

Norway Loses Thaulow, Her Most Famous Artist

Death of the Well-Known Painter Takes Place in Holland—A Sketch of His Life and Works—Preparing for Amundsen—Changes in the Cabinet.

By M. Alger.

Correspondence of The Journal.

Christiania, Norway, Nov. 8.—Before the year ends in which two such well-known Norwegians as Stasminister Steen and Henrik Ibsen departed from this life, the name of another must be added to the list, that of Fritz Thaulow. As Ibsen was Norway's great man in literature, so was Thaulow in another capacity—that of an artist. While Ibsen wrote dramas that became known in many lands, Thaulow painted pictures, which likewise gave him international fame. He was an artist in the truest sense of the word, in close touch with his subject. As in Grieg's music you nearly always may detect the national strain, so you will in Thaulow's pictures, with motives from his native country, always behold "the real thing." Of his Norwegian winter landscapes this is particularly true. His snow-laden trees and frozen rivers must be regarded as near to perfection in that particular line of art.

For years Thaulow had made Paris his home and he was often represented at the famous French art exhibitions, where he won a great number of medals and prizes. His works of later years always found ready buyers at high figures. His works may be seen at many of the leading art galleries of Europe, including the Louvre at Paris. Several of his paintings have also found their way across the ocean and now adorn American walls.

Fritz Thaulow was himself personally a friend of many Americans whom he had met in Paris and elsewhere, and

also in America, where he visited as a member of the jury at art exhibitions. Thaulow was also occasionally something of a newspaper writer, and I still remember his sympathetic and admiring articles which some years ago he sent to a Norwegian newspaper regarding America and American institutions during one of his visits there. It was in 1897 he had a private exhibition of some of his works at Pittsburg, Pa., and on this occasion he was the guest of Andrew Carnegie.

He also made many of the quaint and picturesque places in Holland, Belgium and France the inspiration for his works.

Johan Frederick Thaulow was born Oct. 20, 1847, in Christiania, where his father was a druggist. He was originally intended by his father to follow the drug trade, but in 1870 he went to Copenhagen to study painting. It was in 1878 when he went to Paris and studied Manet and Monet that his talent as an artist was fully brought to light.

Thaulow had intended to hold a collective exhibition of his work at Paris next year. He had for years been afflicted with diabetes and to this disease he finally succumbed at Vollenham, Holland, Nov. 5.

With Thaulow one of Norway's best-known sons and ablest artists is gone away, and his death came, despite his ailment, like something of a surprise, and the many friends and admirers of the deceased artist had hoped that he would still live many a year and produce many more examples of his valuable art.

Thaulow was the possessor of many decorations, among them the French Legion of Honor and the Norwegian St. Olav.

Christiania, his native city, had always a prominent place in the heart of Mr. Thaulow. A few years ago he presented to the city a statue, representing "The Citizen of Galais," one of the best-known works of the famous French sculptor, Rodin. His body will be burnt at the crematory at Gothenburg, Sweden.

Roald Amundsen.

It was in May, 1903, that Roald Amundsen, with his few brave followers, left Christiania in the Gjoea, for the purpose of locating the magnetic north pole, and what was less spoken of, to sail thru the Northwest passage. Both were undertakings worthy of a brave sailor's and explorer's best efforts. Now a little more than three years later, his hardy Norseman has accomplished all he set out to, and a good deal more. Now he, with his men, less one, are homeward bound, and the world is talking of his exceptionally successful expedition, and the valuable services he has rendered to geographical and nautical science. Naturally, Norway feels proud of her brave son, and preparations are being made to give him and his men a fitting welcome. Roald Amundsen, who sailed from New York Nov. 8 on the Hellig Olav of the Scandinavian-American line, whose guests he and his men are for the voyage, will be met at Christiania by the Norwegian man-of-war Norge, which will take the members of the expedition on board and proceed to Christiania.

