

# THE CHITINA LEADER

CHITINA, ALASKA

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### ADVERTISING RATES

Made known upon application. They will be found reasonable for the service given. Official publication for legal advertisements pertaining to mineral lands of the Copper River District.

CHITINA, ALASKA, TUESDAY, OCTOBER 19, 1915.

## UNCERTAIN MINING LAW.

Changes in the Alaska mining laws have been so rapid and varied that it would almost make one dizzy to try to keep track of them. Certainly the average miner can hardly know what is required of him when he wants to take up a claim, but the lawyers should find in this legal mixup a harvest of litigation.

Undoubtedly, congress will soon awaken to the realization that the Alaska legislators, of the kind that we have had in the past, are not competent to make mining laws, and that it will be best to take the matter out of their hands and put the whole thing under the direction of the United States government.

There will be many oppose this plan, on the general ground that the people of Alaska should be given the right as far as possible to make their own laws, which would be true if the population here was extensive enough to provide experienced lawmakers. But the fault seems to lie in the fact that the Alaskans who are competent to serve as lawmakers do not want the job, as a rule, and thus men of no experience, or sometimes of no ability in that line, are selected for that important trust. This will be changed as the country settles up and the people take more interest in local legislation.

Of course, The Citizen does not mean to infer that all of the members of the Alaska legislature are incompetent or inexperienced men, but it does say that there have been enough incompetent men in the two sessions that have been held to prevent the constructive legislation that the Territory so much needs.

But getting back to the mining law, it is clear to anyone that has paid any attention to the matter that the mining laws of Alaska are tending to do the Territory more harm than any other class of legislation that has been enacted for the people here. In the face of this fact, it seems that everyone should agree that a stop should be put to this constant changing of this class of laws. This can only be done by having the government take the matter into its own hands and put a stop to any further repair work.

What the government will probably do in the end will be to revoke all the mining laws passed by the Alaska legislature and to place all mineral lands in the Territory under the control of the department of the interior, with the idea that the miners in various districts may have the right to make such local regulations as they may need.

It would be interesting to know how many men in the Fairbanks district think they know by what process a mining claim is acquired under the present law. They may understand some of the main features of the law recently passed by the legislature, and they may have a general idea of the former law passed by the first legislature, but there must always be an uncertainty in their minds in regard to what ways the local law may conflict with federal laws. They will probably not know whether they are really complying with legal requirements or if they are simply laying the basis for future litigation when they take up a mining claim.

It is quite proper that local government should be established, but this is not half as important as the

# TRAIL FUND RAISED

The contract has been let for the building of a trail from McCarthy, over the Rohn glacier, into the Sushanna, through efforts of William James, the original discoverer of pay in the latter camp, who is now in Cordova.

In a letter, written to Major W. P. Richardson, of the Alaska Road Commission, Mr. James outlines the arrangements made for the construction of this trail, as follows:

"I have made a contract with Sid Johnson of McCarthy to build the trail on the following basis: I figured it would take about \$2000 to build the trail, and my company has agreed to furnish \$500 in cash and one man, whose wages will be \$300 making \$800 in all; the merchants of McCarthy have raised \$250 and the \$500 to be given by the Road Commission will make \$1550. Johnson has agreed to complete trail, and we expect that the cost over the amount so far raised will be paid by the people in the Sushanna. Johnson has agreed to build the trail on these conditions, and take his chances on getting the excess cost out of the Sushanna miners and merchants. Johnson is to my personal knowledge, a reliable and responsible party, and the men he will have helping him are equally so, so that you may feel assured that the trail will be built in a work-like manner.

"I have made arrangements with Mr. A. E. Todd, of McCarthy, may know that the \$500 donated by you has been earned. I think it best for you to write to Todd instructing him what will be necessary for him to do in order that Johnson and his men may secure the Road Commission money as soon as the work is completed.

"I am leaving Cordova on the Northwestern for the outside and will return before the first of the year to freight in my supplies. If there are any matters to be cleared up in your mind about the matter, I wish you would write to Mr. E. F. Medley at Cordova, as I have explained the situation fully to him, and he understands what I have done and what is wanted."

## BOSTON WINS SERIES

PHILADELPHIA, Oct. 13—Boston won the world's championship by capturing the fourth straight game from the Philadelphia Nationals this afternoon. The score was 5 to 4. As a result of the five games played each player on the Boston team will receive \$3,800 and each player on the Phillies will get \$2,500.

BOSTON, Oct. 12—The home team won the third game of the world's series yesterday afternoon by a score of 2 to 1, Boston again outplayed Philadelphia, making six hits to its opponents three, both sides registering a single error each. The battery for Boston was Leonard and Bill Carrigan, the captain-manager of the American League champs, while the wonderful Alexander pitched for the losers with Burns as backstop.

BERLIN, Oct. 16—The German troops in Serbia stormed yesterday, the enemy's positions south of Semendria and east of Pozarevac. On the other front in Serbia the Bulgarian troops are progressing against the enemy and have captured the eastern forts of Seajicar.

## NEW EQUIPMENT

### C. R. & N. W.

DAVIDSON

the ordinary one door in the center. This is arranged so that sacked copper ore can be handled in and out more quickly. Also loading can be carried on at each door at the same time. Box cars are used for this purpose owing to the importance of protecting the sacks of ore from the heavy snowfall.

# MINING

# INDUSTRY

M. T. Rowland discoverer of antimony ore in McCarthy, from Cordova publishes the story in the "Known Alaska"

Rowland for thirteen years from McCarthy head of the western rail

At the tin \$300 a ton to

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Rowland and soon at Wade Cree

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"Nevad: her white as clean been min years. ) years a sprung u mines. tion to t discovery

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# LINE IN EUROPE'S GREAT STRUGGLE FOR SUPREMACY

ns and their allies are gradually sweep- them, taking in prisoners and forcing retire. The towns of Nox Varos and ia, near the frontier of Montenegro were tie effort.

—The battle line along the eastern fron- tations of acitivity of late. The only is a retirement by the Russians to the er in Galicia. In the north the weather y bad, little fighting being done, and ntly given up all attempts to continue rland. The armies have been fighting immense swamp, and the continuous tions by both belligerents.

—The Italians are making desperate ef- n of Gorizia, the most important forti- of the Izonso, which has been the chief Italian march on Trieste. One of the outer positions of the fortress was cap- e Italians are bringing all their re- sk of forcing the garrison to capitulate.

—The British forces in Mesopotamia on the city of Bagdad and are now in

—Diplomatic information seems to declare war upon Germany within a has been receiving the serious consid- at at Rome, and the evidence which the Italy bearing on the assitance that Ger- ia in fighting the Italians in the Tren- ally induced the government to believe active steps against Italy.

The war office officially announced to- had made an aeroplane raid upon for the Italian armies operating along s being dropped at various places ny effort to destroy the railroad depot s. The attempt to injure the buildings welve persons were killed and twenty- he resulting explosions.

—Lord Kitchener arrived in this city to- ference held at the Dardanelles with commanders of the expeditionary e Gallipoli peninsula. Kitchener called and after a short visit left with the as received in audience by King Con-

—A large submarine with two perian steamship Verona in the Mediter- news was secured here when the dis- from the Verona were caught by the excitement was caused on receipt of the s thought that the boat had been tor- , with the passengers and crew in dan- d of the escape of the Verona i na fog.

## PROCLAMATION TORN O. WALL BY INSPECTOR

gard for the public Postal Inspector it to Alaska, laid down some new rules, ch would have worked a hardship, as ience, upon the patrons of the Cordova naster refused to put them into effect. shoe" man insisted that no business

## STEAMER KANSAS CITY ON INITIAL TRIP NORTH

The Alaska Steamship Company's new liner, the Kansas City, arrived in Cordova late Saturday night. She came north on this trip as a freighter, most of her cargo being for Anchorage, but brought the mail. Upon her return to Seattle the Kansas City will undergo extensive alterations, which include the building of a new bridge, the raising of the pilot house, the construction of officers' quarters on the bridge deck, the converting of the rooms of the vessel from three to two-berth rooms, and the building of an observatory room aft similar to those on the steamers Alameda and Mariposa.

The vessel will also be refurnished and recarpeted throughout. It is estimated that approximately \$40,000 will be spent on the liner. When her alterations are completed the vessel will have accommodations for 188 first class passengers in two-berth rooms and about 200 steerage passen- gers.

## DICTIONARY AGENT IS CAUGHT IN IOWA TOWN

J. H. Phillips, who worked the Alaska coast towns last summer by

representing himself as the agent of the Funk & Wagnall's company, New York publishers, is reported by the company to have been apprehended at Council Bluff, Iowa, and has been taken to Des Moines where he was indicted by the grand jury on the charge of obtaining money under false pretenses and for forgery.

Phillips has engaged counsel to defend him and they have written to a number of Alaskans who subscribed through him for the Funk & Wagnealls dictionary asking if the company has filled their orders. He is evidently trying to establish the fact that the company by delivery recognized him as their agent.

## ANCHORAGE HAS FIRST FIRE BUT LITTLE DAMAGE DONE

ANCHORAGE, Nov. 15—The volun- teer fire department answered its first alarm last night when two small cab- ins were destroyed on the edge of town. The damage was nominal.

Construction work on the Eagle riv- er bridge was commenced today, the track having been completed to that point.

The seven bootleggers who were arrested Saturday pleaded guilty and were fined. Five more were arrested today and also pleaded guilty, paying a fine. This makes 22 arrests and convictions under the liquor law prohibiting sales within the government townsite.

## LATE TELEGRAPHIC NEWS NOTES

### A Record of the Principal Happenings of the World

WASHINGTON, Nov. 15—President Wilson has instructed Postmaster-General Burleson to re-instate George Burkett as assistant-Postmaster of Winnetka, Illinois. Burkett was removed because of his outspoken and severe criticisms of the president when the announcement was made of Wilson's engagement to Mrs. Galt. The president was very much displeased when the facts concerning Burkett's removal were made known to him, and immediately ordered Burleson to give the man back his job if there were no other charges against him. Burkett had publicly excoriated Wilson for presuming to marry again so soon after the death of his former wife.

WASHINGTON, Nov. 15—An im- portant decision was handed down by the Supreme Court of the United States today regarding the enforce- ment of the laws regulating the transportation of liquor in interstate commerce. Under the law as decided by the court a man who ships liquor

acute case, and refuse to give out positive assurances of his recovery. They say that his condition is most serious.

WASHINGTON, Nov. 16—President Wilson is at work preparing his mes- sage to be read to the coming Con- gress. The message will occupy a large portion of his time from now to Thanksgiving Day, when expects to have it ready for submission to the cabinet. While nothing official has been given out regarding the con- tents, and they will not be known until Congress opens, it is semi-officially stated that the principal topic of the president will be the subject of national defense. Other important matters to be treated will be the question of additional revenue, conserva- tion of national resources and the Philippines.

WASHINGTON, Nov. 17—The win- ter headquarters of the Alaska En- gineering Commission will be estab- lished in this city with Chairman C. Edes of the commission in charge assisted by Thos. Riley Jr. The

## STAKING TRAIL OVER ROHN GLACIER

M'CARTHY, Nov. 13—Sidney John- ston, the McCarthy liverman, return- ed to town last night from a three weeks trip on the Rohn Glacier, where he with a gang of men has been staking the trail to the Chisana. Johnson states that Cole and Crowe, with the mail, made the trip safely over the bad ice and should be back in McCarthy in a couple of days. He states that the snow on the glacier is four feet deep in places and that great difficulty was experienced in breaking the trail. A number of packers are storm bound at Chisana and on the White River, those attempt- ing to make the trip by way of Skolai Basin having been compelled to turn back.

Heine Estabrook, formerly of the C. R. & N. W. Ry., now a mining mag- nate from Young Creek, made his semi-annual visit to town this week. Mr. Estabrook states that city life is not to his liking and that he will not be back for another six months.

More snow has fallen at McCarthy up to date, than during the whole of last winter. The trails are almost impassable and some cold weather would be appreciated.

After many delays the McCarthy School opened on Monday last. The sympathy of the entire community is with the schoolmarm who has the task of controlling about twenty youngsters who have run wild for a year or more.

J. F. Clarkin, the Nizina Road House man, left for Valdez Thursday. Mr. Clarkin expects to make a trip to the Arkansas Hot Springs before return- ing.

M. V. Lattin, our accommodating station agent, has resigned and ex- presses his intention of spending the winter in the states. It is un- derstood that G. S. Stratman, now at Chitina, will succeed him, while H. J. Brandt will take Mr. Stratman's place.

## LIQUOR SELLERS AT ANCHORAGE GATHERED IN

Advices were received by the Uni- ted States marshal's office at Valdez from Anchorage, that two women and five men had been gathered in by the

11/23/15  
CRITINA LEADER

## LONG DEMOCRATS.

Alaska Democrats Are Lethargic," following to say editorially, "ances of the old-line Democrats—e line for party since they became of the Juneau crowd of so-called Jennings. The Jennings crowd nch when the Wilson administration, and saw to it that the h a rush. So, too, with the Fourth stubs" Erwin. But the remaining for themselves, after the First die fat jobs it could lay hands on, ind collectors of customs. Hence it nd divisions the Democratic party grabbed all the fat jobs in the Sec-Hoke Smith, of Georgia, got the U. ie Third Division and an unknown an, whom nobody knew as a Demo-over the divisional committee can-

istration, Boss Shackelford held in Alaska. And even under the according to his own assertion, figure, acting through Cheney, for, whom the boss employed as an at-eanau Mining Company.

he man that the old-line Democrats because of his extreme selfishness. college with McReynolds, now an ed States supreme court, and a good rison, former secretary of war, and national politics. When Bob went ll he had to do, according to his own attorney general for it. He went to as ushered in the presence and the upied a soft seat said, "Hello, Bob, ice, of course!" "Yes, Mac, I want "All right." That is all there was ality, a few endorsements were

## WORSHIP ABOUT IT.

Wickersham say that his followers p, who have set Wick up as sort of wrong. This argument gives rise to or if it is true that the old timers in delegate as a sort if ideal or hero, it

part are the direct opposite of hero-bting this can be convinced by enter-stove" conversation as a listener and nen of the hour" to pieces and point

popular idols without envy and they eering multitudes. To the pioneer much. His ability to accumulate others counts against rather than for ganizer and leader of men counts in rganization and leadership is a bene-ized and led.

lards many popular heroes fail to who plays the game square.

in their ideals just as other people, re against the delegate. They point them to outweigh his good points, to view the matter in the other light. t cold reasoning which has caused the return the delegate to congress. —

## H THE COMMISSARY.

# DELEGATE SURE CHISANA TRAIL IS MORE MONEY FOR OF BIG VOTE IN NEED OF EVERYWHERE REPAIRS TRAIL WORK NEXT YEAR

NOME, Oct. 29. — The Arctic Brotherhood hall was packed last night by eight hundred men and women who turned out to attend the Wickersham rally. It was the largest attended and most enthusiastic meeting held here during the campaign. Senator Dah Sutherland made one of his telling speeches, and his eulogy of Delegate Wickersham for his indefatigable efforts at Washington in behalf of the people and in defiance of the fish and other trusts was received with great applause. That Seward peninsula will give Wickersham a big vote there is no doubt. In fact, he will receive practically the same support here as was given him during the Carson campaign in 1908, when he carried the Second division by about four hundred majority.

ANCHORAGE, Oct. 29 — The Wickersham campaign committee is actively at work, and after a careful canvass of the vote of the Cook Inlet country feel confident that the present delegate will receive about seventy per cent of all the ballots cast on November 7. Lena Morrow Lewis will be second in the race here, she having the support of the local Socialists, and there are quite a number of them

JUNEAU, Oct. 29. — While the Democrats of the First Division are conducting an aggressive campaign and spends large sums of money, the fight for delegate is going to be a close one, and whether Sulzer or Wickersham lead, it will not be by a majority of over a couple of hundred. The Republicans declare that unless Sulzer carries this division by two thousand, which is a physical impossibility, he is not even in the running.

FAIRBANKS, Oct. 29. — The only real opposition here to the re-election Judge Wickersham comes from the federal office holders who want to hold their jobs. Editor Caskey's new daily, The Citizen, which is Democratic in politics, is supporting Wickersham, as are all his old friends and most of the regular Republicans, who have heretofore been opposed to him. It looks as though Wickersham will this year get more than his usual large majority in the Fourth division.

# HUGHES SURE OF ELECTION SAYS CHAIRMAN

Y. Kawakami, who spent the past three summers in the Shushanna camp, where he has been conducting a bore, has just returned from there. He came over the trail, which is in bad shape, and it took him seven days to make the trip to McCarthy. Kawakami says the development of that district has been greatly retarded for the lack of trails and the mining men there are very anxious to have the Alaska road commission give them some consideration. Freight costs from twenty to twenty-five cents a pound, which is prohibitive. As there is both placer and lode copper in that section and the White river country, the future would be most promising providing there were good trails, so that supplies and machinery could be hauled reasonably.

On account of a shortage of water the gold output this year was not up to expectations. James & Nelson found better pay after going down to bedrock, pans running as high as one dollar, and figure that as a hydraulic proposition they will be able to make a good cleanup next season.

# WOMEN LIBERAL CONTRIBUTORS TO CAMPAIGN

WASHINGTON, Oct. 30. — The women of the country gave \$102,000 to the campaign fund of the women's committee of the National Hughes Alliance. Among the largest contributors was Mrs. Daniel Guggenheim, Mrs. Harry Payne Whitney, who gave \$10,000 each. Mrs. Simon Guggenheim and Mrs. Gifford Pinchot each gave \$1,000.

# NORTHWESTERN BRINGING 17 PASSENGERS

SEATTLE, Oct. 30. — The steamer Northwestern sailed on Sunday morning, with the following passengers for Cordova: Mrs. John Gamble, Hinda Welas, W. E. Terrill, J. Bair, Mrs. James Bryson, Oscar Sunnesson, Stanley Northam, Mrs. O. Northam, G. Wentworth, J. Griffin, W. Kreba, P.

JUNEAU, Oct. 30. — A telegram has been received from Adjutant General McLean that Secretary of War Baker has approved estimates for road work exceeding the amount appropriated last year and also approved the Gastineau channel bridge project. Estimates will now go in book of estimates, which the secretary of war will recommend for appropriations from congress. Colonel Richardson and Major Davison are here. Richardson will leave for Washington next week.

# MAEKS HIT WITH ANCHORAGE AUDIENCE

Joe H. Murray, of McCarthy, Republican candidate for representative, won the plaudits of a large Anchorage audience in an address made to the voters of that town the other night, as he made a splendid impression on his hearers, having the happy facility of expressing hard facts in the pleasing manner of the orator born.

In his speech Mr. Murray dwelt briefly on national politics, but did not condemn President Wilson's "watchful waiting Mexican policy," and spoke strongly in favor of organization.

He said that he had been opposed to Delegate Wickersham on previous elections, but that Mr. Wickersham's masterly railroad bill had shown him the error of his ways. Nor was this the only point he brought out in favor of Alaska's delegate, whom he extolled for his untiring efforts in behalf of the territory and his constituents.

Mr. Murray spoke earnestly in support of the Pioneers' Home in Sitka, and while he said that he could neither revolutionize the laws of the territory nor solve all of the issues nor cure all of the diseases, but that if elected he would meet the situation as best he could and his action would be governed according to the light given him.

Mr. Murray's climax was a glowing tribute to the Alaskan prospector and the man who blazed the way, making it possible for the advent of railroads and capital and the ultimate building up of a great country. Mr. Murray's speech was very favorable, and especially well received.

# BUSINESS GOOD

**SHIPPING LOSSES FOR A WEEK**

ROME, Aug. 16.—The Italian losses during the past week comprise six steamers and five sailing vessels.

PARIS, Aug. 16.—The weekly shipping losses shows one steamship of over 1600 tons and three smaller vessels sunk.

**FRENCH CAPTURE DIXMUDE ROAD**

PARIS, Aug. 16.—The French troops in Belgium are attacking, with the British on both sides of Steenstraete. The Dixmude road was captured and all objectives crossed on the Seendeke river. In progressing along the river they captured a kilometer of trenches on the Aisne front.

**Alaska Transfer Co.  
Sold to J. L. Galen**

At noon today a deal was closed whereby James L. Galen purchased the entire equipment and good will of the Alaska Transfer Company from Captain A. E. Lathrop, who retires from this line of business in Cordova, and immediate possession was taken of the property by the new owner, which includes the stock, auto trucks, busses, barns and, in fact, everything pertaining thereto.

The business will at once be consolidated with the City Transfer Company, under an agreement by which the latter concern goes out of business, and Joseph Stanton becomes active manager and an owner in the consolidated business, which will hereafter be conducted under the old name of the Alaska Transfer Company, with offices in the Northern Hotel building.

