martin, the man who farmed and made it go through—alone.

DAMES AND DAUGHTERS.

Miss Emma Henry has a Sunday school class of 200 men at Coatesville, Pa.

Mme. Dieulafoy, wife of the archaeologist, accompanies her husband on his travels and dresses in accordance with what she has found to be the rules of expediency and comfort—that is, in masculine attire.

The Parisians this year chose as the queen of beauty and sovereign of the autumn feast Mlle. Lucienne Joly, a dressmaker. The ceremonies of this annual carnival, celebrated by the tradespeople of Paris, are always elaborate.

Miss Irene Smith, who plays in London, is said to be the tallest of actresses. She stands six feet one and a half inches in her stockings. On the stage, owing to high heel shoes which she wears, her height is six feet four inches.

Mrs. Elizabeth Durden of Norristown, Ga., has 266 living descendants. She is ninety-two years old and the mother of eleven children. There are sixty-five grandchildren, 180 great-grandchildren and ten great-great-grandchildren.

It is claimed for Mlle. Polaire, the popular singer of Paris, that she has the smallest waist in the world. When the dainty actress gets into her stage clothes and squeezes the last button into place they tell you that a thirteen inch tape will just about meet around her wasplike body.

Sporting Notes.

A Columbia university graduate has donated a $2,500 fifty-horsepower coaching launch for the use of Coach Jim Rice in his work with the New York college crews.

Cambridge, England, has engaged a Belgian rowing crew as a result of having the Grand Challenge cup for eight oared crews lifted three times by crews from that country.

Soldiers' field, Cambridge, Mass., was first utilized for football in 1882, when a secret practice field was laid out. Games were not played on Soldiers field by the varsity until 1895.

Spokane Y. M. C. A. offers a hand some trophy for the most perfect athlete who is a member of the association in that city this year. Tests of strength, speed, endurance, co-ordinate ability and physical stature will decide the competition.

Law Points.

A trademark is held in Com. ex rel Alexander versus Kentucky Distilleries and Warehouse company (by J. 116, S. W. 766, 21 L. R. A. (N. S.), 30, not to be property within the meaning of a constitutional provision requiring all property to be taxed.

Under a statute providing that when a decree of divorce is granted the court shall make such order touching the alimony of the wife as under the circumstances and nature of the case shall be reasonable it is held in Ecker versus Ecker (Okla.), 98 Pac. 918, 20 L. R. A. (N. S.), 421, that the court may decree alimony to a wife against whom a divorce is granted.

Revenge Is Sight.

The druggist danced and chortled if the bottles danced on the shelves.

"What's up?" asked the soda clerk.

"Have you been taking something?"

"No," gurgled the druggist ecstatically. "But do you remember when the water pipes were frozen last winter?"

"Yes. But what"—

"The plumber who fixed them has just brought a prescription to be filled."—Cleveland Leader.

Children Cry
FOR FLETCHER'S
CASTORIA