From Horten up the bay to Christiania another war vessel, Harald Haarfagre, will serve as escort. A number of other vessels will meet the expedition in the bay inside Drobak. The chairman of the city council, and other dignitaries will be on hand. Likewise a large number of societies and trade unions will meet under their respective banners. The procession will proceed to Grand Hotel, where a suite of rooms has been reserved for the



FRITZ THAULOW, The Famous Norwegian Artist, Passes Away.

members of the expedition, and from the locally famous corner balcony they will receive the enthusiastic welcome of the crowds in the street. The same evening a dinner will be given in their honor at the municipal

banquet hall, where members of the cabinet, of the diplomatic corps, of the geographical society, etc., will be present. Professor Yngvar Nielsen, president of the Norwegian Geographical society, will deliver the speech for the expedition.

King Haakon will be in England then, but it is already decided that Roald Amundsen will be decorated with the Grand Cross of the order of St. Olav, and besides he will become honorary member of a great number of European geographical societies, by many of which he has been requested to lecture on his famous trip. After resting up a bit Mr. Amundsen returns to America to tell interested people all about how he did it, and what he did. He is, however, a very reserved and modest man, more inclined to do things than to talk about them.

One unique thing about this expedition was that it set out without subsidies either from the state or the municipality. Nevertheless, Mr. Amundsen, a man only 34, with only a handful of assistants, accomplished what no man before him had been able to do, and all due honor and recognition will undoubtedly be given him everywhere and by everybody both in Norway and elsewhere. The contents of the appreciative letter sent him by President Roosevelt have been cabled to the press here.

It was May 20, 1903 that my first letter about the Gjoea expedition appeared in The Journal, simultaneously with photographs of Mr. Amundsen and his ship, was the first reproduction of those pictures outside of Norway. Again it was The Journal that brought the first extensive account of the expedition on its arrival in Alaska.

The Doings of the Season.

Dark, rainy days, we have not seen the sun for weeks; fairly high temperature, but no fog; such are the prevailing weather conditions. Reports of snowfall came from the mountain regions, but none in sight around this city as yet. Theaters and other amusement places enjoy good patronage, the

first balls and larger parties are being launched, and things in general are getting into "season." The emigrant traffic is naturally light at this time, and indications are that the grand total for the year will be somewhat less than that of last year. On the other hand, a large number of American Christmas visitors are expected, and with them and their pocketbooks comes joy to many a home in the "old country."

The Norwegian Colony in Cuba.

Another well-known name in the history of arctic explorations is that of Captain Otto Sverdrup. This sailor seems, however, to have had all he wants of the frozen north, inasmuch as he has now settled in Cuba, where he is endeavoring to establish a Norwegian colony, and according to current reports, the prospects for its becoming a permanent reality seem good, and several persons are reported ready to go there and try their luck next spring.

JAPANESE BEAUTIES GRACE POSTAL CARDS

New York Herald Special Cable Service. Copyright, 1906, by the New York Herald.

London, Dec. 1.—King Edward always personally selects the design for the royal Christmas card, and he has chosen this year a subject illustrating in a charming manner the Anglo-Japanese alliance. It depicts a ballroom scene where the British officers are leading thru the mazes of an English dance graceful beauties of Japan. Each card is exquisitely hand-painted and the original gowns of the women give a touch of brilliant color which blends harmoniously with the British uniforms. A simple Christmas greeting is the only lettering. Each card is signed by his majesty.

Change of Time to North Wisconsin.

Commencing Monday, December 3, train now leaving Minneapolis via the Omaha road at 7:35 a.m. will leave at 7:25 a.m. for New Richmond, Spooner, Duluth and Ashland.

DISGUISED AS A BOY WOMAN FLEES ODESSA

Noted Revolutionary Worker, Sought by the Police Eludes Searchers.

Special Cable to The Journal.

London, Dec. 1.—Disguised as a boy, Mlle. Simboff, a revolutionary worker, has arrived in London safely from Odessa. To a representative of the Evening Standard she told the story of her wonderful escape. The police had arranged an organized search for her, and she was beginning to despair of any chance of flight when an idea occurred to her.