No changes will be made for the present in the personnel of the staff of the old Alaska Transfer Company, George Mosser being retained and Miss Ollie Audett being in charge of the office.

It is the intention of the new owners to give the public the best service possible, and with that object in view the equipment will be kept up to the standard and every effort made to render such prompt and efficient service that will be satisfactory to the public.

WASHINGTON, Aug. 16.—The discovery of platinum in Alaska by Herschel Parker and others has aroused the government agencies to activity in the hope that they will find a sufficient supply for the allies' war needs. Four experts have been assigned to study the Alaskan situation.

**HOW THE ARMY WILL BE REORGANIZED**

WASHINGTON, Aug. 16.—Complete plans for the army reorganization were disclosed in the general orders, prescribing the formation of all tactical units from divisions to armies. Each division will be on the European standard, and provision made for the organization of all additional troops into training battalions of 612 men. The American division in France becomes the first regular army division.

**NEWSPAPERS ADVERTISE SALE OF BONDS**

WASHINGTON, Aug. 16.—Secretary of the Treasury McAdoo has presented to the national advertising advisory board a plan for advertising the next Liberty loan in newspapers and other mediums, to cost from one to two million dollars. McAdoo has recommended the adoption of this publicity work.

**BRITISH SLACKERS POSE AS VETERANS**

LONDON, Aug. 16.—The provost marshal has discovered a new way of circumventing army slackers. He won't let the London hock shops sell military or naval uniforms any more, because slackers were buying them and posing as fighters on extended leave. The slacker knows no modesty. If he can't get the uniform of a brigadier — well, a field marshal's tunic will do, with lots of medals.

Captain H. T. Hewett, handling the prosecutions for illegal sale of uniforms, obtained three convictions in one day, an indication of the wide spread of this type of evasion. One dealer was fined \$275 for selling a civilian uniform of a general staff officer with two Ashanti medals. Magistrates threaten to impose the maximum fine of \$500 in future cases.

**VENICE ARSENAL FIRED BY BOMBS**

VIENNA, Aug. 16.—Four tons of bombs were dropped by aeroplanes, Tuesday morning, on the Venice maritime arsenal, causing a number of conflagrations.

**OVER 600 WILL REGISTER FOR DRAFT**

Dr. W. H. Chase returned on yesterday's train from a trip through the Copper river valley in connection with his duties as registrar for the selective draft. He reports that from this time forward every effort will be made to have all eligibles enrolled, and believed that the honor roll for this section will contain more than 600 names.

Dr. Chase issued 75 registration cards along the railroad line, and reports the following registration at the different towns: Chitina, 16; Strelina, 28; McCarthy, 49; Kennecott, 49.

"There is an air of prosperity at all of the camps I visited," said Dr. Chase, "and I look for big development of interior gold and copper properties. Employment can be had for all who desire it, and the merchants generally report business as being exceptionally good. At Long Lake there are many acres of land under cultivation and all kinds of vegetables are being produced."

**WAGON ROAD BE BUILT TOWARD COAL FIELDS**

(Special to the Times)  
KATALLA, Aug. 16.—The district road commission has decided to at once begin the work of connecting Katalla with the present road to Chitkat, part of which will be completed this summer and the balance next year.

The connection necessary to build will not exceed three and a half miles, and will provide a wagon road twenty miles in length, extending through the oil fields, and some of the best timber in the Chugach forest reserve, also toward the Bering river coal fields.

**MANY HAWAIIANS WANT TO BE SOLDIERS**

(By Associated Press)  
HONOLULU, Aug. 16.—Applications by the score are being received daily at headquarters of the Hawaiian department of men of Honolulu and other parts of the territory who want to join the civilian training camp that, under the orders received last week from the war department, is to be established at Schofield barracks, 25 miles north of this city.

The number of men to be admitted to the camp is limited to 100, which includes the ten originally selected by the officers of the Hawaiian department to go to the Residio camp at San Francisco.

**NEWS RELIEF WORK.**

(Press)  
The American and Yokohama association for general subscription opened and in various cities used for the other allied

**'FRISCO STRIKE IS RECOGNIZED BY UNION**

(By Associated Press)  
SAN FRANCISCO, Aug. 16.—The vice-president of the Amalgamated Associated Street and Electric Railway Employees has announced that the California State Federation of Labor recognizes the strike against the union railways. He claims there are 1,600 men out.

**TRADE CONDITIONS GOOD IN PHILIPPINE ISLANDS.**

(By Associated Press)  
MANILA, Aug. 16.—While 1916 saw a gain in the increase in circulation of money in the Philippine islands which amounted to 15,000,000 pesos, the first six months of this year will exceed that record increase by 3,000,000 pesos. The circulation since January 1 has amounted to 85,000,000 pesos. These figures, say local economists, reflect directly the highly favorable trade conditions that have been maintained for more than two years in the Philippine islands.

**PUBLIC NOTICE.**

Sealed proposals will be received until 11 o'clock a. m., August 25, 1917, at the office of the territorial road commissioners for the Third division of Alaska, in Valdez, Alaska, at which

**KAISER'S YOUNGEST SON.**  
Prince Joachim is Well Liked by German People.



**MUST RTAIL TION**

**EXAMINING ALL**

CHITINA LEADER 08/21/17

# al and Personal

me down from Mc-train.

urned to Mile 29 on after spending a few s family.

Meyer Blum are the Northwestern Seattle.

is a Northwestern title on a short bus-

llivan and children outgoing passengers ern.

ing a legal holiday, day, Finkelstein & ill be closed.

Arthur Shonbach, of ed with Cordova Northwestern was

throp returned yes- trip to Fairbanks, tly purchased and two theaters there.

rds and wife, of here on yesterday's take Cordova their

n by Cordova lodge las, at Eagle hall as largely attended most successful soe e season.

sggett, who conducts Anchorage, is here y to Seattle, where account of the death

nd returned yester- to Fairbanks, where other and left this Northland for Wing- look after his for

ning Star will leave g for Katalia.

of Fairbanks, was route to the states

ll, representative of per Company, Sea- today.

Tom Winn and Joe for Hinchinbrook, make their head- mber cruise.

of Valdez, greeted ille the northwest. He is going to

Mrs. C. H. Phillips, of Chitina, was an arrival in town on this afternoon's train.

Hugh McCue, watchman at the Abercrombia canyon, is spending a few days in town.

Miss Vivian Postell, stenographer for the Kennecott Copper Corporation, came to Cordova on today's train.

Meyer Blum, and Malcom Brock will leave on the Northwestern for Seattle on a short business trip and expect to return on the same boat.

Word has been received here that upon Jack Sapiro's arrival in Seattle he was seized with an attack of flu, but fortunately it was in a mild form.

At the solo tournament at the Northland Club, Dr. W. W. Council won the first prize, S. N. Laurie, the second and K. G. Robinson the third.

The Cordova Elks are planning on staging a show in the near future and as there is considerable local talent a very meritorious entertainment will likely be given.

Dr. Charles Daggett will be a passenger on the steamer Northwestern for Seattle on a short business trip. The doctor's many Cordova friends will be glad to meet him while the boat is in port and also to know that since he removed to Anchorage he established a dental clinic and has been meeting with the great success which his ability deserves.

Thos. S. Scott returned on the Northwestern from a short trip to Valdez.

J. Z. Loussac, Anchorage druggist, is a passenger aboard the Northwestern for the outside.

Territorial Mining Inspector Dyer, of Anchorage, was in town today on his way to Juneau.

Contractor Bartley Howard came over from Anchorage to spend a week or two with his old Cordova friends.

Mrs. C. F. M. Cole, returned on yesterday's train to McCarthy, after having spent a couple of weeks very pleasantly with Cordova friends.

United States Marshal Stevens, of Fairbanks, is aboard the Northwestern taking several prisoners to McNellis Island.

Mrs. C. S. Bratton slipped and fell on an icy sidewalk last night and fractured her ankle.

Jack Dougherty, of Anchorage, was in town yesterday on his way to the

# EYAK HIGHWAY MEANS MUCH TO CORDOVA

In advocating the extension of road building in the vicinity of Seward, City Councilman Ellsworth of that town has submitted to the Forest Service some interesting statistics showing the extent to which the town of Seward is making use of the government road extending from the town to Mile 12.

According to Mr. Ellsworth, there are eight cars using this road, principally for the carrying of tourists and sightseers. Taking his own car as a sample, Mr. Ellsworth states that the car made a total of 287 trips last summer over this road, carrying an average of four passengers to the trip, or a total of 1148 passengers, and a total mileage of 4600 miles. That is for one car only. Multiply it by eight and you have a fair idea of what this short strip of roadway means to Seward.

With the extension of the Eyak Highway to the Radio Station Cordova will have a road that for grandeur of scenery cannot be surpassed anywhere in the territory for the same distance. It will give the town something worthwhile to show to tourists while the boats are in port; it will mean more cars—pleasure cars—in the town; it will mean a constant revenue from the tourist traffic; it will mean that the people of Cordova can take an outing without hiring a boat or walking the ties; and last but not least, it will provide an easy means of getting cordwood into town.

# WICK CHANGES OPINION ON INDIAN QUESTION

Fresh fuel has been added to the question of Indian rights as citizens by a letter written by Judge James Wickersham to Louis F. Paul, grand president of the Alaska Native Brotherhood, in which the former reverses his position taken on numerous occasions that the Metlakatons and other Alaska Indians are not American citizens. In his letter to Mr. Paul, Mr. Wickersham holds that not only are certain Metlakatians citizens, but so are any other Alaska Indians who joined the Metlakatlan colony and the children of both classes of Indians.

## QUOTES RECENT BRIEF

Under the date of December 30, 1921, Judge Wickersham is said to have written Mr. Paul, in part, as follows: "I have just completed the brief for the Territory in the suit against the Annetta Island Packing Company to recover their license taxes. I have concluded that since the Metlakatians

# TOTAL COMMERCE OF ALASKA 1921 OVER SIXTY-FIVE MILL

Alaska's commerce for the year 1921 amounted to \$65,954,566, according to the annual report of John C. McBride, collector of customs for the District of Alaska. Of that amount, imports were valued at \$20,209,328 and exports at \$45,745,238, leaving a balance in trade in favor of the Territory amounting to \$25,535,910.

**FISH PRODUCTS LEAD**  
In the list of the products of the Territory exported, fish and fish products lead in value and constitute more than 50 per cent of the value of all the products. The value of the products of the fisheries industry for the year is shown to be \$22,922,182. Copper is the second export commodity on the list, a total of 59,797,504 pounds with a value of \$7,974,270 being exported. Gold and silver exports are in third place with a value of \$7,350,142, virtually the same as for 1920.

**REVIVAL IN MINING**  
One significant feature of the report is the substantial increase in the gold and silver exports from the Fourth Division, indicating that conditions heretofore injuriously affecting the gold and silver mining industry are passing away. In 1920, the Fourth Division shipped gold and silver to the amount of \$563,080, while last year's exports are shown to have been \$1,473,333, an increase of \$874,303. In the other three divisions, a declining production of these metals was shown. The First Division still leads in the production of gold and silver with a total of \$3,789,163, or more than 50 per cent of the entire Territorial production.

**STANDING BY DIVISION**  
The Third Division leads both in imports and exports, with the First Division in second place, followed in the order named by the Fourth and Second divisions. The lead of the Third over the First in imports is very small but the former's exports last year were materially larger. Much of the cause of this is believed to lie in the fact that all of the red salmon canneries operated last year while the canners of cheaper grades were for the most part idle. The red fish canneries are located largely in the Third Division. These with the copper producers represent largely the export list of the Third Division.

**SHRINKAGE IS LARGE**  
The total commerce for the year, as compared with that for the year previous shows the most material loss reported in the past 15 years, dropping \$42,375,329. Of this amount exports decreased in the sum of \$24,166,084 and imports \$18,209,245. The total for the year was the smallest of any year since 1911, although it is but about \$2,000,000 less than for 1913.

of intransit commerce and are included as a part of the actual commerce of the Territory.

COMMERCE OF ALASKA	
IMPORTS	
1920	
Merchandise from U. S.	\$ 36,376,855
Merchandise from foreign ports	1,512,118
Gold and silver from foreign ports	29,500
<b>Total imports</b>	<b>\$ 38,418,473</b>
EXPORTS	
Merchandise to U. S.	\$ 60,292,241
Merchandise to gold and silver to foreign ports	1,539,735
Domestic gold and silver to U. S.	7,413,751
Foreign gold and silver to U. S.	23,695
<b>Total exports</b>	<b>\$ 69,911,422</b>
<b>Grand total of imports and exports</b>	<b>\$108,329,895</b>

## EXPORT FIGURES A

To the corresponding items of shipments follow be added the content of copper exported from Southeastern British Columbia for treatment  
Tons ore—730; copper 167,000 pounds, \$20,987; ounces, \$4,088; Silver—14,765; total value—\$25,840.  
And to arrive at the total fish products the following foreign should be added to appropriate items in the table:

Salmon, fresh	4,267.82
Halibut, fresh	6,841.83
Cod	32.40
Herring	327.00
Crab, canned	1.20
<b>Total</b>	

When the sum of these items is added to the total shipments to the United States, the total value of products shipped is 200,272.

## GREATEST LOSS IN

The greatest loss of the year is in fish products. It is, however, that a large salmon cannery will operate. A study of the table contents of products to the United States shows a substantial gain in fish, due to the growth of the industry. The items of fr

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could be used by the town of Cordova for the monthly rental of fifteen dollars per month; that the garbage could be dumped inside of the dock at the same place as at present; that the term of the lease would be for three years, the rental to be paid yearly in advance and that party of the first part would keep the same in repairs to allow for the hauling of the garbage over the dock. The lease was accepted as read and the mayor authorized to sign the same in behalf of the city.

#### FIRST STREET BE IMPROVED

The chairman of the street committee was instructed to confer with A. J. Adams relative to drawing plans and specifications for the improvement of First street between B and C avenues, and report the same back to the council.

J. L. Braxton was employed, as in previous years, on the streets at a monthly salary of \$100 per month. The time of his starting the work to be under the direction of the chairman of the street committee

dered filed. In the fire chief's report, he recommended that the town purchase six electric lantern for use of the fire department and the fire chief was authorized to purchase them.

#### DISCUSS FIRE ALARM SYSTEM

The need of an adequate fire and police alarm system was discussed at some length and on motion the committee on fire protection light and water was instructed to look into the various systems, ascertain the cost of installation and report back to the council.

#### GRADE FOR FEDERAL BUILDING

The following resolution was introduced by Councilman Donohoe:

WHEREAS, the attention of the Common Council of the Town of Cordova has been called to the grading of Federal Avenue and the alley from B Avenue which runs along the west side of a portion of the site of the proposed new Federal Building at Cordova, Alaska, by a letter from the Acting Supervising Architect, dated April 22, 1922, addressed to the Postmaster at Cor-

any to be made, so that Federal Avenue and said alley will be brought to the grade shown on said blue print and that he report to the Common Council as soon as possible the yardage of rock and earth to be removed and an estimate of its cost so that the Common Council may advertise for bids for the grading of said Federal Avenue and said alley.

AND BE IT FURTHER RESOLVED that the Town of Cordova, upon the receipt of said estimates from the City engineer proceed to grade said Federal Avenue and said alley so that by the time the Government is ready to commence the construction of said proposed new Federal building on said site, said Federal avenue and said alley will be brought to the grade as shown upon the blue print accompanying the letter of the Acting Supervising Architect, dated April 22, 1922, and addressed to the postmaster at Cordova, Alaska.

The resolution was adopted as read. The motion was declared carried.

about seventy-one years ago American parentage. He was of his ancestry who had been from Ireland as insurrection against the English rule. During last year of the civil war, then fifteen years of age, in the Northern army as drummer. He was in the service about months when the war ended. also active in the Indian 1868-9, serving as drummer practicing law a number of his native state, O'Connor Alaska about 1905, settling banks. In 1910 he was the of the Labor Party for De Congress. After the election up his residence in Cordova, practiced his profession when he was appointed United Commissioner at Chitina, with the he held at Chitina and up to the first of January, 1922, survived by two sons and daughters, all resident in the state of Oregon.

Judge O'Connor was a man of strong personality, having strong dislikes, but withal a just man in his lights. The memory of many kind acts will long be cherished in the hearts of those who knew him.

#### FRENCH AGAINST WOMEN HOLDING PUBLIC

PARIS, May 3.—Returns of referendum taken by all Chambers in France as to the eligibility of women for election Chambers shows that the majority are not in favor of women such positions.

The returns from Lyons show the administration of justice in commercial tribunals demands of calm and impassibility rarely found together in that character.

## NEW TRAIL TO KUSKOKWIM IS COMPLETED

During the past winter the Alaska Road Commission's staff in the Interior has been active in an effort to find a better route to the upper Kuskokwim country than the one now in use over Rainy Pass. No definite trail was located and, although a reconnaissance was completed of a route over which in the not very distant future may be utilized, the present Rainy Pass trail will not be abandoned at this time.

#### RAILROAD TO MINES

Col. J. C. Götvals, Engineer Officers of the commission, referring to this undertaking, said:

"A very interesting reconnaissance was made this winter from the Government Railroad to Telida Village by Superintendent Sterling of the Alaska Road Commission. This reconnaissance completed winter and summer reconnaissances from the railroad to Berry's Landing, near the Nixon Fork mine in the Kuskokwim. The special point aimed at in both these reconnaissances was to find a route if possible improving upon the present winter trail over Rainy Pass and one that would take account of the present concentration of travel to the Kantishna and the Nixon Fork mine.

#### LINE OF ROUTE

"The route followed was from Lignite on the Government Railroad across the Toklat and the Kantishna hills to Glacier. From Glacier the route followed was directly overland by the straightest practicable route to Telida Village. The route followed was found to be so badly broken up,

especially in the portion between Glacier and Telida Village that there is doubt whether it can be successfully followed by a winter trail. However, the snow conditions throughout were found to be excellent and as the conditions from Telida Village to Nixon Fork are well known, winter conditions will be uniformly good throughout the entire length.

"By keeping farther to the north a practicable route is already offered and can be opened up with little effort. This route would extend from Kobi Station on the Government Railroad through Diamond to Roosevelt on the Kantishna River and to Kammsgaard's cabin at the foot of Lake Minkchumina. From Kammsgaard's cabin the old Indian trail to Telida Village can be followed and from Telida Village a similar trail to Berry's Landing on the main Kuskokwim, 40 miles overland from McGrath.

"There are a number of advantages to this route over the Rainy Pass route. Snow and winter conditions are uniform and excellent throughout. The location of Kammsgaard's cabin midway on the trail is one which will offer a plentiful supply of dog feed and an excellent place to summer dogs used upon the trail. However, the arrangement of shelter must be provided for before travelers can use this route with any assurance. Mr. Wernecke, mining engineer for the Treadwell Company, came over this route this winter and while it was necessary to do considerable snowshoeing he suffered no especial hardship. The concentration of travel of men going into the Kantishna between Kobi and Diamond is a great advantage in helping to keep the trail open.

#### DEPENDS ON TRAVEL

"It is not known whether it would be advisable, everything considered, to shift travel from the Rainy Pass route to this route. However, if travel shows a tendency to follow this northern route distinct improvements can be made in the same. In the mean-

time so long as the Rainy Pass route remains the chief traveled one, effort will be continued to keep it open and improving it. The chief thing held in mind is that the Kuskokwim will be for many years served by winter dog trails. The best known route will be concentrated upon by this commission and every encouragement will be given to roadhouse keepers and others interested in keeping the trail open until a distinct improvement can be made by shifting to a different route. The known route at present is the Rainy Pass. The northern route, Kantishna-Berry's Landing-McGrath, may prove to be the better in the future."

## OIL LEASING PERMITS GRANTED APPLICANTS

Sixteen oil leasing permits have just been received at the Juneau U. S. Land Office for applicants to rights in Alaska oil districts, according to Register Frank A. Boyle. They cover 33,600 acres of land situated in five different localities.

Those to whom permits are issued are: B. H. Maas and W. C. Keith, 2,560 acres each in the Cold Bay field; S. B. Lewis, 2,560 acres at Yakataga Beach; Thomas J. Donohoe, Eileen G. Donohoe and F. F. Cummings, 1,600 acres each in the Iliamna district; L. McLaughlin, 2,560 acres near Anchorage; J. G. Ryan, Nellie J. Lien, R. F. Roth, L. J. Chrysler, Ross R. Cole, Seth K. Sharpless, Carl Berg and Charles A. Odd, each for 2,560 acres in the Sulaima field, and George A. Howe, Br. 640 acres in the same field.

Three applications for oil leasing and prospecting permits were also filed in the Juneau U. S. Land Office. Those filing were: Mable E. Maas, Harry Eaton and Ellis C. Nickerson, each for 2,560 acres in the Cold Bay field.

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# PROGRAM ROAD DEVELOPMENT IN MT. M'KINLEY NATIONAL PARK IS STARTED; PLAN ANNOUNCED

The execution of plans for the development of a road and train system in Mt. McKinley National Park, jointly with the construction of a highway into the Kantishna mining district, as agreed upon between the Alaska Road Commission and the National Park Service, will be started this season, according to Col. James G. Steese, president of the Alaska Road Commission. The agreement of co-operation was made during the past winter between Colonel Steese and Director Mather of the Park Service, at the time of the former's visit to Washington.

As a result of over a thousand miles of reconnaissances in the Kantishna and Mt. McKinley Park districts by the Alaska Road Commission and the Department of the Interior, a program has been drawn up and approved by both departments for a loop road and rail route to give the Kantishna mining district and Mt. McKinley National Park access to the U. S. Government Railroad now completed. The loop will be approximately 175 miles long; about 120 miles by automobile, the balance on horseback. It will start from Mt. McKinley station, at Riley Creek, Mile 347, Alaska Railroad, cross Sable, Polychrome, Highway and Thorofare Passes to the foot of the Muldrow Glacier, then along McKinley River and outside the park limits to Wonder Lake, then to Kantishna post office at the mouth of Edzeka Creek. The return will be made via Glacier to a point on the railroad near Lignite, Mile 363.

## PART FOR AUTOMOBILES

The first 25 miles from Mt. McKinley Park station to Middle River will be improved to automobile standard; the route over the high passes will be improved for summer travel by pack train and winter travel by sled; from the foot of Muldow Glacier to Wonder Lake, Kantishna P. O., and return to the railroad at Lignite, a total distance of about 100 miles, travel will again be made by automobile. The commercial road for the relief of the Kantishna district will be entirely outside the limits of the National Park.

The Alaska Road Commission has for three years submitted estimates for the Lignite-Kantishna road. Last year, about 54 miles of preliminary location were run out from Lignite to the Toklat River, at the mouth of Crooked Creek, and caches established along the route. The National Park Service will submit estimates this fall for the construction within the park limits, beginning next year.

## PRELIMINARY WORK SOON

Meanwhile, preliminary work will be started this summer by the Alaska

required from Nenana is transported over the route Nenana or Kobl' to Knight's Roadhouse to Diamond and Glacier or Knight's Roadhouse, Toklat, Clearwater, to Kantishna post office. These routes are dog trails and the Toklat route is particularly bad.

The policy of the Alaska Road Commission has been to give all possible relief on the existing used routes and to investigate and lay out a route following the general principles of being, first, a summer and winter route; second, the shortest possible distance from the center of the mining district of the Government Railroad.

Principle one has eliminated all routes south of Healy and the possibility of having the route chosen pass through McKinley Park. Our investigations are not complete in the selection of this route, but all extensive reconnaissances made to date indicate as most favorable the Lignite-Glacier-Kantishna route.

## PROJECT IS ADOPTED

The following project has been adopted for the preliminary development of Mt. McKinley Park:

### FIRST STAGE

Construction of a pack trail, about 86 miles long from Lynch's Roadhouse at the mouth of Morris Creek to Kantishna post office. This work would involve a small amount of clearing, the erection of the necessary guide posts and markers in the untimbered portion of the trail, the execution of about two miles of sidehill grading along the bench near Muldrow Glacier, the erection of bridges and the erection of 10 shelter cabins.

The cost of this within the park is estimated to be \$25,000. The result of this construction would be an assured passage for foot travelers of pack trains with the necessary shelter and guidance for the protection of poorly equipped travelers.

In addition to this, a roadhouse established at the McKinley River terminus of this pack trail would be very reasonably supplied from Roosevelt on the Kantishna. A roadhouse at this location would, in addition, be affording a constant view of Mt. McKinley, also serve as a base for hunters searching for game without the park limits to the west of Wonder Lake.

### SECOND STAGE COSTLY

The second stage would involve the construction of a wagon road over the first 25 miles from Lynch's Roadhouse to Middle River and over the last 10 between McKinley River and Kantishna post office.

This construction would cost about \$350,000, as both projects are over country upon which winter freighting

# GOVT. OFFICIALS COMING NORTH ON JUNE 19

SEATTLE, June 13. — The Coast Guard steamer Mojave arrived here today and is scheduled to leave on June 19 for Alaska. She will have on board a special party of government officials, including Assistant Secretary of Commerce C. H. Huston, Wart T. Bowers, Field Agent of the Bureau of Fisheries, and Dr. Alfred H. Brooks, head of the Alaska Division of the U. S. Geological Survey. The principal object of the Alaska trip of the Mojave is to study the condition of the salmon fisheries in the north in preparation for general legislation to be presented to Congress next winter looking towards radical changes in the laws governing the fishing industry. After completion of the Alaska cruise, the Mojave will visit Japan, China, the Philippines, and Europe on a foreign trade promotion cruise.

## CALL FOR BIDS ABOUT JULY 1

The Cordova Chamber of Commerce received word from Delegate Dan Sutherland on the last mail that he had called on the supervising architect of the Treasury at Washington to learn the status of Cordova's public building. The delegate was informed by Mr. Simonds of the architects office, who has the matter in charge, that the call for bids would be issued on or about the first of July, as the blue prints would be ready and the proposition formally accepted by the Department of Justice and post office at that time.

## EXPORTS FOR MAY SHOW A BIG INCREASE

Exports of Alaska products to the States during the month of May had a value of \$1,264,018, according to the monthly commerce statement just issued by Collector of Customs John C. McBride. This is \$395,123 in excess of the valuation of the Territory's products exported during the same month, last year.

The increase is accounted for in the larger volume and value of copper ore exported last month, ship-

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railroad near Lignite, Mile 300.

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**PRELIMINARY WORK SOON**

Meanwhile, preliminary work will be done this summer by the Alaska Road Commission on the park trail so that construction may be energetically pushed at the beginning of next season, when funds become available. After a conference with Woodbury Abbey of the Park Boundary Survey General Land Office, and Harry Karstens, Park Superintendent, National Park Service, the following work was agreed upon, in carrying out the cooperative agreements closed in Washington last winter between Colonel Steese and Director Mather of the National Park Service.

(1) Army tents and small stoves will be provided at the following points between Mt. McKinley Park Station and Kantishna post office: Savage River, Mile 12; Igloo Creek, Mile 26; East Fork, Mile 36; Toklat, Mile 46; Stony Creek, Mile 54; Muldow Glacier, Mile 62; Mt. McKinley, Mile 76; Kantishna post office, Mile 82.

(2) Sign boards will be erected at each of the above tents and in addition at the following points: Sanctuary River, Teklanika River and Sable Pass.

(3) Stenciled mile-posts will be erected.

(4) The entire trail will be brushed out and tripods erected at confusing points.

**PRESENT ROUTES INADEQUATE**

The present main developed route into the Kantishna is that from Roosevelt on the Kantishna River to Kantishna post office near the head of Moose Creek. This road is an excellent winter road and is gradually being improved to summer standard. Already light loads have been transported on this road in the summer time. Several thousand tons of high grade ore have been brought out over it each winter for several years.

At the close of navigation on the Kantishna River connection between Nenana and Roosevelt ceases, and the only goods available for transportation are those stored there at that time. Hence during the winter months the travel for personnel and supplies

the erection of bridges and the erection of 10 shelter cabins.

The cost of this within the park is estimated to be \$25,000. The result of this construction would be an assured passage for foot travelers of pack trains with the necessary shelter and guidance for the protection of poorly equipped travelers.

In addition to this, a roadhouse established at the McKinley River terminus of this pack trail would be very reasonably supplied from Roosevelt on the Kantishna. A roadhouse at this location would, in addition, be affording a constant view of Mt. McKinley, also serve as a base for hunters searching for game without the park limits to the west of Wonder Lake.

**SECOND STAGE COSTLY**

The second stage would involve the construction of a wagon road over the first 25 miles from Lynch's Roadhouse to Middle River and over the last 10 between McKinley River and Kantishna post office.

This construction would cost about \$350,000, as both projects are over country upon which winter freighting is possible.

The making of this connection, Lynch's Roadhouse to Middle River, would extend the point of accessibility for automobile and wagon travel 25 miles into the park. The construction from Kantishna post office would extend the facilities afforded by the supplies now being received in summer time at Roosevelt to a point where the mining operations now in a state of prospect at Copper Mountain in Thorofare Pass could be supplied.

No further stages of the development of this route are included as they are believed to be premature at this time.

The project for the relief of the Kantishna Mining district involves the construction, as rapidly as the available funds and funds to become available may permit, of a wagon and automobile road about 85 miles long from a point on the Government Railroad between Healy and Nenana, probably Lignite, to Kantishna post office. The first 54 miles of this road, as stated above, have been tentatively located from near Lignite to the Toklat River. From the Toklat to Eureka Creek there are two possible routes: First, up Crooked Creek and over the Divide to Glacier, thence across to connect with the existing Roosevelt-Kantishna road, a few miles north of Bartlett's on Moose Creek. The other route possible is up the Toklat and Clearwater, over the Divide and down Moose Creek to the mouth of Eureka Creek. The first route involves less road construction and also seems the preferable both from a climatic and a topographic standpoint.

**NOW-AND THEN**

When a young man meets a girl and falls in love with her, he should avoid saying, as one used to say, "Will you be mine?" It is more tactful in these days to whisper, "May I be yours?" If we should win another war soon we'd be ruined.

the call for blue prints would be ready and the proposition formally adopted by the Department of Justice and post office at that time.

**EXPORTS FOR MAY SHOW A BIG INCREASE**

Exports of Alaska products to the States during the month of May had a value of \$1,264,018, according to the monthly commerce statement just issued by Collector of Customs John C. McBride. This is \$395,123 in excess of the valuation of the Territory's products exported during the same month, last year.

The increase is accounted for in the larger volume and value of copper ore exported last month, shipments of 7,969,583 pounds valued at \$1,040,854 being made as compared to 4,216,920 pounds valued at \$534,790 during May last year. The only other items showing increase was furs, last month's shipments being valued at \$28,455 as compared to \$10,800 for the same month in 1921. Salmon shipments showed a marked decrease, fall-off from \$215,056 to \$139,239 in valuation.

The statement of Collector McBride follows in full:

Curios	\$ 298
Fish:—	
Herring, Scotch cure and salt	510
Fresh, other than salmon	17,704
Dried, smoked or cured	2,900
Pickled	167
Salmon:—	
Canned	100,953
All other	38,286
Shell Fish:—	
Clams	13,500
Shrimps	10,179
All other fish and fish products (crabs)	685
Furs and Furskins:—	
Seal skins	
All other	28,455
Oils, animal, fish and other	5,805
Ore, Matte and Regulus:—	
Copper	1,040,854
Lead	1,348
Wood and manufacturers' articles	1,600
All other articles	774
Total value of products of Alaska	\$1,264,018
Products of the United States returned	\$5,950
Total value of shipments of merchandise	\$1,329,968
Items included in "all other articles":—	
Manufactured furs	\$700
Hair seal skins	35
Nursery stock	15
Alaska vegetables	23
Total	\$774

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## CONTRACTS TO START WORK SCENIC ROAD

Siems & Carlson, contractors, of Spokane, began work last week on their contract to build a road along the shore of Eyak Lake.

The contract calls for the construction of approximately four and one-half miles of roadway, beginning where the present road ends and extending to the Fish Hatchery.

The main camp has been established at a point about a mile and a half beyond the end of the present road, and a second camp will be located a mile or two further on. When in full working order, the contractors expect to employ about seventy men. It is expected that most of the work will be sub-let, and applications for station work should be made, after today, to the superintendent at camp No. 1. The work will be pushed as rapidly as possible, and there should be no unemployment this summer on the part of men capable of undertaking this class of work. Enquiries by mail should be addressed to Siems & Carlson, Cordova.

The contractors have handled many large jobs in the States, and are fully competent to finish anything they undertake. Mr. Richard Anderson, the superintendent, who has had a wide experience in road building expresses himself as satisfied with the outlook and, given reasonably fine weather, anticipates no difficulty in completing the contract within the allotted time.

When completed, the road will furnish the people of Cordova with a very beautiful scenic highway.

## CORDOVA BALL TEAM WINS FROM RADIO

Yesterday afternoon the Cordova ball team won from the Radio club by a score of 9 to 4, thus making it two out of the series of three games played. It was a fine exhibition of the national game and up to the sixth inning was 2 to 0 in favor of the Radio boys. This inning, however, proved a Jonah for the Radio pitcher and by a constant slugging of the ball the local team scored seven runs.

Morgan was in the box for Cordova and although his support was a little ragged at times, he had perfect control of the "pill" at all times and pitched a remarkably good game. Morgan also wielded the willow effectively securing a double and a single hit. Frederickson lead the batting with two singles and two doubles. Lopez covered first, and although not ac-

## Radio May Broadcast News to Nearby Camps

A movement which promises, if successful, to do much to relieve the loneliness and hardships of life on the fox islands of Prince William Sound, in the railroad camps, at the herring salteries, and in the industries in the neighborhood of Katalla was started by Falcon Joslin, president of the Bering River Coal Company, before he left here for Katalla yesterday.

Mr. Joslin has investigated the use of the radio broadcasting outfits and receiving apparatus and is convinced that such a system if installed here could be used to send a daily batch of news to all the out of the way places within 150 miles of Cordova, and this at a very small expense.

Petitions have been prepared which will be presented to the commanding officer, Lieutenant Mack, of the Radio Station, at Mile 7, asking the Navy Department to install a radio broadcasting outfit, and send at a set hour every evening, the days news by wireless. Receiving sets can be purchased for very reasonable amounts. According to information received, small individual sets attached to one's ear can be bought for about \$15.00. Larger sets suitable for announcement in a room of ordinary size cost only \$26.00. Others, with magnifiers, which would be appropriate for use in halls, restaurants, pool rooms, etc., cost slightly larger amounts. None of the receiving apparatus is expensive or complicated. It is all easily installed and the price is within the means of the average man.

Mr. Joslin is having brought up from Seattle a large receiving set which he is going to install at the oil wells at Katalla for the benefit of the

drilling crews and operatives there. With this set he hopes to be able to listen in on the news and musical concerts broadcasted from Seattle.

Chris Nielsen, a fox farmer from Goose Island, who is now in Cordova, received the idea with enthusiasm. He said that all of the fur islands in the sound would willingly install the receiving apparatus, and that the proposition was a splendid idea, removing as it would, the present daily isolation of the farmers, and keeping them in touch with what is going on in the great outside. One of the petitions prepared will be circulated by Mr. Nielsen among the fur farmers.

Another petition will be sent in from the residents at Katalla and vicinity, including the men at the oil wells, the Chilkat cannery, and the Bering River coal mine. All of the canneries in the sound would be able to avail themselves of the service if they wished. The radio phone is the latest marvelous development of the wonder science of wireless. Its possibilities of growth and useful service are of untold magnitude. This broadcasting of the news as proposed by Mr. Joslin would be of inestimable benefit to the pioneers developing the new industries of the territory in lonely places, and its installation would do more for the permanent inhabitants of the country, than anything the government could undertake at such a slight expense. It is believed that the total cost to the government of installing the radio phone broadcasting apparatus would be about \$800. The Cordova Chamber of Commerce has lined itself up in favor of the movement and is assisting Mr. Joslin in his efforts.

## ALASKA MINING NOTES

G. D. B. Turner, mining engineer of New York City and Victoria, has taken an option and bond upon the Del Norte and Del Norte Extension groups, comprising twelve adjoining claims, situated in Porter creek, a tributary of Whiteriver, which heads across the range from the head of Marmot river and empties into Naas river, near Hyder. The property is owned by Homer Ficin, the original locator of the property, and Mr. and Mrs. J. K. Green of Hyder.

Leroy A. Pelmer, mineral inspector of the general land office will spend the summer in the Cordova district examining oil lands now held under

& Smelter Company, of Canada, Limited, with plant at Trall, B. C., known as the Trall Smelter.

This is a big order—and will keep a force of men busy preparing the machinery for shipment for three or four months. Manager Tolch announced that the order would necessitate adding more men to the present working force.

It is also understood that orders for other machinery will probably be received.

Another order for a large locomotive and cars will probably be received from the Britannia Copper Company at Britannia Beach, B. C.



ER'S NEEDS



T. Davis and family returned to Cordova on the Alameda after a pleasant visit with friends and relatives in the states.

Miss Pauline Erussard, who has been working at the clam cannery at Strawberry Point, returned to town yesterday afternoon.

The Jeane, carrying Supt. C. A. Hie of the Pioneer Sea Food Co., left yesterday for a short trip around Prince William Sound.

J. Mehern, a travelling man with headquarters at Juneau for the Alaska Territory, is a Cordova visitor, being registered at the Northern hotel.

Miss A. C. Pallett was a Cordova rival in the Alameda and left on a train this morning for Kennecott, where she will teach school the coming term.

R. Little, familiarly known as Dick, who has been working for the Clark Davis railroad at Goose City, arrived in Cordova Saturday night on the Pioneer.

W. E. Scott, of Seattle, was a rival on the Alameda and left on a train this morning for Kennecott, where he will work for the Kennecott Copper Corporation.

Mrs. E. B. Cupples, who is in charge of the school for natives at Upper Center is a Cordova visitor having arrived from the Interior on a train yesterday afternoon. Mrs. Cupples is in Cordova to confer with V. T. Lopp of the bureau of education.

The launch Pioneer, Captain Wm. Crocker at the wheel, returned from Katalla on Saturday night bringing thirty-five men from the Clark Davis allroad and mine at Goose City.

M. E. LaBlanc, the New York Life insurance representative for Alaska, arrived from the south on the Alameda and is spending a few days in town looking after insurance.

Mrs. T. W. Lynch of Streina, who has been on a short trip to Seattle, returned to Cordova on the Alameda Saturday night and left for her interior home on this morning's local.

A. A. Humphreys, traveling salesman for Hills Bros., and also the Nettleton shoes, is interviewing the local trade having arrived from the south on the Alameda Saturday night.

R. B. Mays, representing the National Cannery Ass'n., who has been inspecting the Hoonah Packing Company at Bering River, returned to Cordova on the Pioneer Saturday night.

Miss Naida Johnstone, was a Cordova arrival on the Alameda Saturday and is visiting her sister Miss Nita Johnstone before proceeding to Katalla where she will teach school the coming term.

# ALASKA LOOK

Juneau opposes the bill for a territorial supreme court which was introduced in Congress by Delegate Sutherland as proposed by the bar of the Third Division. The Juneau bar association adopted resolutions against the bill. To the resolutions a Valdez attorney makes the following answer:

The objections to the proposal for a territorial supreme court urged by the Juneau bar and whooped up by the Juneau newspapers are important if true. They are two:

1. Appeals would be more expensive in an Alaskan supreme court.
2. An Alaska supreme court would be less convenient than the circuit court of appeals.

Permit the suggestion that Juneau would make its argument stronger by presenting some facts and figures. At the present time an appeal to the circuit court of appeals goes to San Francisco unless both parties agree that it may be heard in Seattle. The appellate court meets in Seattle only once a year—in September. The record on appeal is typewritten by the district court reporter and the Clerk of the district court. A copy is sent to San Francisco and printed at \$1.25 a page. Then each party must employ a San Francisco or Seattle attorney to argue the case or send his own attorney down from Alaska, or he can depend entirely upon his printed brief prepared by an attorney.

### HEAVY COST IS SAVED

The proposal of the Third division is to have the territorial appellate court, if established, consider cases on the typewritten record saving the printing expense of \$1.25 a page, which runs into the hundreds of dollars in cases where much testimony is taken. While printed records are the regular thing in appellate courts, the typewritten record is fully as legible, and in a court having a small business there is no reason why it could not be used.

Even if the record were printed litigants would be saved the expense accounts of attorneys for the trip to San Francisco, and the extra fee the attorneys are justified in charging because of an absence from home for several weeks.

It would be interesting to learn how the Juneau lawyers figure "the greater expense" of an appeal heard in Alaska. The supreme court would hold some of its sessions at Juneau, so it is difficult for a rank outsider to vision either the greater expense or vast inconvenience that would be imposed upon Juneau lawyers and litigants by having their appeals heard in their home town.

### WHERE DOES JUNEAU GET IT

As for inconvenience, it seems hardly necessary to reply to the bald assertion until some proof is offered to show that San Francisco is more convenient and accessible to any part of Alaska than a town in or near the same division. The supreme court could sit in two or three places. Its sessions would be short.

Many cases would be taken up to a territorial supreme court from the western divisions of Alaska that are

of public policy behind them and pick up those of their new habitat.

## ROAD BUILDING SHOW GOOD SEASON'S PROGRESS

"More and better work on interior roads this season than ever before," is the reassuring statement given out by Major Gotwals in a recent interview. "Lower prices, brought about to a great extent by through shipping on the Alaska Railroad, and also the fine road building equipment which has been assembled here in recent years, have made it possible to accomplish more with the allotment this year than ever before."