"Within a few minutes," she said, "my long tresses were cut, and I was dressed in a man's attire." Towards midnight she ventured out of the house in which she was hiding and boarded a ship at the docks. For two days she remained concealed, but "on the third day a man who had come to fetch some ropes discovered me, and dragged me before the captain, an Englishman. I could not understand a word of what he said, but I could guess by his angry gestures that his language must have been at least as crimson as his face."

"I was sent to the 'bunkers,' where I had to 'trim' coal. But this was far too hard work for me, and I fainted. I was thereupon brought into the engine room, where for a whole week it was my duty to clean parts of the machinery. Then I had to knock paint off a bulkhead with a chipping hammer, and during the last few days of my journey I qualified as painter."

"Nobody on board the ship, with the exception of a Russian sailor, was aware of the fact that I was not really a boy."

Price of Lots \$200 and Up. Easy Terms.

PORT SIMPSON

Price of Lots \$200 and Up. Easy Terms.

INDUSTRIES NEEDED NOW

The Present Opportunities Would Lead to Future Fortunes.

NEWSPAPER, HOTEL AND BANK NEEDED

Must Be Started Right Away to Be Developed in Time.

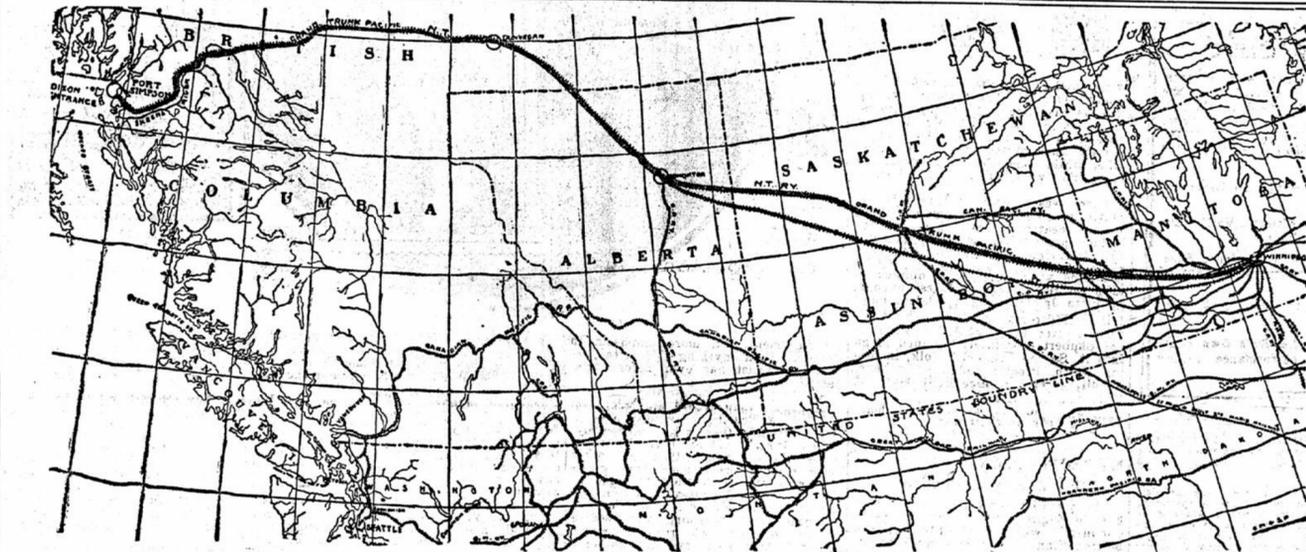
There are opportunities right now for business enterprises in Port Simpson. A newspaper is a necessity, and so are many other lines of business. Port Simpson needs a first-class ship chandlery, a department store, several stores of other kinds. A hotel is badly needed, as well as a bank.

Thousands of men will be needed for building the road, the big warehouses, the docks and mercantile houses. These men will need clothing, food and other necessities. Who will supply them? You might as well. Start now and in less than five years you will be a wealthy man.

The possibilities of Port Simpson harbor have been examined and recommended by not only the Dominion government but by some of the greatest engineers and business men in both Canada and America. There is no town in any part of the continent that offers a return on money invested that will compare for an instant with what is offered by Port Simpson. It is the same old story of another Seattle and it is up to you to take advantage of the situation.

Here is an example of what you may expect from what happened at Edmonton. Three years ago lots were selling at Edmonton, Alberta, for \$150. That was before the railroads had reached the city. At that time it was simply a Hudson Bay trading post and, while it was one of the leading in the world, property values were low because of the lack of transportation.

Today those same lots are selling for \$15,000 and the city is one of the most progressive of Canada. It is recognized as the leading fur-trading center of the world. What caused the



The above map is sketched from one issued by Hon. Frank Oliver, minister of the interior, Ottawa, Canada. It shows the route of the Grand Trunk Pacific railroad, as now outlined, through Saskatchewan, Alberta and British Columbia, to Port Simpson. It shows the splendid deep water harbor at Port Simpson, the valley of the Skeena river and the wonderful stretch of country through which this great road will pass.

increase of property values was the advent of the Canadian Northern and Canadian Pacific railroads.

What is true of Edmonton will also be true of Port Simpson, but the increase will surely be greater, as Port Simpson is a seaport. Ports and terminal cities always experience a greater increase in land values than inland cities.

WHY LOCATION IS FAVORABLE

Nearer Alaska and Orient Than Any Port on the Coast—
All Steamers Pass This Harbor.

No city on the Pacific coast has a commercial location equal to that of Port Simpson. The harbor is land locked; it is large enough to accommodate the commerce of the world and any vessel now traveling the sea can enter it with safety; it is easily entered by sailing vessels propelled by their own canvas. Its location is ideal and will make it the greatest port on the coast.

The reason why Port Simpson excels in its commercial location is because it can have no rivals. Nature has prepared this harbor as the shipping center of the Canadian Northwest, and no other place can take this

away from it. From Vancouver, B. C., to the Alaska line there is no other harbor in which deep sea vessels can enter safely.

The advantages of Port Simpson as a shipping center were recognized by the Hudson Bay company more than 100 years ago, when a trading post and port was established there. Port Simpson for the century passed has been used by this company as its shipping center for Northwestern Canada and Southern Alaska. It is and has been the only port used by that company in its trade in the district.

Port Simpson is 500 miles nearer the orient and Alaska than any other port on the Pacific coast. The steamers from Seattle make what is known as the big circle, following the Japan current, which brings all the vessels opposite Port Simpson on their journey to the orient. That means that a liner from Port Simpson has the advantage of more than 500 miles in its run to the orient over a vessel starting from any other port on the coast.

CLIMATE.

The climate of Port Simpson is about the same as in Seattle. This may surprise you when you look at the map and see that it is 600 miles north. But Port Simpson is affected by the Japan current, just the same as Seattle is. The summers are about the same as here; the

winters are not very cold. Last winter there was not enough snow there to remind one of winter at all. Fruit, berries and vegetables grow to perfection.

Capt. Brundige's report of the climate of Simpson may be of interest. He says: The average winter here is moist and it is perfectly free from fog. Ten degrees of frost is considered a very low temperature. So accustomed are the residents here to mild winters that this year nearly all the vegetables were frozen, as none of the cellars were constructed to guard against the temperature with the thermometer at zero. The average snowfall is no greater than 18 inches, and it never remains more than a day or two on the ground. He reports that the preceding year trees at Port Simpson on the 10th day of February were in bud and that flowers were in bloom in the gardens.

TITLE TO YOUR LAND.

The title to every lot in Port Simpson is received from the British Columbia government under the Torrens system. When you buy a lot at Port Simpson you receive a certificate of title from the British Columbia government at Victoria, which guarantees you your lot.

No abstracting; no question. The land is yours. The British Columbia government says it is yours and that government will stand behind it.

ALASKA TO BOSTON VIA PORT SIMPSON

Magnificent Distance of Inter-oceanic Railroad Project Now Under Way by the Grand Trunk Pacific—Traverses Fabulously Rich Country and Promises to Establish Another Gigantic Seaport.