"The work this year," he said, "has been just progressive. Surfacing and repairing culverts and bridges have occupied the crews on the Richardson road and by the end of the season it is quite certain that every bridge and broken culvert will be repaired. The commission has gone ahead on the Chatanika-Circle road, and it is expected that the road will be graded to the Chatanika and the bridge across the stream constructed this winter."

Local roads have been taken care of by Assistant Superintendent Abe McKinnon, as last year, Major Gotwals said. The McKinnon crew has cut down many of the difficult grades on the Gilmore-Fairbanks road this summer.

The Kantishna district has been mapped out in a thorough manner, through the reconnaissance work of Gotwals and Superintendent Sterling; but the big project, the ninety mile road, from McKinley Park station, Lignite or Healy to the Kantishna must await a more liberal appropriation. The Roosevelt-Kantishna post-office road which is being put through as a temporary relief to the only active operators in the district, has been put in shape this summer. A party is staking a trail and putting up shelters between McKinley Park station and the Kantishna. This trail passes through the Copper Mountain district.

The commission has taken up the Iditarod road program, including the roads between Flat and Iditarod and Flat and Otter.

The Ophir-Tacotna project has been taken up this summer, and will be carried to completion. The same will be true of the Salatna road this winter.

The stretch north of Valdez, which has always been troublesome owing to the changing glacial streams, is now so placed that little further difficulty is anticipated, said Major Gotwals. The road, instead of following the valley, is now cut along the hill behind Comfort and over Keystone canyon. The glacial streams have all been bridged, at points well above the old crossings.

Major Gotwals is now in the interior, having returned as far as Valdez on the Northwestern with General Richardson. At Fairbanks Major Gotwals will probably meet Surveyor General Theile, who is now on a tour of the interior and with him will make a trip into the Kantishna country.

# UCCUKKENES

Nick Davis, who has the contract for the government road which is being built out to Peninsula Point, in Southeastern Alaska, received some painful injuries last week while getting ready to blast some rock. A stick of powder that had been inserted in a hole 20 feet deep did not reach the bottom and Mr. Davis had bent over to push it down farther with a stick when it exploded, burning him badly about the face and hands. He was taken to the Arthur Yates Memorial hospital at Ketchikan. Mr. Davis was employed on the government railroad at Anchorage for seven years and has lived in Alaska twelve years. He has thirty-seven men at work on the road to the point and has almost half of it completed. He expects to finish it in two and a half months.

Jake Johansen, aged 56, an employe of the Alaskan Engineering commission, was accidentally killed last week while working with extra gang No. 4 at Mile 54. The accident was not immediately fatal and Johansen died en route to Anchorage where he was being rushed for medical attention. According to reports furnished by the headquarters office the pile-driver was in use driving piles and placing material for the new bridge over Placer river at Mile 54. Johansen was working with the extra gang and had climbed up the pile-driver at noon, unknown to the engine crew. The engineer was swinging a load of steel rails at the time, and in the work of placing, the boom swung around, crushing Johansen against the side of the pile-driver. There is no blame attached to anyone, and the death was purely accidental. Johansen's body was taken to D. H. Williams' undertaking parlors.

In the district court at Juneau, Judge T. M. Reed handed down a decision wherein he refuses to issue an order of sale for the real estate of a number of Ketchikan property holders who objected to the assessments on their holdings. The court made only one exception as to the objectors and that was R. L. Petty, former mayor of Ketchikan, who was chief executive of the city at the time of the installation of the sewer for which the assessment was made. During the time that Mayor Petty was in office a sewer was built up Bowden street and afterward assessments were made on property owners who the city alleged were liable for part of the cost. They refused to pay and when the city took the matter into the district court they appeared with counsel and objector. The case took several days of the court's time and decision was reserved by Judge Reed. It is reported that the court in making its decision issued the order of sale as to R. L. Petty on the ground that he was mayor of the city at the time and responsible in part at least for the work in that he had given it his approval. Some seventeen or eighteen hundred dollars were involved in the suit, it is said.

L. C. Thompson, prominently connected with the Willow Creek Mining

CHITINA LEADER 09/06/22 PG. 3

**EXPERT ON CREDITS  
WILL TALK MERCHANTS**

**WILL FILL VACANCY**

## Scale At Nome

me, says Mr. Daly, the Ham-  
pany have let contracts for  
lding of two more dredges.  
re to be ready for operations  
Three contracts have been  
y the Yuba Construction Com-  
which has shipped to Nome  
the summer over 5,000 tons  
hinery and dredge material  
moved over one hundred men.  
oped to continue construction  
ring the winter. These dredges  
bucket capacity of nine cubic  
d are electrically driven. A  
plant is now being built by  
pany, the first unit of which  
osed of three 525 horse power  
engines, for the generation of  
ity in operating the dredges.  
the preliminary construction  
of the Yuba Company, which is  
than is called for by the pre-  
erations. It is inferred that  
construction is the plan for  
ure. It is understood, in fact,  
e plans of the company call  
building of two dredges a  
r the next five years for the  
the Hammon Consolidated  
elds Company's operations.  
dredging operations now going  
In the Nome and Fairbanks  
s are an innovation in the  
of placer ground, made pos-  
y the cold water thawing pro-  
id impossible of mining under  
er method. The Pioneer Min-  
ompany now has a ditch  
0 miners' inches capacity.  
The steamship Victoria left  
said Mr. Daly, one steamer,  
ulbarra, was still unloading  
machinery which had been  
l from San Francisco.

## 100 FEDERAL FUNDS FOR FAIRBANKS COLLEGE

first annual Federal allotment  
the maintenance and endow-  
of the Alaska Agricultural Col-  
School of Mines has been ap-  
by the Bureau of Budget and a  
or \$50,000 received by the Terri-  
Treasurer covering the allot-  
according to Treasurer W. G.  
This is said to definitely fix the  
s necessary for the continued  
on of Alaska's first college.  
is the first aid received by the  
ry in its establishment of the  
nks institution, all buildings, or-  
equipment and other necessary  
itures incurred in opening it  
paid for out of Territorial ap-  
ptions. The money is available  
ly to colleges teaching agricul-  
ly the mechanic arts as provid-  
Congressional Acts passed in  
id in 1907.

# NORTHLAND NOTES

## DR. F. M. BOYLE OF ANCHORAGE DIES SEATTLE

## WORK IS CLOSED FOR SEASON ON EYAK ROAD

E. V. Boyle today received a cable-  
gram from Seattle announcing the  
death of his brother, Dr. F. M. Boyle,  
in that city this morning. The de-  
ceased had been in poor health for  
some time past and about six months  
ago left Anchorage for the States in  
the hope of improving his condition.

Dr. Boyle was one of the oldtime  
residents of Alaska, and a prominent  
figure in the business and political  
affairs of the Territory. He was an  
active Republican and for a number  
of years the campaign manager in the  
Third division for Judge Wickersham.  
He came to Alaska in 1898 and was  
a resident of the Yukon valley for five  
years, during which time he was en-  
gaged in mining and also served the  
Canadian government in his profes-  
sional capacity. In 1903, he removed  
to Valdez, where he practiced medi-  
cine and also conducted a drug store.  
He served on the city council there  
for a number of years and was the  
mayor for several terms. After the  
government had started to build a  
railroad to the interior Dr. Boyle cast  
his lot with Anchorage in 1917, where  
he erected a large concrete office  
building and continued to reside until  
he went outside.

The surviving members of the fam-  
ily have the sympathy of the com-  
munity. They are Mrs. Boyle of Cor-  
dova, his stepmother; Mrs. E. P. Zieg-  
ler, of this city and Mrs. L. H. Metz-  
gar, of Juneau, sisters; and E. V.  
Boyle, of Cordova and Arthur Boyle  
of San Francisco, brothers.

The deceased was 49 years of age  
and well-known throughout the Terri-  
tory. His funeral will take place in  
Seattle.

## TOURIST HOTEL TO BE OPENED CHITINA TRAIL

A deal was consummated in Cor-  
dova today whereby Fred E. Nicholls,  
of Paxson, became the owner of the  
Gulkana roadhouse, the sale being  
made by Mrs. E. Griffith. Mr. Nicholls  
intends to remodel the present struc-  
ture and erect several new buildings,  
which will be fitted up to comfortably  
take care of the tourist trade over  
the government trail, between Fair-  
banks and Cordova.

Mrs. Griffith does not intend to  
leave Alaska, but will make a trip to  
the westward in the hope of finding  
some place where she can profitably  
locate. Her daughter, Mrs. W. S.

Operations have been suspended  
for the season in the building of the  
Eyak Lake Road.

Practically two-thirds of the work  
has been completed. From the end  
of the present road, about one and  
three quarters of a mile from town,  
the road has been graded for a mile  
and three-quarters to a point about  
one-half mile beyond the first road  
camp. Then there is a section of  
5,000 feet which has not been graded,  
and from that point the road is  
graded for a mile and a half along  
the North Arm, leaving half a mile  
to be completed to the Fish Hatchery.

The right-of-way along the en-  
tire road has been cleared and there  
remains only the grading of these  
two short sections and the surfacing  
to finish it.

There have only been 53 weather  
working days since the work was of-  
ficially started, so that it has been  
carried forward under considerable  
difficulties. Considering all things,  
both Mr. Anderson, the Superintend-  
ent and Mr. Frazer, the engineer in  
charge, are to be congratulated on  
the progress that has been made.

Mr. Anderson expects to return to  
Cordova about the first of May, next  
year, when work will be vigorously  
pushed to a completion in order that  
the people of Cordova may have the  
benefit of the road next summer.

## NOTICE OF BUREAU OF FISHERIES HEARING

A proclamation creating South-  
western Alaska Fisheries Reserva-  
tion, including Bristol Bay, Kodiak,  
and Afognak waters, and Cook In-  
let, having been signed by the Presi-  
dent on November 3, 1922, by di-  
rection of the Secretary of Com-  
merce a hearing will be held by the  
Commissioner of Fisheries at 1217  
L. C. Smith Building, Seattle, Wash-  
ington, on November 21, 1922, for  
the purpose of securing full infor-  
mation for use of the Department  
of Commerce in formulating regula-  
tions. The Department of Commerce  
invites the attendance at such hear-  
ing of all interested persons, or the  
submission of written statements for  
consideration.

## YUKON PIONEERS TAKE LAST JOURNEY

## PRACTICAL AID IS EXTENDED PROSPECTORS

Practical aid is being extended pros-  
pectors in Interior Alaska by the ex-  
periment station of the Bureau of  
Mines at Fairbanks, according to a  
recent statement issued by the Bureau  
covering its activities in that line. It  
is the aim, it was stated, of John A.  
Davis, superintendent of the Alaska  
station, to bring about the closest  
possible relations between his station  
and the men engaged in looking for  
new mineral deposits.

The Bureau, in the statement men-  
tioned above, said:

"The Bureau of Mines, at its experi-  
ment station at Fairbanks, Alaska, is  
endeavoring to assist in the mineral  
development of Alaska by encourag-  
ing prospectors to send to the station  
samples which may be thought to  
contain metallic value. These sam-  
ples are examined and the prospectors  
informed as to what they are and  
whether they contain metallic or other  
values to justify their being assayed  
or analyzed. If those submitting the  
samples have an assay or an analysis  
made, a charge is made for the work,  
as it is the policy of the Bureau of  
Mines not to do work which can be  
done by a commercial assayer, chem-  
ist or engineer. In other words, a pol-  
icy not generally pursued at the Bu-  
reau's various experiment stations has  
been adopted in Alaska largely be-  
cause of the great difficulty experi-  
enced by prospectors in having as-  
says and analytical work performed.  
The moneys received are turned over  
to the treasurer of the United States  
to the credit of miscellaneous re-  
ceipts.

"Since the establishment of the ex-  
periment station at Fairbanks, there  
have been made the following deter-  
minations either as custom assays or  
in connection with investigations or  
official work; gold and silver, 1783;  
platinum 60 (total fusions 4524) cupel-  
lations 2154; all other determinations,  
527. Nearly 1,600 mineral samples  
have been submitted to the station for  
identification and qualitative tests."

## FIRE CAUSES BIG DAMAGE AT DAWSON

DAWSON, Nov. 8.—A fire which  
broke out here at midnight Satur-  
day night in a building at the corner  
of Second and King Street, in the  
business center of the town, de-  
stroyed a number of buildings, and

## FAIRBANKS IS ROBBED ABOUT

The Fairbanks  
robbed at a nei-  
morning of cash  
value of approx-  
tained in the lar-  
master T. H. Dea-  
currency and bot-  
nearly \$2,500, be-  
sonally, having t

The thief or th-  
through the regis-  
was forced oper-  
safe, which had  
o'clock in the a-  
master T. H. Dea-  
master W. E. K-  
left the office, a  
combination, ev-  
expert safe cra-  
been locked wh-  
been extracted.  
had also been l-  
tents had been  
apparently, had  
through the wic-  
panel, which co-  
to the grooves f-  
leafed against th-  
manner that its  
not be noticeabl-  
the outside office  
clerk, was in th-  
night, and notic-  
ordinary at that

The first intin-  
had been enter-  
sistant Postmas-  
7:50 next morn-  
ing time, he not-  
the wicket. He  
Postmaster Dea-  
opened, disclos-  
contents of the  
rifling.

This is the s-  
within a period  
a year, \$10,000  
disappeared fro-  
at the Nenana  
Engineering Co  
16, 1921.

It is underst-  
standing reward  
prehension and  
thief.

# Ship

Split your next  
grade for grad-  
house you've l-  
other half to F-  
much more yo-  
the ch-  
will g-  
the fu-  
you c-  
lar on  
mean nuthin'-  
counts and F-  
makes your  
SHIP NOW

# ITEMS TELLING ABOUT DOINGS AT MCCARTHY

(From McCarthy News)  
Sid Johnston, after an absence of two years, rambled into town yesterday from Chisana. It took him ten days to make the trip from Chisana. He arrived at the relief cabin one day ahead of Mike Knowles. Johnston states that the mail carrier was on mighty slim rations, having been sixteen days on the trail from McCarthy. Sid and his wife spent a busy summer prospecting on Pan Creek over the line. Some of the ground is reported to be pretty fair. Sid and his wife took out \$500 in a short time by panning and shoveling in. Everybody is reported well in Chisana with the exception of Mrs. James who is suffering with rheumatism.

Mr. and Mrs. Johnston are located about forty miles up Pan Creek from Bonanza the nearest neighbor being Will Wyers who recently killed a beautiful silver tip bear. Game is very plentiful in the Pan Creek district and there is only enough game being killed to supply the wants of the prospectors.

Gus Carlson, the well known miner who is now employed at the Green Butte, spent a few days in town this week. He reports that the temperature was 18 above when he left camp. At McCarthy we had 28 degrees below the same day. Mr. Carlson returned to the mine, where he will be located until Christmas.

Mr. Danielson, the well known electrician from Kennecott was in the city Thursday.

It is reported that Fred Stevenson had an accident recently when he attempted to cross the Nizina river. This is the way we got the details: Mr. Stevenson while freighting his supplies got into an overflow and in trying to avoid the water, Stevenson's outfit went through the ice, drowning his horse and taking his outfit down the river. This accident adds one more reason to the already long list of reasons for a bridge across the Nizina river.

Harry Close, the game warden, is spending a few days in town.

# PLAN TO BREAK MONOPOLY OF FOULKE CO.

# PETITION A. R. C. CHANGE ROUTE TO CHISANA

The people in the Chisana, after bucking the elements on the Rohn and Russell glaciers for years, getting their supplies in there from McCarthy, finally realize that the energy expended and hardships endured are such that but few can stand the strain.

The high cost of supplies at McCarthy and the prohibitive freight rates charged over the glaciers, are more than the Chisanites are willing to stand for. So in order to get some redress the people called a mass meeting to discuss the situation, with the result that the following resolutions were adopted:

The residents of Chisana, in meeting assembled this 27th day of November, 1922, for the purpose of arriving at some concerted action regarding the transportation of supplies from Gulkana, by way of the Nabesna to Chisana, and also for the purpose of petitioning the Alaska Road Commission to construct a wagon road from Chestochena to Chisana.

Upon motion made and seconded the following resolutions were unanimously adopted:

First: That, whereas, the present route for the transportation of supplies from McCarthy to Chisana, by way of the Scolai basin and Russell glacier during the summer season, and over the Rohn glacier during the winter months, are not feasible, and therefore must be abandoned on account of the danger and hardships incident thereto and also the high cost of transportation.

Second: That the only feasible route is by way of Gulkana and Nabesna, where water grade can be had practically all the way to Chisana, with timber and cabins en route, and where wagons and tractors can be used all the year round, thus eliminating the dog sled, and reducing freight rates to a minimum.

Third: That the existing freight rates between McCarthy and Chisana, average about twenty-five cents per pound, which when added to the high prices for supplies at McCarthy makes living at Chisana rather expensive, and is one of the chief causes for retarding the development of the camp.

Fourth: That Chisana is one of the most highly mineralized districts in Alaska, lying adjacent to and immediately northeast of the world famous Kennecott mines, and possessing the same mineral belt, which lies exposed in many places, but unfortunately undeveloped for lack of roads and transportation.

Fifth: That according to contract we are entitled to a monthly mail service between McCarthy and Chisana, but it is a well known fact that

# CORDOVAN HAD NARROW ESCAPE NENANA FIRE

The Montana House, two story rooming house, which was erected by Henry Baatz in the early days of Nenana, was completely destroyed by fire, together with contents. The fire, which is thought to have started in the basement, from the furnace, had gained much headway before the alarm was turned in, and the combined efforts of the city and commission departments, with two lines of hose, were unable to save the structure, which continued to burn fiercely until only portions of the walls remained standing.

The volunteers who assisted Fire Chief Johnson, made a hard fight under conditions which were very unfavorable for fire-fighting, the weather being extremely cold throughout the afternoon, so that the firemen were covered with a coating of ice before the fire was extinguished.

The property was owned by Mr. and Mrs. Sam Eriksson and was insured for a small part of its value. Mrs. Eriksson was in the building when the fire started but only had time to drag a trunk out the door. Victor Durand, formerly leader of the Empress Theater orchestra at Cordova, was asleep in his room, and had barely time to get out. He ran from the room in scant attire, and lost everything belonging to him in the room, as did all the other roomers, the destruction being most complete. The Erikssons lost a sum of money in addition to their other belongings, Frank Sager lost a lot of clothing and jewelry of much value. Ned Porter lost all his belongings, including a pair of glasses which cannot be replaced in Alaska, and Oscar Samson lost three suits of clothing and a Government check in addition to other belongings.

The furnace in use at the Montana was an old one, and the pipe leading from it ran almost the full length of the cellar before reaching the safety, in the lobby, at the front of the building. It is thought a spark from this pipe or the ignition of accumulated creosote started the fire.

C. W. Jackson, well known old-timer and stamper of Alaska, is back in Anchorage again, after doubling on his trail. Mr. Jackson left there last May, going direct to the Caribou district, staying there only a short time. He ran across some ground there that still had stakes from sixty years ago. He says the ground in this district is fair for placer, but does not believe the diggings will be very extensive.

The railroad runs to Williams lake, and taking the auto road from the lake to the diggings is a distance of about thirty miles. A few hydraulic outfits are on the ground and a great many prospectors are continually going and coming.

From there Mr. Jackson went to the Mayo district, where he stayed for six weeks. Three large com-

# RADIO SYSTEM TO SAFEGUARD SHIPS AT SEA

WASHINGTON, Dec. 14. — By using the radio to handle its rush messages the Post Office Department today is saving Uncle Sam's money at the rate of over a hundred thousand dollars a year, according to official figures.

The fifteen stations of the department's Air Mail Service on the transcontinental route are handling an estimated total of ten million words a year, of which only 10 per cent is relay, at an average cost of eighty-eight hundredths of a cent per word. The average length of a departmental radio message is thirty words, which means that the average message costs the government less than twenty-nine cents.

The total cost of the radio service for the six months ending May 1922, was \$34,855.21. Leased wires to handle the traffic would have cost the government \$89,160, it is estimated. The saving over the regular commercial service, according to the department's accountants, was even greater, totalling \$58,897.81.

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Service was maintained every day, no matter how adverse the weather conditions.

# ENGINEER REMEMBERS FIGHTS WITH INDIANS

WALLA WALLA, Wash., Dec. 14.—When Orlando Godfrey, 71-year-old veteran locomotive engineer for the Northern Pacific Railroad Company, drives his engine into the round-house here today he will retire on a pension—but richer than the small competence he will receive are the memories of 51 years' experience as a pioneer locomotive pilot.

Godfrey remembers when every locomotive carried needle guns and ammunition as protection against the Indians and recalls many a brush with the bloodthirsty redskins of the old West.

Godfrey started his service in New York as a brakeman on the Erie line in 1866, when he was fifteen years old. He came West in 1868 and began, with the Union Pacific system at Cheyenne, his first service in a railroad round-house. He was employed as an oiler and wiper and in three years advanced to the po-

12/16/22 PG. 3 LEADER CRITINA

Creek over the line. Some of the ground is reported to be pretty fair. Sid and his wife took out \$500 in a short time by panning and shoveling in. Everybody is reported well in Chisana with the exception of Mrs. James who is suffering with rheumatism.

Mr. and Mrs. Johnston are located about forty miles up Pan Creek from Bonanza the nearest neighbor being Will Wyers who recently killed a beautiful silver tip bear. Game is very plentiful in the Pan Creek district and there is only enough game being killed to supply the wants of the prospectors.

Gus Carlson, the well known miner who is now employed at the Green Butte, spent a few days in town this week. He reports that the temperature was 18 above when he left camp. At McCarthy we had 28 degrees below the same day. Mr. Carlson returned to the mine, where he will be located until Christmas.

Mr. Danielson, the well known electrician from Kennecott was in the city Thursday.

It is reported that Fred Stevenson had an accident recently when he attempted to cross the Nizina river. This is the way we got the details: Mr. Stevenson while freighting his supplies got into an overflow and in trying to avoid the water, Stevenson's outfit went through the ice, drowning his horse and taking his outfit down the river. This accident adds one more reason to the already long list of reasons for a bridge across the Nizina river.

Harry Close, the game warden, is spending a few days in town.

## PLAN TO BREAK MONOPOLY OF FOULKE CO.

SEATTLE, Dec. 13.—Forming an organization with plans to make Seattle the marketing center for three million dollars worth of furs which now pass through here to other hands, the Seattle Fur Exchange was formally brought into existence yesterday with the election of officers. J. W. Spangler, of the Seattle National Bank was elected president, while the Board of Directors was chosen as follows: J. W. Spangler, E. B. Burwell, of the Seattle Hardware Company, F. T. Fischer, of Fischer Bros., E. G. Anderson, of the Western Drygoods Company, J. G. Lang, of the National Grocery Company, H. J. Lochow, of the Schwabacher Hardware Company, and H. C. Hibbard, of the Hibbard-Stewart Company. Joseph E. Agnew will be the manager of the Exchange. The Alaska Fur Exchange is organized under the sponsorship of the Seattle Chamber of Commerce, with the avowed purpose of breaking up the monopoly held by the Foulke Company, of St. Louis, which now has a ten-year contract with the

to stand for. So in order to get some redress the people called a mass meeting to discuss the situation, the result that the following resolutions were adopted:

The residents of Chisana, in meeting assembled this 27th day of November, 1922, for the purpose of arriving at some concerted action regarding the transportation of supplies from Gulkana, by way of the Nabesna to Chisana, and also for the purpose of petitioning the Alaska Road Commission to construct a wagon road from Chestochena to Chisana.

Upon motion made and seconded the following resolutions were unanimously adopted:

First: That, whereas, the present route for the transportation of supplies from McCarthy to Chisana, by way of the Scolal basin and Russell glacier during the summer season, and over the Roha glacier during the winter months, are not feasible, and therefore must be abandoned on account of the danger and hardships incident thereto and also the high cost of transportation.

Second: That the only feasible route is by way of Gulkana and Nabesna, where water grade can be had practically all the way to Chisana, with timber and cabins en route, and where wagons and tractors can be used all the year round, thus eliminating the dog sled, and reducing freight rates to a minimum.

Third: That the existing freight rates between McCarthy and Chisana, average about twenty-five cents per pound, which when added to the high prices for supplies at McCarthy makes living at Chisana rather expensive, and is one of the chief causes for retarding the development of the camp.

Fourth: That Chisana is one of the most highly mineralized districts in Alaska, lying adjacent to and immediately northeast of the world famous Kennecott mines, and possessing the same mineral belt, which lies exposed in many places, but unfortunately undeveloped for lack of roads and transportation.

Fifth: That according to contract we are entitled to a monthly mail service between McCarthy and Chisana, but it is a well known fact that over three months elapse sometimes between mails owing to impassable trails and glacier storms, whereas on the proposed Gulkana route mail and supplies can be transported in safety at all seasons of the year.

Now, therefore, we earnestly request you to give the matter referred to your immediate attention to the end that some redress may be had along the lines suggested in the foregoing resolutions.

A. F. NELSON, Chairman.  
ANTHONY McGETTIGAN,  
Secretary.

### THRESHING AT GOVERNMENT EXPERIMENTAL STATION

B. L. Snyder, in charge of the Governmental Experimental Station at Matanuska, reports that the station separator has threshed 750 bushels of barley and oats this fall, consisting of grain from the station and the surrounding neighbors. All the oats did not mature, nor the barley, but sufficient was secured for seed. In spite

weather being extremely cold throughout the afternoon, so that the firemen were covered with a coating of ice before the fire was extinguished.

The property was owned by Mr. and Mrs. Sam Eriksson and was insured for a small part of its value. Mrs. Eriksson was in the building when the fire started but only had time to drag a trunk out the door. Victor Durand, formerly leader of the Empress Theater orchestra at Cordova, was asleep in his room and had barely time to get out. He ran from the room in scant attire and lost everything belonging to him in the room, as did all the other roomers, the destruction being most complete. The Erikssons lost a sum of money in addition to their other belongings, Frank Sager lost a lot of clothing and jewelry of much value. Ned Porter lost all his belongings, including a pair of glasses which cannot be replaced in Alaska, and Oscar Samson lost three suits of clothing and a Government check in addition to other belongings.

The furnace in use at the Montana was an old one, and the pipe leading from it ran almost the full length of the cellar before reaching the safety, in the lobby, at the front of the building. It is thought a spark from this pipe or the ignition of accumulated creosote started the fire.

C. W. Jackson, well known old-timer and stamper of Alaska, is back in Anchorage again, after doubling on his trail. Mr. Jackson left there last May, going direct to the Caribou district, staying there only a short time. He ran across some ground there that still had stakes from sixty years ago. He says the ground in this district is fair for placer, but does not believe the diggings will be very extensive. The railroad runs to Williams lake, and taking the auto road from the lake to the diggings is a distance of about thirty miles. A few hydraulic outfits are on the ground and a great many prospectors are continually going and coming.

From there Mr. Jackson went to the Mayo district, where he stayed for six weeks. Three large companies, the Treadwell interest, the Slate creek operators and the Yukon Gold Company, are doing considerable development work on Keno hill, about forty miles from Mayo. It is the general opinion that no one knows for a certainty just how good this district will prove to be. Some say it has a chance to become the biggest mining district in the north.

The Treadwell company has about eighty men employed; the Slate creek outfit has even more than this number and the Yukon Gold Company has about thirty-five or forty employed. They are all sinking 35 degree shafts. The Yukon Gold is down 360 feet, and the Treadwell about 260 feet.

The ore is hauled forty-five miles to the river, where it is loaded on boats and shipped out by way of St. Michaels. A year ago last summer, in the aggregate, approximately 2,200 tons of ore was taken out, averaging \$200 a ton, producing a net profit of \$90 per ton. The past summer the Yukon Gold Company shipped 3,200 tons, and expect to take out at least

eighty-eight hundredths of a cent per word. The average length of a departmental radio message is thirty words, which means that the average message costs the government less than twenty-nine cents.

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Since that time he has been employed successively by the Colorado Central line, the old Oregon Railroad & Navigation Company, which later became the Oregon-Washington Railroad & Navigation Company as a unit of the Union Pacific system, the Great Northern Company and the Northern Pacific.

While working for the Great Northern, in 1894, he drove the engine that pulled the first train through the famous Cascade Tunnel.

He came to Walla Walla and went to work for the Northern Pacific in 1898, where he remained until today.

Let the Daily Times figure on your job work.

# COP

# ON RAILROAD DAY

Sunday is "Railroad Day" and every citizen of Chitina should constitute himself a committee of one to see that our visitors enjoy themselves. From what the Leader can learn there will be several hundred visitors and as they and the railroad officials are making this a general holiday let us all mingle together and make this celebration a big "happy family" affair. E. W. Ekin, Capt. Hill, Judge Ferguson, and the townsie officials, as well as all our business men and citizens generally have been untiring in their efforts and unsparing in their contributions to make "Railroad Day" the success it deserves to be and we feel assured that those who make the trip over the road to the coming Copper Belt City, will have no cause for regret. All those who can will ride or walk over the newly made trail for a distance of several miles, while others who prefer the sports can enjoy the dancing and contests. The committee on arrangements an-

nounce that the train will be held as long as the visitors care to remain and dance. The train, the town and surrounding country are yours, so we ask you to make the most of the day.

Below we print the program of events which is subject to change:

The events are free for all.

Boat race on lake, three men in boat and cockswain.

100 yard dash, prize \$10.

Tug of war, good cash prize to be announced.

100-yard, three-legged race. Cash prize.

50-yard dash for boys, prize announced.

50-yard dash for girls, prize announced.

50-yard sack race, prize announced.

Boxing contest.

Grand prize waits in pavillion.

Prize \$10.

Cash prize for best couple.

Other events may be pulled off.

lighthouses on the Alaskan coast. There is a goo deal in it besides the safeguarding of human lives. Marine insurance rates in southeastern Alaska at this time—I do not know whether they are as high on the steamers that are running to your coast—are something like twelve or fifteen per cent. It was said last winter that if these large vessels continued to make the inside passage to Cordova the rate would be raised to twenty per cent. There is no reason why, with proper aid for navigation, marine insurance rates should not be decreased to one-half or one-third of the present amount, and, of course, a lower rate of insurance must mean a smaller cost of operation to the steamship companies.

"From this it logically would follow that there should be a reduction of freight rates, and a reduction in freight rates would mean a lower cost of living in southwestern Alaska and in the interior, and, of course, in Chitina as well. It is a very large subject, and I do not believe that I made any mistake when I went to Washington last winter with the proposition that the lighthouse board should spend the \$60,000 which had been available for the last two years, but which had not been expended because the board could not decide what particular kind of acetylene light they wanted in the waters of southeastern Alaska. A light was adopted, and it was promised that twenty-nine of them should be placed at points where they would be of incalculable benefit every night in the year to steamers plying between points in southwestern Alaska and Seattle.

"I am satisfied that the time has come when it is not only desirable but vitally necessary to further development, that we have a railroad from tidewater to navigable water on the Tanana or Yukon rivers. In my

## TOWN RAPIDLY FILLING UP WITH FAMILIES

A lonely bachelor who arrived in Chitina last week, having an eye for the beautiful, and has a warm spot in his heart for the dear sex, remarked that he could see only one drawback to this town, which was that he had seen and knew of but two or three ladies in the community. It may be of interest to the gentleman, as well as many other gallants in Chitina, to know that there are at least fifteen or twenty ladies already here, the names of some of whom we print below: Miss Clara Krueger, Miss Dixon, Mesdames. Stringer, Reeder, Dixon,

Tibbs, Sherman, Cloninger, Burkhardt, Schaupt, Healey, Carey, Myers Hull, Gage, Newhouse and King. There may be others, of whom we did not learn, and before October 1st there will no doubt be double the number already here, for several of the business and married men will have their wives join them as soon as comfortable quarters can be provided.

The hale old follower of all frontier camps, James Hartney, is located in Chitina: He has a good team of horses and is doing contracting and hauling, having just finished a contract for hauling timbers for the Kuskaikina bridge.

low g and t why thous which mous produ becau the c where THAT what count report—the of a been hydra which bined oday. sary area tation of th that a pro "I lieve a mi sessn upon wher been ter t grou am n other of re on th some that powe of th 1 wort work sible sever know powe men-grou on th of \$1 we s torn if th force done these "T requi tions given advic followi t body build ions to b But give gang of men are working from Tonsina this way, and we hope soon to near the ring of the picks and shovels from both working parties."

Mr. Holland located the thirty-nine miles of trail now being built between Chitina and Willow creek, and says the money subscribed and appropriated for this work could not have been put to a better use.

Now a Region of Great Future  
This region promises to be the greatest copper producing center of the world. Until the building of the Copper River & Northwestern Railway, the Copper river copper regions were reached during the summer by the government trail from Valdez to Eagle, or by lining boats up the Copper river and in the winter months by the first named route, or by the Tanana and Copper rivers. The mineral resources of this region have remained undeveloped for years, for the want of reliable and economical means of transportation.

But with the building of the railroad, and the mines now being so developed as to place them on the productive stage, this region promises to be the greatest copper producing center of the world. A town so fortunately situated as Chitina with all the natural wealth and resources within its very doors, is destined to grow into a large and flourishing city within the next few years.

So many blasts on the vast amount of construction work in and around Chitina, causes but little comment, but now and then an unusually heavy shot, causes the inmates of tents and temporary roofs to rush outside and gaze anxiously skyward. Last week a flying rock crashed through the top of the saloon deck of the steamer Chitina, just missing the head of the steward, who was carrying a platter to the table, taking part of the platter with it to the deck, while the stupefied steward gazed in helpless wonder at part of the dish, which he retained in his hand.

Frank Ackles, the well known teamster, has two teams in Chitina, and he is kept busy hauling from morning till night with baggage transfers, and hauling of all kinds.

# Chitina-Fairbanks Trail a Boulevard

If there is any doubt in the minds of the skeptical as to whether there will be a trail from Chitina to Willow creek, on the main Valdez-Fairbanks trail this winter, they should take a trip out over the six miles of road now completed on this end. Superintendent Ingram and Foreman Lars Holland have a large force of men and are not only doing most effective and rapid work, but are constructing a trail upon which teams can make the best of time, when the ice will have come, and with a view to permanency, so the trail can be used both winter and summer.

The first five miles of the trail from Chitina is now a good wagon road in the summer time, and the most profane teamster in the North couldn't conscientiously use a "cuss word" while driving over it. In fact, it has been suggested by some of the Chitina residents who have been over the new trail, that the

first few miles be called the Chitina Drive, or Boulevard, as it winds its way around the magnificent hills and mountains, beautiful little valleys and many picturesque lakes.

Foreman Holland, who has charge of the work on this end of the trail, is the right man in the right place, he having put in nine years in what he vernacularly terms "mud slinging." He was in charge of the work under Capt. Abercrombie and built the trail from Valdez to Tanana, before the existence of the Alaska Road Commission. In the course of a few more years, as more people begin to explore this great northern territory, the cry for trails and transportation facilities made itself heard in far away Washington, and Congress made an appropriation for roads and trails in Alaska and appointed a road commission of army officers, consisting of Major Richardson, Captain Pillsbury and Lieutenant Orchard. Captain Pillsbury, who is one of Uncle Sam's most able engineers, has

since been succeeded by Captain Pope. Since their appointment, the work of these four efficient army officers speaks for itself, as there is scarcely a camp of any consequence in the North which has not been benefited by their untiring efforts in securing good trails for the development of Alaska.

Foreman Holland, who was interviewed by a representative of the Leader this week, stated that with men working on both ends of the trail, the work should be completed by the latter part of October or the first of November, if no unforeseen circumstances prevented.

"I have a force of about sixty men on this end of the trail," Mr. Holland stated, "and have been three weeks completing six miles, having started work on the 7th of September. From now on I expect to make more rapid progress, as I have added more men. The work is somewhat slower than some may think it should be, for the reason that the trail is

being built on permanent lines. Small bridges are built substantially and will need no repairing for summer use, the culverts and grades being the only part of the work which is now hurried, or any way, slighted, for when winter sets in they will be in good shape for travel and will need but little improvement for next summer's use.

"The trail from Willow creek to Tonsina, a distance of 24 miles, is practically completed, although there are a few men doing work on that end, but the bulk of the work yet to be done is between here and Tonsina, a distance of 15 miles. A good gang of men are working from Tonsina this way, and we hope soon to near the ring of the picks and shovels from both working parties."

Mr. Holland located the thirty-nine miles of trail now being built between Chitina and Willow creek, and says the money subscribed and appropriated for this work could not have been put to a better use.

CHITINA LEADER 9/24/10

**NEWS**

**Trail Nearing Completion**

which can be ad- old lamp, have just at Stringer's place. little the best light Drop in and see

quartz ledge has ck of Alganik by utchy". Hansted and om the Tanana val- been prospecting in the past week.

ot vein on the same through the McKin- and the rock, is old.

another evidence of e country surround- ntains rich minerals eing rapidly located. to be a big stampede just as soon as the ed that the gold belt rom present indica- s not far distant.

will be immediately e driving of a 50- k to begin upon the part of next week. cate that Mr. Nich- ss and is anxious to of developing the earliest possible mo-

ssory note, payable of Arbed Johnson for Carl E. Johnson note at Leader of- or this notice.

the Leader office.

**MS IN BRIEF**

—Petitions are be- asking for the recall as mayor of this m- is being taken by account of the recent y Acting Mayor War- exists in practically at of the city, and ong the police. Gill ter lightly upon his trip to southeastern Chief Wappenstein rges as false. There s, however, on the dents to believe that of conducted "on the general cleaning out is demanded.

7.—Secretary of Navy er will arrive in this During his stay here, e purpose of inspec- on navy yard, he will anquet by the Cham- rce.

7.—King Emmanuel, ard the British Im- mella feeling to Gib-

Major Richardson, of the Alaska Road Commission, was an arrival on Tuesday evening's train, and left on horseback Wednesday morning to overlook the work done on the trail. He expressed himself as much pleased at the progress made on this end of the trail and says that the work should be practically completed by November 1st. The workmen are now between seven and eight miles out, and the hardest part of the construction is completed, the next three miles being easy work. Another crew of men are working from the other end this way and it will be but a short time now until the road is ready for winter travel.

The new trail is well located, cut wide enough for wagon use and wide enough for a double bob, with easy grades and well sheltered from the winds that sweep up and down the Copper river. In fact it is an ideal route, where no heavy falls of snow are apt to blockade it at any time during the winter.

This work represents a total expenditure of \$36,000, including the survey of location and the erection of a bridge over the Tonsina river. The Alaska Road Commission spent more than \$17,000 in locating the route and on the construction work of the Willow Creek-Tonsina section, also about \$3,500 on the work from Chitina to Tonsina, with a like amount for the construction of a bridge across the river at the latter place, making a total of \$24,000. It is expected that the poll tax from the Chitina district will amount to \$8,000, and if this sum is realized but a little over \$4,000 of the fund subscribed by Cordova will be used, making a total of \$36,000 expended on the route, including the cost of bridges and survey of location.

The road is built out from Chitina for a distance of seven miles and ten miles will be completed within a week. This work is under the supervision of Lars Holland, to whom the Road Commission gives much credit for the excellent route selected and the substantial manner in which it is being constructed. Foreman Martin Ellington has finished the section to Tonsina and is now due to be crossing the river at the latter place. He will continue working with his crew of twenty-five men until he meets Holland's force of seventy-five men. The total distance from Chitina to Willow creek is 39 miles and from there to Copper Center is 10 miles, making 49 miles in all over as fine a piece of trail as anyone would wish to travel.

The Tonsina river will be bridged later in the winter. In case crossing over the ice is not considered safe a temporary structure will at once be put in to accommodate the travel. The completion of this section is all that is needed to put Cordova in direct communication with

**FRED M. SCHAUPP**  
 Manufacturer in  
**Sheet Metal**  
 STOVES,  
 RANGES  
 and  
 HEATERS

**Copper River Trading Post**  
 NEWHOUSE & CO., Props.  
 Opposite Chitina  
 MILE 133  
**WHOLESALE & RETAIL**  
 Seattle Prices  
 Cheapest Place in Copper Belt to Buy Supplies

from the aid rendered, and the work between Chitina and Copper Center will be taken up in the spring the same as on the other routes in Alaska.

**Stage Will Run From Chitina**

That there will be a stage line run from Chitina to the Interior this winter is a foregone conclusion. Whether it will be operated by the Orr company or somebody else remains to be seen, but the public can rest assured that a good service will be maintained from the time the snow falls until the thaw comes in the spring. The Copper River & Northwestern railway intends keeping open and operating trains all year round, and as the route via Chitina is by far the most desirable one it can readily be understood why a stage line that makes Chitina its terminus will get the business.

It is a well known fact that passengers for Fairbanks traveling over this route will be landed at their destination from twenty-four to thirty-six hours sooner than by going over the Valdez trail. Then again there is the advantage of traveling in a heated passenger coach for over 100 miles, instead of being compelled to cross Thompson Pass, where it always blows and then blows some more.

While nothing indefinite can be learned of the plans of the Orr company, barns are being erected at Chitina, and other arrangements made that would indicate they were being

**LOG CABIN LODGING HOUSE**  
 Proprietors  
**AL CHURCH**  
**TOM BRADY**  
 GOOD CLEAN BUNKS  
 WIRE SPRING BEDS  
 EVERYTHING NEW AND COMFORTABLE  
 UP STAIRS OVER LOG CABIN BAR

**SAVOY RESTAURANT**  
 Opposite Chitina Trading Co.  
 The Only First-Class Cafe in Chitina  
 American and European Plan  
**Dinner 75c up**  
 A la Carte all day  
 Cater to special dinner parties.