Exceeding in its magnitude the fondest hopes of Harriman, Hill, Gould, Vanderbilt or Morgan, the Grand Trunk Pacific railroad has attracted the attention of the entire world to the daring undertaking which will mean the direct connection of Quebec, Montreal, Portland, Me., and Boston, Mass., with the great country of the Yukon, the home of the greatest wealth of gold the world has ever known, 500 miles north of Port Simpson, B. C.

Fortunately for Port Simpson, it is destined, without any effort of its own, to become the greatest city upon the entire system, from Dawson, Alaska, to Portland, Me. It lies on the line from the Alaskan points to the eastern terminals. Winnipeg will probably remain, as it is now, the middle metropolis; will be to the far west what Chicago has been in the United States. From that city to Montreal and Quebec, no place of importance is possible. Neither of these two latter places have the spirit of a western city, and are, therefore, likely to be set aside, in point of population, to

make way for the progress, growth, development and importance of the seaport, Port Simpson.

The country through which this great road passes is marvelous. Its productivity is, as yet, little known. At that, however, it has easily outstripped the United States in the average yield per acre of its wheat. The total number of bushels of wheat shipped during the first year that Canada ever raised wheat for that purpose, 1877, was never recorded. In 1903, however, the shipments had increased to over 56,000,000 bushels, and including oats and barley, the grand export total exceeded 113,000,000 bushels. This, then, is the character of the country through which the Grand Trunk Pacific will run. This, then, is the grand total, three years ago, with only 2 1/2 per cent of its acreage under cultivation. Multiply it by 20, placing 50 per cent under cultivation, and think of the enormous quantity of over 2,000,000,000 bushels, and the land only half under the plow.

There is timber standing upon millions of acres; coal already being dug from 65,000 acres of mining lands; cattle being raised by hundreds of thousands; there are potatoes, no one knows in what quantity; iron, copper, nickel, gold, silver, mica, asbestos, limestone, sandstone, granite, clay, salt, petroleum and scores of other mineral deposits.

Give Port Simpson but the same percentage of this vast bulk of freight that now goes to the Pacific seaboard of the United States, and you would have a city equal to a dozen San Franciscos, Portlands, Tacomas or Seattles.

great railway system; three years will make Port Simpson. The completion of the one will be the birth of the other. By the time the first locomotive, with its long train of Pullmans, its human souls with their worldly possessions and their new determinations, grinds its great drivers till the sparks fly, and with a great grunt comes to a dead stop in the city of Port Simpson, there will be the opening of a wonderful new era for the coming hive of commerce.

THERE'S WEALTH FOR EVERYBODY

There are many facts about the Canadian Northwest that are not generally known. Some of them will show, in a small way, what prospects are there, ready for the pioneer farmer, merchant and professional man.

The country embraces 200,000,000 acres of fertile prairie land; there are still free homesteads for many millions of people—all owners, no landlords or tenants; the farmers of one section of the northwest cleared over \$1,000 each on grain alone in the year 1903.

The cost of growing one bushel of wheat is 36 cents and the average crop is 20 bushels to the acre. The average price in the last fourteen years has been 65 cents, leaving \$6 per acre clear profit. The average yield in the leading wheat-growing states of the United States was 12 3-5 bushels to the acre in the same period.

During the last five years over 123,000 Americans have settled in Canada. The total amount of cash now in their hands, including their effects, amounts to \$23,000,000.

The phenomenal increase in the population of this section of Canada has made the demand for merchants and professional men so great that their scarcity has been serious at times. The opportunities for merchants are unbounded. Taken at the tide, which is right now, one could scarcely prevent abundant fortune from overtaking him in less than five years. America never had such an overwhelming prospect for money-making as the western part of British Columbia holds out at this moment for the early comers.

This all-important consideration is to break loose from the old foggy notions of the present times, bid the old pals farewell, hurry to the Canadian Northwest and settle there for five years. At the end of that time you will be able to go back home on a visit and show one substantial result of well-directed industry. Every day you delay means several days later in life when you will have acquired your competence. One day now means thousands of dollars awhile later.

PORT SIMPSON IMPROVEMENT COMPANY

TELEPHONE T. C. 9688

701-702 Phoenix Building, Minneapolis, Minn.

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