**BRADY HOWARD**

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**S. BLI**

### 8-IN-BRIEF

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The fighting still between the revolu- government, and the d has reached the Conditions remain the fear of a civil ve disappeared.

Last night while ated crook, was at- garlize a store, he on by a policeman fight ensued, during a fatally shot by the

The Democrats ld an old-fashioned hich free fights fol- r in such rapid suc- was almost impossi- with the business.

eeded in nominating ansfield, of this city, for governor.

On account aths that resulted Vanderbilt auto race the grand prize to ber 15 has been can- race will likely be th later.

The lighthouse to Congress for eight als in southeastern

The Dry Farm- s adjourned to meet ings next year.

Through the tive Burns two ar- le today in connec- namiting of the Los Charles Neher and were taken into cus- , but they refuse to ent.

The Czar res to the frontier, ed that it is his in- Sweden.

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Major Richardson said that he felt grateful to United States Commissioner Ferguson and the road overseer for the good work they had done in collecting the taxes. Of course this is a matter over which the Alaska Road Commission has no control, but the money collected has been applied to this public work, according to the provisions of law. It is the intent of the law that this road tax shall supplement any funds in the hands of the Road Commission for work in different parts of Alaska. The benefit in this particular case has been very material, for without the aid of this road tax and the money so generously contributed by the public-spirited citizens of Cordova, it would have been impossible to build the road this fall, as it is being done. The work has been more expensive than would have been the case if it could have been started earlier and by the handling of a smaller crew under more favorable weather conditions.

In the disbursement of funds the Road Commission has furnished all the equipment and supplies; the road tax will be used as far as it goes in the payment of labor bills, and when this is exhausted the special fund raised here will be drawn on for whatever is needed and the balance returned to the Chamber of Commerce. The men will be paid off in Cordova, so that the town will reap some benefit from this source.

The Road Commission in making an estimate for work next year has asked for a \$20,000 appropriation to be used in widening and otherwise improving the Chitina trail for general travel. Major Richardson stated that he expected to spend the same amount on this road as would have been done if he had not received any subscriptions from Cordova. As the plans of estimate have not been changed the people will receive this additional permanent benefit

from Chitina to the interior this winter is a foregone conclusion. Whether it will be operated by the Orr company or somebody else remains to be seen, but the public can rest assured that a good service will be maintained from the time the snow falls until the thaw comes in the spring. The Copper River & Northwestern railway intends keeping open and operating trains all year round, and as the route via Chitina is by far the most desirable one it can readily be understood why a stage line that makes Chitina its terminus will get the business.

It is a well known fact that passengers for Fairbanks traveling over this route will be landed at their destination from twenty-four to thirty-six hours sooner than by going over the Valdez trail. Then again there is the advantage of traveling in a heated passenger coach for over 100 miles, instead of being compelled to cross Thompson Pass, where it always blows and then blows some more.

While nothing indefinite can be learned of the plans of the Orr company, barns are being erected at Chitina, and other arrangements made that would indicate they were figuring on operating from there instead of Valdez. Then again this move may merely be a bluff to head off a competing company.

The fact remains, however, that both the railroad and the people of Cordova are out for the interior business and they propose to get their share of it, or know the reason why. There are at present a large number of horses in the Nizina and Kotsina district and they will have nothing to do this winter. Many of these will be available for a stage line and the service that can be given Fairbanks via Cordova would soon convince the people of the former place that there was just one route to travel in going to or from the interior.

G. T. Nichols, who recently took over the Walker-Erickson properties at McKinley lake, has completed all plans for active operations during the coming winter, feeling confident that the development work will demonstrate that he has a fine ledge of gold quartz, which he intends to open up on a large scale. Mr. Nichols is a mining expert from Utah and he has great confidence in the future of Cordova as a mining camp. He is the first outside man to come here and take hold of our gold quartz and is certainly entitled to the hearty co-operation and well wishes of our people in this undertaking.

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Drugs, Stationery, Fruit  
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WATCH THIS SPACE FOR

ANNOUNCEMENT



# The Chitina Leader

CHITINA, ALASKA, SATURDAY, NOVEMBER 19, 1910.

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## Work Progressing Rapidly On the Kuskulana Bridge

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The cold weather of last week somewhat retarded rapid progress on the Kuskulana crossing, as the steel workers are unable to force their work so rapidly during real cold weather, but they are sure making up for lost time since the moderation and Superintendent O'Neil

says trains will be running in two weeks if the present weather prevails. The travelers are now erected and steel will be erected rapidly from now on. The shore span on this side is already well under way, and by this time next week the crossing will take on the appearance of a

real bridge. Superintendent O'Neil has been nearly incapacitated with a severe cold, but his lieutenants are pushing the work with equal vigor. Hugo Fels, who has charge of the carpenter work, says all the wood work put in so far must be reinforced and that there is work for

his gang there for nearly a month yet. Next week a Leader representative will make another trip to the bridge camp and report progress there, as well as all along the line.

W. J. Allen made a business trip to Cordova on Monday.

## Road House Keepers Deny They Are Knocking New Trail

Pete Shearman, the obliging manager for the Northern Meat Market, Chitina branch, made a trip over the new trail the first of the week, going as far as the Willow creek roadhouse. Pete took along several dozen Leaders containing the special road write-up of last week, and states that the roadhouse keepers deny knocking the new cut-off trail at any time. The Willow Creek roadhouse proprietor

admits to telling interior travelers a few weeks ago that the trail was in a poor condition, but knows now that the trail is in fine shape and says so.

Mrs. and Mrs. Lewis, who came over the trail the first of the week, state that the worst knock comes from Gulkana and Copper Center. At one of these camps they were advised to take along plenty of bedding and

an ax, as they would no doubt have to "slawsh it" a night or two and cut fallen timber from the trail as far as Poppel lake, and as to the canyon between here and Poppel lake they feared very much if it was at all passable. Now wouldn't that jar you? Maybe they are really ignorant, however, and don't really know we have the best trail in Alaska. Anyway, we'll give them the ben-

efit of the doubt and try and believe, as the Willow Creek man says, that there is no knock attached. But by the first of the month they'll all know, for the trail is being blazed with sign boards, and last week's Leader is now on its way to every roadhouse and camp in Alaska.

Benny Thompson, section foreman in charge of the switchback tracks, has been transferred to 146.

### BLOUEN BUILDING IS OPENED BY A DANCE.

The big Blouen building, which is now about ready for occupancy, was opened on Thursday evening by a social hop. Professors Alba and Tibbs, our well known musicians, took advantage of the big floor and arranged with Mr. Blouen for a dance. A jolly crowd turned out and dancing was enjoyed until the midnight hour. The special features were the prize waltz and two steps. The prize waltz was won by Mrs. Dan Reeder and Deputy Marshal Brown, and the two best dancers of the popular two step were Mrs. L. C. Stringer and M. Burkley. The prizes were "tasteful

### Ed Orr Interested in the Development of Alaska

Ed. S. Orr, who established the stage line from this coast to Fairbanks, and was the Republican candidate for Delegate to Congress from Alaska, at the recent election, is at present in Tacoma receiving treatment for his throat, which has given him considerable trouble. He is still heavily interested in Alaska business affairs and is of the opinion that what this territory needs is more development and less investigation. In

portation lines brought in two cargoes of coal from Japan, which is ridiculous, when it is considered that far better coal is lying tied up by red tape in the very heart of demand. "I believe that if Alaska were to be divided into two sections, and each put under separate government, affairs could be better handled than they are at present. In fact, I think this would help the territory more, than would home rule. Alaska is Alaska is growing rapidly, as can

### CLONINGER & ST. CLAIR ARE AFTER MORE BUSINESS

The proprietors of the Log Cabin bar, Cloninger & St. Clair, have purchased the interest of Billy Oliver, who was a silent partner in the firm, and who was lately in charge of the lodging house upstairs. They intend tearing out the bunk house upstairs cutting a stairway from the bar to the second floor, and making the second story a general hang out for the boys this winter. They are negotiating for two or three pool tables and in addition to these will have plenty of comfortable chairs and solo tables. Tom and Ivory are after the business and if the improvement

# PROGRAM IN DOUBT

## Congress Has Not As Yet Settled Down to the Grind and Just What Measures Will Be Passed At Short Session Problematical.

(From Cordova Daily Alaskan)  
Washington, Dec. 9.—No one seems to have any definite idea regarding the legislative program in the present session of Congress. Almost everyone agrees that the one thing of prime importance is the enactment of appropriation bills which are to provide means for running the governmental machinery until Congress can meet again. Some of the legislators express the opinion that if the President should insist upon loading up Congress with a great many measures and insist that they

be enacted before adjournment the result is likely to be that the appropriation bills will get stalled in committee and that the Congress will expire by legal limitation without some very necessary, and, in fact indispensable appropriation legislation being enacted.  
Of course, this has all been said before, but it may not be amiss to renew the suggestion in view of the very short working session ahead of us. It must also be conceded by even the casual observer that the President's policies look somewhat less

important than they did before the recent election. Not that they are really less important perhaps, but it is impossible to get away from the implication carried by the election returns that the country is by no means a unit on what Congress ought to do. It is now known, since the reading of the President's message to Congress, just what the President has prescribed as fit to allay the ills of the nation. In view of the apparently inspired assertion of his desires it is possible, however, to make a fairly good guess on that score.

# BLAZING A TRAIL TO SEWARD FROM NOME

(From Cordova Daily Alaskan)  
Nome, Dec. 9.—Superintendent W. L. Goodwin, in charge of the Nome division of the Alaska road commission, has left here for Seward. He was accompanied by ten men as helpers. Thousands of feet of new trail will be broken by the party and the

old routes will be re-staked.  
Six dog teams, seven dogs to the team were engaged for the trip, as well as special drivers. Goodwin has an elaborate outfit of things necessary to encounter the hardships he must endure, and no expense has been spared in looking after the comforts of his men.

The party does not figure on reaching Seward before the latter part of January.  
Short cuts will be made wherever possible and thus many miles will be saved for the weary musher.  
New roadhouses will be erected upon the line of the new trail at proper distances.

# POSSIBLE APPOINTMENTS TO BE MADE BY TAFT

(From Cordova Daily Alaskan)  
Washington, Dec. 9.—The President is understood to have under consideration the names of several western men for important appointments. Chief among these, perhaps, is Senator Sutherland, of Utah, who is being considered very seriously for a place on the Supreme Bench. The senator has acquired a reputation for legal sagacity, and there are very

many persons in the capital who think he would be particularly well suited to wear the ermine. A number of candidates are in the field for the portfolio of Judge Ballinger, but as the Secretary of the Interior continues to assert that he has no intention whatever of resigning, and as his actions seem to indicate that he has also made preparations to fight it out on the present lines, it is quite possible that a great deal of

good cabinet timber will have an opportunity to season a while longer. However, they do say that Senator Flint, of California, could have the place if he would but say the word, and there be those near the White House who have selected him for first place in the running. He has declared that he was not in the race, and it is well known that his one ambition now is to settle down to private life and practice law in Los Angeles.

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You cannot get established to come.

# Chitina

# Copper River

Cayouette and his brother are large holders of placer property on Dan creek, and from the report he and other miners, as well as many prospectors who have been through that section of country, bring in, the output of gold from the tributaries of the Nizina will make many Alaskans sit up and take notice this coming fall, particularly on Dan, Chitina, Young, Rex Gulch and Copper creeks. Mr. Cayouette is interested in fourteen groups of claims on Dan creek and two on Copper creek, besides having a half and fractional interests in other individual claims on Copper creek.

To a Leader representative Mr.

trying to secure the property realized that it is one of the best hydraulic propositions in this part of the country.

"Of course," said he, "there hasn't been much of a showing made as yet, for all the gold that has been taken out has been done by sluicing, but the gold is there, and hundreds of acres of fine bench land is only waiting for the giants. I control over 2,500 acres of ground, all of which has been proven by sufficient development work to run well in pay. You have no doubt heard of the rumor that a big hydraulic plant would be installed on Dan creek this coming season. I've heard

power of attorney from Joe Deschamps, who owns an interest with him there, so if he decides to sell to the parties negotiating for the properties he can turn over all the groups of claims in a bunch. Rumor has it that he may, or even has disposed of some of his holdings, and that contracts are being figured on for taking the machinery from the railroad to the mines, for a large concern who will work the ground on an extensive scale this coming season. Anyway, the poke of gold he brought in made the old-timers around here, as well as the chechacos wish they had property in that vicinity.

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# Mail Schedule is Maintained In Spite of High Winds

The worst storm which has struck Alaska in several years, caused the regular local train to be tied up several days at mile 65 this week, but no serious conditions resulted from the tie-up, and by the prompt and energetic action of the Katalla Co. in relaying trains, the mail from the interior was taken through for the steamers on schedule time.

When the storm and tie-up was first reported, it was amusing to hear the one or two Valdez sympathizers howl: "I told you so. Your train is stuck. Now, how are you going to get the mail through?" These howlers made no mention of the fact

that even the mail steamers could not reach Valdez on time and had nothing to say when asked what they thought of Thompson's Pass during the severe wind storm. Fact of the matter is, the mail of the Alameda was landed nearly as soon as it was in Valdez. This statement was made by R. J. Barry, of the Alaska Steamship Co., who arrived in Chitina on Wednesday night. In a short interview with a Leader representative Mr. Barry said:

"The storm was too severe for man beast or steam to face, as the engineers could not see ten feet ahead of their engines, so they did

the only thing possible—tie up and wait for an abatement of the storm.

"No inconvenience or suffering was experienced by the passengers, as there was plenty to eat on board, though naturally the delay and monotony was tiresome. Telephonic communication was maintained at all times, and food was taken to the train from camps 62 and 78 at different times. Hereafter, should a recurrence of the storm happen, I believe it will be the policy of the company to order the train crew to tie up as before, for it is folly to attempt to run in the face of such a storm, which at most cannot last but

a few hours."

The new dining car service, which will soon be installed, will be a great convenience should a repetition of this week's storm occur. Superintendent Van Cleve, who was here on his special car this week, stated that everything possible was being done by the Copper River & Northwestern Railway company toward the comfort of passengers, and that the mail and freight schedule will be maintained this winter no matter what the expense may be.

Subscribe for the Chitina Leader.

## DR. WHITING BACK FROM TWO MONTHS' VACATION

Dr. B. F. Whiting, who has been in charge of all the hospitals for the construction company since the beginning of the railroad from Cordova, returned to Chitina on Thursday night's train after an absence of about two months in the states. The well known and popular medic looks bigger and jollier than ever, and his many friends were glad to see him with us once more.

"I'm good now until the goal is reached," said the doctor to a Leader man. "The worst, or most dangerous part of our work is over, and there will be but little use for hospitals, I hope, though of course it's best to be always prepared, and our medical stores and hospitals will be equipped with the best of everything until the work is finished."

There was no construction work while the Kukulana bridge was under construction, and the doctor took advantage of a well-earned vacation, but now that work has again resumed, he will be found at the front as usual.

## Work on Tonsina Bridge To Start February First

Word has been received from the Alaska Road Commission that work on the Tonsina bridge will begin not later than February 1st. As was stated in the Leader last fall, after the completion of the cut-off trail, work would begin on this bridge early in the new year. The building of this crossing will facilitate summer travel to Fairbanks and interior points and with the appropriation that Major Richardson expects from this session of Congress for the building of Alaska roads, it is believed that the mail, which has heretofore gone to Skagway and down the Yukon, may be taken in this way.

Joe Miller, one of the steel workers, who went to Cordova after the completion of the Kukulana bridge, returned on Thursday evening's train, and will again engage in bridge work at the front.

Walter Morris, one of the steel

Major Richardson strongly favors the idea and is of the opinion that it will require but little work to put the trail in condition to handle the mail and summer travel. A number of influential Fairbanks citizens and others of the interior country who have passed through Chitina also favor the idea and state that if the mail can only be handled ten or eleven months in the year this way, the interior people would be satisfied, for a saving of at least two weeks can be made on each trip, the mail around by Dawson from Seattle often taking from three to six weeks to arrive at its destination.

C. J. Morey, the druggist, who is opening a drug store in one of the store rooms in the Hotel Chitina, arrived on Thursday's train and will be open soon for business. Mrs. Morey accompanied him. There is a good field here in Mr. Morey's line, and

## NEW FREIGHT TARIFF TOOK EFFECT ON 15TH

The slash in freight rates recently made by the Katalla Company, went into effect on the 15th, the freight arriving on Thursday night's train being the first to arrive with the new tariff rate. The Katalla Company has been planning this reduction for some time and now that the rates are in effect, considerable difference in freighting to the interior will be noted. The rate on canned goods, coffee, flour, staples and the absolute necessities of life for the people of the interior, is virtually cut in half, while perishables and other goods, are also greatly reduced. Now that the prospector, freighter and outfitter can get practically all his staples laid down at Chitina for \$1.75 per hundred, a big increase in supplies will undoubtedly soon be noted, and shows that the Katalla Company is willing and anxious to meet the people half way in live and let live, all of which tends toward more rapid development of this great northland and which has ever been the policy of the officials of the Copper River & Northwestern railway

CHITINA LEADER 01/21/11

Judge M. E. Heavey, United States commissioner and recorder, whose headquarters are at Georgetown, on the Kuskokwim, is enthusiastic over the prospects of his section. In fact, he is an enthusiastic boomer of the Kuskokwim, and he knows the country well, having lived in it since 1906.

"We have gold and silver and copper," he said, "in abundance and enough quicksilver to supply the world's demands for many years if all other sources of supply were cut off. And we have coal as well.

"The development of the Kuskokwim country is just beginning. Next spring we believe that 5,000 people will come to that section, and many of them will remain there and grow up with the country."

The copper and silver prospects in the Kuskokwim are located on Heavey River, on the headwaters of that stream. From a piece of the ore as big as a man's hand a piece

of silver as large as a 10-cent piece was obtained; from another piece of the ore a button, half silver and half copper, was secured.

Judge Heavey is also interested in a coal location on the Kuskokwim, 27 miles above Georgetown. The vein is about seven feet wide, and the coal can be taken from the vein and placed directly on a steamer at the bank. Two hundred pounds of the product were tested on the steamer Lavelle Young, and it gave satisfactory results. One hundred miles below Bethel there is another vein of coal, which the natives have been using for a number of years. The coal is coarse and lumpy, and burns freely.

Judge Heavey was told that 50 cts. to the pan had been found on Donlan creek, 200 feet back from the creek bed and it was claimed that the pay is 250 feet in width. He did not see the pay dirt, he says, but he did see some of the gold taken from it.

On ground on the north of Julian creek they are prospecting with a drill in order to locate the paystreak. They will also prospect claims on Michigan and Kleland creeks with a drill.

Georgetown is doing nicely, Judge Heavey states. The Kuskokwim Commercial Company, which brought in supplies last fall, did a good business. A few weeks ago Charles Fowler, of the company, started outside with about \$90,000, the proceeds of the company's sales at Georgetown.

The food supply is fair, everyone having got an outfit last fall, though there are shortages in some lines. Five thousand people are expected next spring, and Judge Heavey says freight can be laid down at Georgetown from Seattle for \$15 a ton.

Judge Heavey went into the lower Kuskokwim country as commissioner and recorder in 1907. He had his headquarters for a time on the Tulksak, later near Kolmakofsky.

...rived, Saturday, are telling a good little story on themselves, the little of which is "How They Treated Themselves," or "Beaten by a Roughneck." For refreshments while on the way across from Cordova to Chitina the two commercial travelers had purchased a few bottles of beer, with the intention of opening them when finally possessed of a real thirst.

Several hours passed by, in the little caboose tacked onto the rear of the train that was trailing the rotary, when one of the passengers, who had become acquainted with the Seattle men while on the way, invited them to have some beer on him. The bottles were produced and they drank to the health of the one setting them up. A little later, feeling that it was incumbent on them to treat Dunbar and Newman went rummaging for their beer bottles.

No trace of refreshment of any kind was to be found. Suddenly a flash of comprehension illuminated the dark places; they paused looked understandingly into each other's faces, then settled back very much interested in the snowy landscape, but "never a word spake they." Fairbanks Times.

# TAKES 45 DAYS TO IDITAROD TRAVELING OVER SEWARD TRAIL

W. A. Dikeman, who owns discovery claim on Otter creek, and for whom the town of Dikeman was named, reached Otter on Monday, having made the trip over the Seward trail, says the Iditarod Nugget.

Mr. Dikeman was accompanied on the journey by Charles Peterson. The men were forty-five days making the trip, but it was a strenuous task. They were compelled to make long detours on the other side of the divide in order to get across rivers and streams, which were not yet frozen, and which were swollen by the heavy rains of the coastal country. For this reason they had to travel at least an additional 150 miles. There are practically no roadhouses, except at long distances.

Edward McAdam, who left here with Ben Derrick, for Seward, was met mushing along on foot, having left Derrick or Derrick having left him at Takotna. McAdam was "sawing it," and when met, had a 70-mile stretch ahead of him before he could reach a stopping place. However, he said he was getting along all right. Doc Mading and Harry Johnson were also met on the trail, as were also Bob Griffin and party, and a number of others at

different points along the route.

According to W. A. Dikeman, the distance from Seward to Iditarod is nearer 600 miles than 485 miles, as the distance is commonly reckoned.

Mr. Dikeman also thinks that the trail will be practically valueless this winter, at any rate, for freighting purposes. While it will be possible to get to Susitna Station, from that place to Seward it will be impossible for horse teams to negotiate the trail and difficult even for dog teams. From Seward the trail will be bad during any portion of the winter. The country is broken and rough, and even the railroad can not be followed from Kern creek to Seward, as the railroad tunnels will be filled with ice, rendering it almost impossible, likely, for even a dog team to get through them.

The trail follows a series of rivers, almost the entire way. In some places the rivers are wide, and subject to heavy overflows, like the Big Delta in the upper country.

The railroad is not being operated, it having been closed down for the winter on November 10.

The stations and stopping places along the route and the approximate distances between points are as follows:

	Miles.
Seward to Kern Station	71
Glacier Creek	7
Birch Creek	12
Old Knik	60
New Knik	25
Susitna	35
Lake Creek	35
First roadhouse	25
Second roadhouse	6
Rohn River roadhouse	12
Fourth roadhouse	32
Fifth roadhouse	10
Nicolai's	25
Forks of Takotna	30
Takotna	15
Otter Creek	100
Total	525

At Lake Creek there are a roadhouse and bunkhouse, across the summit from Rainy Pass; the next roadhouse now consists of a tent, but a log house is being built. At the mouth of the Rohn River is another roadhouse, while the next is 32 miles away, on the Kuskokwim. At Nicolai's the trail leaves the south fork of the Kuskokwim and strikes the main branch of that river, which it follows for about five miles, and from that point a portage is made to the forks of the Takotna.

## DISTRICT COURT PROCEEDINGS

The case of the United States vs. Jack White, charged with larceny at Tielcel last August, was on trial today.

Judge Cushman approved the application of J. E. Fitzpatrick for the renewal of a liquor license at Seward.

Jack C. Readman was appointed by the court as United States Commissioner at Copper Center to succeed R. Blix, who resigned and has gone outside on an extended visit.

H. R. Robbins filed a suit against the Port Valdez Investment Company to compel the latter to transfer to him 975 shares of stock in the company.

## NO CHANGE SENATORIAL DEADLOCKS

Helena, Mont., Feb. 18.—The breach among the Democrats continues, with little hope of being able to agree on a compromise member of the party for the Senate. The present incumbent Senator Thom

# Freight to Be Shipped Via Chitina

During the past week there has been an improvement in business, reports the Northwestern Realty &

rates have also given stimulus to freighting to Valdez creek and to all points beyond Chitina adjacent to the Copper River valley

section of Alaska, as well as the interior, for that matter, but outside capital will have to be enlisted before the

02-18-11 CHITINA LEADER

that it is, and the unrecognizable condition of the face was due to the fact of having eaten part of it.

The body was brought to Chitina on a Monday night's train, and a corner's jury summoned early Tuesday morning to inquire into the cause of death. The coroner has written the places in the states where the man is likely to be known and in the meantime instructed the deputy marshal to prepare the body for burial here.

Funeral services were held at the Red Dragon club house on Friday afternoon, and a fitting respect shown to the unknown dead before interment at the Chitina cemetery.

### Jury's Verdict.

We, the jury called to inquire into the death of one B. A. Hinkle, after examining the body of deceased, find that death evidently occurred from sickness or exposure to the elements.

M. R. HEALEY, Foreman.  
CLIFFORD JOHNSTON.  
OSCAR WEBER.  
A. BRIMMER.  
L. C. STRINGER.  
O. E. BENNETT.

Chief Engineer E. C. Hawkins arrived on Friday morning's train and left the same day on a tour of inspection at the front.

Geo. Hislop, the well known trainman, who has been in the hospital at Cordova, convalescing from an operation for hernia, returned on Friday's train and left to resume his duties again at the front.

Engineer L. Wernecke, who has been up the line for several days, came down on Friday morning to meet Mr. Hawkins. Both engineers went up to the front the same day.

New boxes are being added to the Nevada restaurant, apart from the saloon, which can be used for families. There are four chairs to each table, the boxes being divided by curtains.

## LOCAL NEWS

A large crowd of men arrived on Friday night's train for the front.

Mr. Ivory St. Clair moved into her new tent house on Wednesday and kept open house to her friends from 8 o'clock in the evening on St. Patrick's day to the wee sma' hours. Yesterday was St. Patrick's day, and everybody, as well as the Irish, kept the day green.

Jack Reed, the genial fat locomotive engineer, has a new and most appropriate nick name, which will no doubt stick. Jack has had many names from his friends, but the new one of "Cupid," they all claim, seems to be the most fitting. It is believed that the name was handed him while sojourning in "Georgetown," Mexico.

C. L. Hoyt, the roadhouse man at Gulkana, arrived on Thursday's stage, and left Friday on a business trip to Cordova.

Our old friend Billy Hinda (brother of Fat Reed—that is, the same profession) was seen back here on

back in Massachusetts, and that he will leave on Monday's train for the outside. He will go to the Bonanza mine to spend Patrick's day and gather a few specimens to take back with him.

Mr. Morris is an old sour-dough and has a wide reputation. He served several years in the U. S. navy and was one of the stars of the fleet, as he was a splendid boxer and a fine singer, which, together with his Irish wit, made him a good entertainer. After leaving the service he followed sporting circles for a while.

His first prominence was when he fought Jack Dempsey a 42-round draw, and again when he fought Tom Sharkey and knocked him out in the 20th round. But, like the rest of us, he came to Alaska in the palmy days, and was in the Klondike and Dawson. He worked on the White Pass and also on the Alaska Central and later came to Katalla and has since been on the C. R. & N. W. He worked on the caissons at the glacier and was the life of the whole camp. We feel sorry to see him leaving at this time, and Paddy himself says now that the prospecting game will soon be good he hates to pull out but he must attend to the "hard and sordid call" of money, and will leave the best land on earth for a few months. Congratulations Paddy, "owid soul," and may you be back with us ere the frost comes again.

kan freighters and musers, the fastest time ever made over the trail, went on record last week.

Manager Jesse Martin took the delayed mail from here to Fairbanks in three days, 17 hours and 30 minutes.

At the time the delayed mail arrived in Chitina the Orr stage drivers were all out on the trail, but Manager Martin did not hesitate, and loading up the mail, took the ribbons himself and started out to make up as much lost time as possible. He met the south bound stage beyond Tonsina and turning them back hit the high spots all the way in to Fairbanks, making the splendid time as above mentioned.

Little has been said so far of the Orr stage company, their competent officials and efficient drivers, but the Leader desires to go on record as saying that too much credit cannot be given the management of this stage company for the able manner in which the mail and passenger schedules have been handled this season. Considering the worst winter in years, the thirty-nine miles of new trail, and the unavoidable delays of the train which naturally upset their time and connections, they are to be equally commended with the Katalla Company in maintaining a service far better than the people of Alaska have yet enjoyed, despite adverse conditions.

## Survey To Be Made For Trail To Beaver Dam

J. J. Barry announces that the railroad is having a survey made for a wagon road or trail from the right of way to the Beaver creek mining district.

A number of properties are operating in that section, some of them on a large scale, and the showing made is sufficient to warrant the belief that the district will become a large gold shipper. At the present time the volume of trade amounts to considerable, and with the better facilities that will be afforded by means of a wagon road or good trail from the railroad, the trade will rapidly increase and afford additional encouragement for opening the district on a much larger scale than is now possible.

Evidence is forthcoming almost daily that it is the disposition of the railroad to do all in its power to assist in the development of the territory tributary to its line. The reduction just made in freight rates

on all kinds of mining machinery is another proof. And it may be said that the arguments of those who set up straw men so as to knock them down in order to try and injure the railway interests, by asserting, for one thing, that the Guggenheims are trying to keep capital out of the country, are hardly borne out by the unremitting efforts of the railway officials to get capital interested.

Industrial Agent Kerr, with the co-operation of Agent Berry and other of the railway officials are busy constantly advertising the resources of Alaska, with a view of interesting capital, and a special car will be placed at the disposition of investors who wish to make the trip from Cordova over the line at any time.

"What we are after," said Mr. Barry, "is tonnage. The resources are in this country and capital will have to be enlisted before they can be fully developed and net tonnage for our railroad."

## RECORD TRIP BY ORR STAGE

All records for over the trail travel were smashed by the stage which

more heavy snows.

During the last storms six feet of snow fell, and this was coupled with heavy winds. Then came the rains and the snowslides started down the mountains in such rapid succession that the trains had to seek refuge in the tunnels and snowsheds. Some trouble was also experienced with glaciaring, the water freezing on the tracks and fill-

Twenty-seven guests partook of the largest and most enjoyable dinner ever given in Chitina on Wednesday of this week. Mrs. M. Wallace, the well known hostess, entertained in honor of Judge Ferguson, and the guests not only enjoyed the excellent menu, but every minute of the time from 8:30, when they were ushered into the long dining room, until the hostess gave the signal to arise near 11 o'clock.

Near the close of the dinner, which was served in courses, Judge Ferguson, who was seated as guest of honor on the right hand of the hostess, arose and in a few well chosen remarks relative to the assembly of beautiful women and chivalric men, he eulogized the hostess for her hospitality and other virtues, which gave much pleasure and delight to the assembled guests.

In reply Mrs. Wallace stated that she was always happiest in seeing others enjoy themselves. The toastmaster then called upon Captain Oscar Weber to reply to 'The Ladies, God Bless Them.' This was right in the captain's line, as he admitted he was, and always had been, most susceptible to the dear sex, and finished his remarks by an old and favored quotation of the bard's on woman.

O. E. Bennett was next called upon to tell the guests how easy it was to run a newspaper in Chitina. As he was busily engaged in negotiating an olive at the time he was called upon, his reply was somewhat incoherent, but after interspersing his remarks with a few strangled utterances, suggested that he believed he could write about it better than he could talk, so the toastmaster then called upon Wm. Lawson for a little talk on transportation. Postmaster Johnston was asked for a little enlightenment on cancellation, but stated he was too full for utterance. Mrs. King told an interesting story and rendered a recitation. The

## LOCAL NEWS

"Look out for the cars" should be impressed on the minds of all who go along the track these slippery days, particularly around the sharp bends. Some Indians between here and Taral narrowly escaped being caught in a deep cut last week, and Jack Lowery, with his dog team, narrowly missed death at mile 134. One of the Indians was slightly bruised, and a tail of one of Lowery's dogs is missing.

The bridge at mile 189 will be completed the first of the week, after which there is about 1,000 feet of steel to lay, and then comes another bridge. On mile 191 there are four bridges to construct, including the Kennicott. Workmen arriving from the front say they can already see the Bonanza mine buildings from their work at 189. A few of the construction officials who were down this week, claim the bridges should be finished and steel laid to the end of the road by April 6th.

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CHITINA LEADER 03-18-11

# The Chitina Leader

CHITINA, ALASKA, SATURDAY, APRIL 15, 1911.

No. 30

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## MOUNT WRANGELL NOW IN ACTIVE ERUPTION

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Last night about 9:20 p. m. a flash which was at first mistaken for lightning, was observed at the summit of Mount Wrangell. This was followed in a minute or so by another, which was recognized then as a tongue of flame issuing from the crater of the mountain. In about five minutes an immense volume of

fire swept up into the sky. At a distance of eighty miles it is difficult to estimate the height of the column but judging by the known height of the mountain, it can hardly have been less than from 2,000 to 3,000 feet. This was succeeded by a couple of flashes similar to the first seen, after which the giant mountain relapsed into comparative quiet, al-

though clouds of unusually black smoke continued to pour from the main crater for some time afterwards. For more than two weeks the mountain has been smoking far more than even the oldest inhabitant remembers to have seen before; in fact since the 21st. of January when a quite severe earthquake shock was

felt in this vicinity, it has been unusually active. On the evening of the ninth, smoke was seen issuing from no less than 6 distinct points, which has never been seen before, so far as known. The Indians are quite disturbed over this extraordinary demonstration, and the universal verdict is "hi-yu smoke, hi-yu no good."

## SEWARD TRAIL PROVES A FROST

While Congress is bickering whether or not they will give Seward and Iditarod \$50,000, a lone party of mushers goes over the proposed route and arrives with the statement that it don't make any difference whether we get the money or not, there will be no Iditarod-Seward trail that can be practicable for even fair travel until the Alaska Northern railway is built to Susitna station, and the winds of heaven are tempered by a kind and beneficent Providence.

Bob Griffiths, the well known Nome musher, has been over the trail twice in the last four months. He left in November with a party, carrying out gold dust for the M. & M. bank of this city. He returned yesterday afternoon after one of the hardest journeys of his experience in Alaska. With him came E. Haley, who has been in the Iditarod before, and as far as the K. C. post on the Tokotna came Hans Erickson, bringing back the dogteam that had taken out Mr. Fowler, of the Kuskokwim Commercial Company.

They were forty-one days from Seward to the Innoko, and they snowshoed all the way. They traveled light and they traveled slow, and slept in their snowshoes for fear they would disappear in the night.

Coming this way, Mr. Griffiths said, they figured they would be over the worst of their journey after covering the 180 miles from Seward to Susitna, after rounding Turagain Arm. As a matter of fact their troubles had just commenced. They bought all the dog feed there was in the town and started out. From that time on their journey was a weird dream of white, dotted now and then with little purrent bushes, which were in reality the tops of tall trees.

They encountered the Goodwin party in difficulty just this side of Rainey Pass, but were able to render but little assistance. They were compelled to hurry on for lack of supplies, and each day was but the heart-breaking repetition of the hard work of the day before.

According to Mr. Griffiths, it is al-

most idle to talk about a mail service between Seward and Iditarod until the extension of the Alaska Northern is built to Knik, cutting out the almost impossible going between that point and the present terminus of the railroad. This part of the trail lays over mountains and gorges, and is practically impassable for laden dogteams. From Kern creek, the present end of the track, they follow the railroad, dragging through the tunnels on dry ground. These are glaciated at the entrances so that it is necessary to cut one's way in.

Even were the road built to Susitna, the trail would not be practicable at this time of year unless constantly traveled, for the heavy fall of snow and the constant winds of the Kuskokwim are a positive menace. Later in the spring when the snow packs, it will be fair traveling from here to Susitna station, but the balance of the journey to Seward will be even worse than it is now.

On account of the adverse conditions, Goodwin's party has probably

accomplished little in the way of marking out a trail. Elde and his party had done good work between Susitna and Rainey Pass, but the two parties were still 150 miles apart when last heard from.

Contrasted with these rather pessimistic observations, Griffiths reports that Seward is quite confident that the Alaska Northern will be extended as far as Old Knik next summer, with a branch to the Matanuska coal fields. The work of the road commission, this winter, though not rich in actual accomplishment, is extremely valuable in experience and knowledge, and will set them off on the right foot next summer and fall.

Seward is boosting strenuously for the trail at the present time, but there is danger that many a chechaco will be up again if not properly prepared for this hard journey, which is at least 600 miles long.—Iditarod Pioneer.

"Senator" wants to see you at the Nevada restaurant.

**CHITINA CARD CLUB MEETS AND DISBANDS**  
The semi-monthly card club held its last meeting for the winter on last Wednesday evening and after a most pleasant session agreed to disband until the long nights come again next fall. Prizes were played for

and unwind nearly a hundred coverings before he came to a—bottle of catsup. After the usual good luncheon the guests departed, regretting that the club cannot go on through the summer months.

### LOCAL NEWS.

D. A. Cooney, the telephone fore-

**TRAVELERS AT THE HOTEL CHITINA**  
Following are the guests registering at the Hotel Chitina this week: Frank Townsend, C. A. Livingston, Ed. Gray, Bishop Rowe, J. B. Mathews, L. T. Erwin, E. A. Henderson, Ed. McMullen, Jack Merritt, B. Barclay, H. b. Vaughn, E. A. Ryder, B. Mayle, J. W. Hill, M. Miles, Vol-

S. P. Beecher has at last succeeded in collecting the \$350 that was owing to him for services performed for Dr. Cook's Mount McKinley expedition. Now the doctor was one of the most colossal liars the world has ever known, in fact, he seems to have out-distanced all liars in the past. But first in lying is no criterion that he was first in paying his debts.

# Chitina Leader

PAGES 1 TO 4

CHITINA, ALASKA, SATURDAY, AUGUST 5, 1911.

NO. 47

## NOVEL WAY TO GET WATER

There is one thing in Chitina which works most all of the time and that's the wind. An enterprising citizen of Chitina Heights with an inventive turn of mind, is now studying out a plan for utilizing this wind power for the purpose of pumping water from the lake to the residences on the hill.

The prevailing kind is from the south, up the Copper river gorge. It keeps real estate and everything else laying around loose moving. In one respect, it is a blessing in disguise. It keeps the swarm of mosquitoes from pestering folks and one must seek the sheltered places to realize that mosquitoes are still on the job. They soon make up for lost time and the open wind-blown reaches and exposed points then seem decidedly refreshing.

Speaking seriously again about the wind power, there is plenty of it going to waste around Chitina, and it would be a very easy matter to rig up a windmill pumping plant to supply the hill residents with water.

Between October 1911 and January 1912, no provision is made by the government for getting the mail from the end of the line at Kennecott to the mining districts and points beyond where Max Esterly and other large operators are working.

Since this is the freezing up season it was not thought advisable by the government to let a contract. If the men left in the district want their mail, they will have to go after it during the closed season.

Ned Hill returned on today's steamer from Sitka, where he received treatment at the hot springs for a severe attack of rheumatism and is greatly improved in health.

Cananea, Mexico, Aug. 5.—Col. William C. Greene, a copper magnate, died here today with pneumonia.

## WANT FUNDS FOR SCHOOL

At the suggestion of Mr. Simons a canvass is being made of the school population of Chitina with a view of securing an appropriation from Governor Clark for a school district.

There are at least 12 children of school age, and probably that many more would come were a school started. Parents are living in Chitina who are compelled to send their children to school in other places because there is none in Chitina.

It is the desire of property owners to make Chitina a home for families. It is already the headquarters for men living in the hills who would send for their families were proper educational facilities provided. It is believed that when the necessary petition is drawn and sent to the governor, together with a description of the actual conditions, and the urgent need of a school, there will be no trouble experienced in getting the necessary appropriation.

Another spell of rain was experienced in Chitina last Monday.

F. A. Smith found a piece of float on O'Brien creek, near mile 116 which gave him several weeks of hard work prospecting without results.

The original piece weighed about 40 pounds. A sample taken from it shows free gold and antimony and lead. It runs about \$600 to the ton.

He believes that the ledge from which the float came is covered under the heavy overburden some place in that vicinity. The country is hard to prospect. He says the only mineralization he found was in the low hills; that the mountains above did not show a trace of mineral. He located one likely looking ledge, but a little work showed it to be a stringer, wide at the top and narrow at the bottom.

Read the Leader for the news.

## PROSPECTORS INSIST THAT BRIDGE BE BUILT AT NIZINA

"An improvement that is badly needed is a bridge across the Nizina river," declared C. M. Cole, one of the mail carriers for the Dee Davis contract.

"The Nizina," continued Mr. Cole, "is one of the most treacherous streams in this part of Alaska. The channel changes so often that we can hardly ever ford it in the same place. On my last trip one of the pack horses was swept from his feet and but for the fact that he was a good swimmer would have been lost. At the present stage of water the trail over Sourdough hill is impassible."

"With a very small expenditure, compared with the travel it would accommodate, a substantial and permanent bridge could be thrown across the river in the canyon which would connect with the old pack trail, and be available all seasons of the year. The men working in the section beyond the railroad would only be too glad to work out their

road taxes by improving this route. I am glad to hear that the road overseer intends to apply the road money on roads and trails in the districts in which it is collected."

Owing to the fact that both the government and Elliott bridges have been swept from the Kotsina river the mail from Valdez for upper river points is forced to come around by Chitina. These bridges were fifteen miles from this place and it is impossible to ford the river.

It is believed that a pocket lake in the glacier broke and caused the high water which swept away the bridges. No time should be lost in putting the government bridge in position again. The absence of one is working a hardship on not only the mail contractors but many miners and prospectors.

Valencia, Spain, Aug. 5.—A fortress near here collapsed killing nine people.

## CHITINA HUNTERS PROSPECTING IN PARADISE INTERIOR

Jack Lawrence has returned with his pack horses from accompanying the Price survey party to the head of the White river, and is now ready to furnish pack horses for mining outfits or hunting parties and act as their guide.

"One of the best game countries in Alaska surrounds Chitina," said Mr. Lawrence, who knows the map of Alaska like a book, and can take a pack train any place in the wilds without getting lost.

"Within forty miles of Chitina," he continued, "I can show hunters all the mountain goat and sheep they will care to see. I guarantee any hunting party to get them game, providing they know how to shoot straight.

"It is no trick to go out and get a bear any time, either black or brown, although the latter are harder to get and more dangerous. People on the outside spend large sums looking for a game country, often to return empty handed, while, by coming here, they could secure game at a nominal cost and make a trip over one of the most scenic and in-

Al. Brimmer and Tom Lewis returned this week from a several week's prospecting trip along the Chitina river. They had a look at Fourth of July creek and later prospected around mile 193.

While they did not find anything worthy while, they are satisfied with the outlook, and returned again to prospect in the vicinity of Copper creek.

They state that Frank Iverson and I Bloomquist have an excellent prospect at mile 193, and are now in with their tunnel about 45 feet. The ledge is on a large porphyry mountain and can be traced a considerable distance around the mountain.

He states that he believes the ledge from which excellent assays have been received is in place and seems to be quite extensive.

## OBSERVATORY FOR COPPER CENTER

C. V. Hodson and Edwin Smith, of the Geodetic survey, are preparing to as if taken by the sun. This time is then telegraphed between the stations and the difference in the time

## RAINS DO MUCH DAMAGE

# INTERIOR

# CAPITOL LETTER

# AT LIVINGSTONE, MONT.

# INTERIOR CASES

that any prospector could art with. Government survey parties the Bremner and Hunagita last summer, and under the other under Wither their reports are expected and are sure to direct a lot of attention to that section. At present time the upper end of the Bremner and all its branches from the ice and in a good many places is already out of the ice. Dahl says some places have been free since January 10, and is about the same as we know the coast. The territory described is good for hydraulic operations six to eight months every year. John Brothers and Louis ... took the Bremner yesterday took a dog team and a sled. They intend to haul with a sled from Bremner station to the river on Bremner River, and they will line a boat to within miles of their claims.

WASHINGTON, Feb. 29.—Congressman Sulzer's seal bill which provides for the killing and marketing by the government of surplus seal pups passed the House a few days ago after a somewhat bitter quarrel among the Democratic members, some of whom tried to force a closed session for a period of five years. Last year the government's profit from the sealing industry in Alaska amounted to \$385,000. Former Senator John L. Wilson, head of the Pacific coast delegation, has since invented at least one thousand perfectly good reasons why about 75 per cent of this money should be turned into the Alaska fund and expended in construction of roads and trails. Senator Wilson, the Alaska delegate, and others interested in Alaska, will endeavor to have an amendment made to the bill when it comes before the Senate committee. The amendment will provide that the profit derived from the sealing industry be expended in Alaska.

In the issue of the Livingstone Daily Enterprise of Feb. 10, is contained a lengthy account of the funeral of our late townsman, John E. Reed, as well as an earnest tribute to the worth of a man who was highly regarded wherever he was known. We take the following excerpts from the article:

"John Earl Reed was born at Dundas, Minn., Aug. 16, 1880, and met his death in a railroad accident on the Copper River & Northwestern Railroad near Cordova, Alaska, January 1, 1912. He received his education in the public schools of Dundas, Minn., and came to Montana in 1889, where he was in the employ of the Northern Pacific railroad at different points on the Montana division for eight years.

"He was married to Esther Adella Briggs January 28, 1904, at Fergus Falls, Minn. Two children were born to this union, Vern Briggs, aged 7 years, and Kenneth Earl, aged 20 months.

"In 1907 Mr. Reed went with his family to Skykomish, Wash., where

he remained for about three years, and from there he went to Cordova, where he worked in the capacity of engineer for the Copper River & Northwestern railroad until he met his untimely death. He was an upright, energetic man, a faithful son, a loving brother, a kind husband and father, and was beloved by all who knew him. His relatives and friends sustain a keen loss in his death. The abundance of beautiful floral offerings mutely testify to the esteem in which he was held.

"The funeral services were conducted in the Payne Memorial Christian church of Bozeman, Elder J. C. Foster of the S. D. A. church officiating, assisted by Rev. Parker, pastor of the church in which the services were held, and Elder L. A. Gibson. A large company gathered at the church to pay their last tribute of respect, among whom were a number of his associate engineers from Livingston and Whitehall, who, preceding the hearse, marched to the cemetery. The pallbearers were fellow engineers of the deceased."

There are a large number of cases to be tried at Fairbanks, or elsewhere, in connection with the recent bank troubles in the interior town. As a result many people will come from the outside and will necessarily be in Cordova, more or less. There are both criminal and civil cases to be tried. One of the latter is against a Seattle bank. Recently F. G. Noyes, as receiver of the Washington-Alaska Bank, of Fairbanks, commenced suit on the order of the federal court of Alaska, against the Scandinavian American Bank, of Seattle, for \$18,333.50, alleged to be due the Alaska concern as a balance between the two correspondent banks. The balance is stated to have existed since June 1909. The complaint states that the Fairbanks Banking Company originally had the charge on its books and that the Washington-Alaska bank succeeded to the Fairbanks concern in July, 1910.

Wodee and James Brennan passengers on yesterday's train. They have taken a contract for another 100 feet of tunnel on the north end of the North Star Mining property at Mile 52. They are following a vein which measured six feet on the surface, and are driving a tunnel under an outcropping that is ten feet on the surface. The tunnel is now in 160 feet.

They succeed in snowing up the tunnel so they expect this will be a difficult proposition. The mouth of the tunnel is about 300 feet from the line of the railroad, and its elevation is 150 feet above the level of the creek, which protects the track from slides. A proposed later on to open up a new tunnel level with the old one so that mine cars could be loaded directly into the old cars. It is hard to find a location where a mine could be developed more economically than this and it is being developed entirely by Almen and money.

McCarthy, Feb. 24, 1912. Howard Foster and wife have returned from California and have a housekeeping over on Dan Work has been steadily working all winter on the West properties with excellent results. Mr. DeWitt, of Halder Gulch, returned from a trip to the outside yesterday. Mr. Iverson, manager of the Bonanza Gold Mines Co., has his first shipment from the mine to the railway station. Mr. Iverson expects to shortly make a trial of the Tacoma smelter and

With a strong probability of the present session of Congress being continued till about the middle of August, all of the solons assembled here are playing politics for all the game is worth. Many of them have engaged extra clerks and the mails are congested with copies of the Congressional Record, resolutions, committee debates and other government documents, which are being mailed under the franking privilege to their multitudinous constituents. Both the Democrats and Republicans have a plethora of candidates for President. The streets and hotel lobbies are crowded with dark horses, but both parties are woefully lacking in a white hope. Headquarters have been established here for Roosevelt, Taft, LaFollette, Woodrow Wilson, Champ Clark, and any number of other candidates. Nobody knows exactly where Roosevelt now figures on getting enough votes in the Republican nominating convention to make him the standard bearer of the party.

Gifford Pinchot looks very much worried and appears to have aged ten years in the last few months. It is thought that he sees himself riding to a certain fall. The former chief forester is sitting on the horns of a dilemma. For some time he was a most ardent advocate of LaFollette. Then the Big Voice and inventor of the short and ugly word appeared in the offing, and Pinchot went back to his first love. Pinchot, when campaigning for LaFollette, did not know that Roosevelt was a probable candidate, and now since he has deserted LaFollette, the latter's supporters are bitterly denouncing the disciple of reformation and the bachelor father of our children's children for having used their

# FERRY ACROSS NIZINA

B. B. Tibbs and Al Brimmer went up to McCarthy recently and from there they will go to the Nizina River, where they will put in a ferry a short distance above the old ford at Porphyry Point. The river is fairly well confined at this point, making it a practicable location for a ferry. It is on the direct route from McCarthy to Dan, Young and Chittitu Creeks, and the upper Nizina country. The many people who have occasion to cross the Nizina during the summer will be glad to know that it will be relieved of some of the discomfort and danger. If a bridge is possible at this point, which is on a direct route to the creeks, it would be a much preferable location to the one several miles down, to which a trail was cut last fall in the hope that the Alaska Road Commission would put a bridge in there this summer.

Appropos of the announcement that James Galen, the veteran Alaskan, is to construct a large tourist hotel here at McCarthy this season the people on the frontier are simply delighted. Nowhere along the line of this great scenic railway (the Copper River & Northwestern) will the tourist be more impressed than here near the terminal. The Kennecott gla-

# KIND WORDS HELP

It is very gratifying to the editor of the Daily Alaskan and the Chitina Leader to know that his efforts to bring about a cleaner and more satisfactory administration of justice upon the part of United States officers at Chitina are appreciated by the reputable element residing in the Copper river country. From a number of letters received March first we take the following excerpts:

"Thanks for your fight on Healy and Brown. All the fellows pleased at the place."

"A number of the fellows and myself feel very much pleased to see the stand the Daily Alaskan and the Chitina Leader are taking in regard to M. R. Healy, and hope you will keep the fight up."

"I cannot speak too warmly in praise of the stand the Alaskan has taken. It has taken up a good fight that has made it a greatly increased number of sincere friends from one end of the line to the other. The Salt Lake Tribune makes a proud boast that it 'stands for Americans.' In a much larger, truer, better sense, the Cordova Daily Alaskan could make that its motto."

"I having been a resident of Chitina for the past year, and having especially noticed certain copies of your paper, the Alaskan, relating to the misrule of the U. S. commission-

# CHANGE STEAMER ROUT

SEATTLE, Feb. 28.—On and after March 1st, commencing with sailing of the steamer Northwest from Seattle on that date, all vessels of the Alaska Steamship Company, the Prince William Sound service will be operated via the inside passage, with additional stops at Neau and Ketchikan. This arrangement was made last summer and proved very popular, the move being arranged at the request of many residents of that district who prefer the inside to the outside route, being the spring, summer and fall seasons, and the result proved so satisfactory that the company adopted the plan early this year.

It will give Prince William Sound direct communication with Neau, the capital, and more important than all will mean a large number of tourists making the trip to Seward with stops at Corvaldes, Latouche, Ellamar, etc. in connection with the inside passage tourist trip which has for so long been exploited this year as a feature in all advertising will be a round trip to Prince William Sound.

NOTICE OF DISSOLUTION PARTNERSHIP  
Notice is hereby given that I have sold my interest in the Log Saloon and Overland Hotel, to Harry Stafholt. All bills owing

LEADER 03-01-12

CHITINA



# Chitina Leader

CHITINA, ALASKA, SATURDAY, MAY 4, 1912.

NO. 50

## WICKERSHAM IS TO STEP OUT

Wickersham leaders now declare positively that James Wickersham will not be a candidate for the convention on the 29th, and further that Dr. Chase and others received letter which arrived Thursday. In these Wickersham states that he will not be, however, intimate that if Dan Sutherland Valdez convention that he would probably states that he expects to return in the month of June. Among his local following is in line with the ideas that Judge Chase when he was in Cordova last November, to follow their own inclinations. With the exception of most of his Cordova following will be an irregular Republican nominee, William A. Gilmore, one of them voted in the nominating convention.

Telegraphic advices have been received that Wickersham will be elected to the Valentine con-

vention, to be held at Valdez. No interest, however, is being taken in the meeting, and it is doubtful if sufficient effort will be exerted to elect delegates. A few of the local supporters of Jennings are trying to work up a sentiment and demand for Wickersham, believing that he would cut into Gilmore's strength here. But they have not met with much success, as both factions of Republicans on the Seward Peninsula are practically united in their support of William A. Gilmore. Local pride will also induce some Democrats to vote for him. The only real opposition here to Gilmore is the Socialists. They favor a Socialist nominee from the Fairbanks district, and the card members of the party will support him. It is believed that the strongest candidate against Gilmore may be the Socialist. If that be true, and the fact becomes generally understood, it is thought that many Democrats throughout the territory will be inclined to vote for Gilmore, as later developments will show that with a divided party neither of the Democratic candidates will have a chance of winning. It is not believed here that Wickersham will run, and that most of his former supporters in all parts of Alaska will vote for Gilmore.

## DEVELOPMENT WORK IS BEING PUSHED

E. F. Gray, manager of the Great Northern Development Company, came down from Copper Mountain the other day and reached Cordova last evening. He had expected to start work this morning on his new property across Kennecott glacier, about two miles from the end of the railroad, but the going out of the Chitina bridge has made it impossible for him to get through the necessary supplies. He came to see Superintendent Geiger concerning the time that shipment would be made. He was assured that the bridge would be in repair by the end of the week so that freight could be taken to the camps along the Chitina branch. Mr. Gray will likely return to Chitina on the train in the morning, accompanying a large shipment of supplies that S. Blum & Co. are sending in for him.

## PROSPEROUS YEAR FOR STEAMSHIP LINE

Meeting of the company, and the North company, held were reported of the shipping company stated: The surplus last year was \$152,000. The net results for the figures are in view of the company's business this year exclusively of the decrease

in gross earnings for 1911 as compared with the previous year on this account alone amounted to \$360,935.80. Increases in the general business, however, reduced this loss to \$72,558.04, the gross earnings for the year 1911 being \$1,755,007.86, as against \$1,827,565.90 for the previous year.

**Purchase of Steamers**

"The following important transactions have occurred since the last annual meeting: Contract was closed with the Oceanic Steamship Company on November 17, 1911, for the purchase of the steamship Mariposa, sister ship to the Alameda, for \$300,000, which sale was completed on delivery of the vessel at San Francisco on January 31. Alterations necessary to fit the vessel for the North-ern trade are now in course of completion and are estimated to cost approximately \$28,600. The Alameda and the Mariposa are considered to

be the two best ships operating between the United States and Alaskan ports, and will meet the requirements of passenger and fast freight service for a number of years to come.

"Steamship Cordova, which was launched at Wilmington, Del., about January 1 and has just been completed by Harlan & Hollingsworth Corporation, has been purchased by this company for \$260,000, delivered at San Francisco not later than May 31, 1912. The vessel is of steel, double bottom, oil-burner, 251 feet 11 inches long, 41 feet beam, 20 feet depth, 3,000 tons cargo capacity, with passenger accommodations for 57 first-class and 150 steerage, and on trial trip maintained speed of 12 1/4 knots per hour light, and is capable of making 11 1/4 knots per hour loaded.

**Improvements to Vessels**

"Betterments to steamship Vic-

toria, consisting of reboiling, installing oil burning equipment and rebuilding a portion of house, at an aggregate cost of \$150,000, were begun in December and will be completed about May 1.

"Steamship Latouche, which was built as a steam schooner with a well deck, has been provided with a shelter deck throughout, making her a very much better ship for northern trade. Alterations and additions to the Latouche which are similar to those made on the Seward last year, were completed on March 19, 1912, at a cost of approximately \$30,000.

"The Dirigo, which several years ago was changed to a lumber carrying schooner, also had shelter deck extended so as to make her available as a general carrier and cannery tender. This work was completed at a cost of \$8,700, which also included the retubing of her boilers."

## WORK HAS STARTED ON SUMMER TRAIL

That work has been started on the bridges between Fairbanks and Chitina is the word brought in by John Zug, of the Alaska Road Commission, who came in yesterday on the Orr stage. The crew is working at present on a bridge over the upper glacier stream of the Delta. Later they plan to put a bridge over Jarvis Creek on the summer trail near Big Delta. Then a bridge will be placed over Gun Creek, north of Paxson's. The supplies for the road crews have all been freighted in from the Valdez end of the trail and are scattered at different roadhouses along the way. The appropriation has not been passed for the work of the coming year, but in no event will it be over \$125,000, which is \$25,000 less than the sum allotted last year.—Fairbanks Times.

# Chitina Leader

CHITINA, ALASKA, TUESDAY, DECEMBER 17, 1912.

## ON TRAIL FOR WHITE RIVER MINERS

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Dec. 17.

Cordova, Dec. 16. There is urgent need for a trail or road to run from the Copper River & Northwestern railroad at Blackburn, or Mile 192, through the Nazina and Chittistone country and across Scolai Pass into the White River country. There are a large number of miners and prospectors operating in that section, around Canyon City and other localities. Heretofore it had been practically impossible for them to get their supplies in other than by the circuitous and expensive route from Dawson. The government is soon to start on the construction of a bridge across the Nazina river, and if the Alaska Road Commission could see their way clear to expend an additional \$20,000 in the construction of a trail that would benefit the country referred to, and aid largely in its development, it would also be of material benefit to the large number of men operating in the Nazina country. A meeting of the Cordova Chamber of Commerce will be held on Wednesday evening next to discuss the matter and consider a petition sent in from the White river. At that meeting L. M. Price, the Katalla company engineer, and the man who has made a survey from the railroad junction point at Blackburn, will be present and give valuable information on the subject that concerns all our people. All possible argument and pressure should be brought to induce the Road commission to provide for the construction of this much needed trail, and there should be a large attendance at the Chamber of Commerce

meeting, where action will be taken tending to encourage and advance the project. White River, Alaska, July 19, 1912 TO THE CITIZENS OF CORDOVA: We, the undersigned, being interested in the development of White River, and wishing to secure the co-operation of the citizens of Cordova in petitioning the Government to put a trail through the Skolai Pass to give us a means of getting supplies in from Cordova, have made up this statement setting forth the difficulties we are laboring under to get our supplies under present conditions. At this time the supplies being brought in from Whitehorse and Dawson, amounting to eighty or ninety tons annually, necessitate a trip of three hundred and fifty miles each way by means of pack horses from Whitehorse and three hundred miles, mainly by poling boats from Dawson. This means a freight charge of 25 to 30 cents a pound for everything used in here, which added to the initial cost of supplies in those towns, makes it prohibitive of any but just the absolute necessities. Probably two-thirds of the goods used in here are of American manufacture and consequently we also have to pay a duty of 25 per cent to 60 per cent on goods that are brought back across the boundary to be used. With a means of getting our goods in at a reasonable cost there would be a great many more prospectors in the field as the present high prices are keeping out a number of men that would be with us if conditions were

more favorable. There are several properties in here that are showing up well as far as present development has shown but this development has been restricted by conditions to just the assessment work in most cases. We have asked the Government to grant us a post office and have reason to believe it will be created in the near future, giving us a service from Chitina as also a recording office, for our recording has been done at Steele creek on the Fortymile and at the Nebesna office. It is the opinion of men here that have been over the Pass that it will take probably twenty thousand dollars to put a trail through in shape to bring goods in by means of pack horses or sleds from the railroad. We hope this will meet with your approval and support as it will greatly benefit us and will also be to the advantage of your city. (SINGED) R. W. Wiley, Mine owner; Dora Keen; Andrew M. Taylor, Miner; Edward Benson, Miner; E. Fred Wann, E. M.; Leonard Schofield Surden, M. D.; W. E. James, Prospector and miner; Geo. W. Handy; Mrs. W. E. James, Prosepector; H. E. Morgan, Capitalist; Joseph Hutching, Miner; Edw. E. Hale, Miner; Joseph J. McDonald, Miner; Solomon Albert, Miner; J. P. McLellan, Miner; E. W. Carden, Prospector; G. Skelly, Miner; John C. Griffith, Prospector; E. Mullett, Miner; Lee Green, Miner; Thos. Clair, Miner; James Livingston, Miner; O. O. Gunsmore, Mine owner; J. Dalton, Miner.

### AN ALASKA FARMER'S IMMENSE CROP

P. J. Rickert, the well known Fairbanks farmer, passed through Chitina on his way to the states last Tuesday. Mr. Rickert has been engaged in farming and truck gardening near Fairbanks since 1906, and now has fifty acres under cultivation. He has three hot houses 100x20 feet in area and employs five to twenty men the year around. The crops raised by Mr. Rickert illustrate the wonderful productiveness of Alaska's soil. He raised 30 tons of potatoes, for which he received five cents a pound, thirty tons of cabbage at 7 to 10 cents a pound, fifteen tons of carrots at 7 to 10 cents per pound, three tons of beets at 7 to 10 cents per pound, 12 tons of rutabagas at 7 to 10 cents per pound, 1 ton of parsnips at twenty cents per pound, 50 tons of oat hay at fifty dollars per ton, twenty thousand heads of cauliflower. In addition to the above Mr. Rickert marketed quantities of onions, radishes, lettuce, tomatoes and strawberries raised under glass as well as 500 cantaloupes which he sold for one dollar per pound. The success which has attended Mr. Rickert's efforts leads one to think that mining for spuds and vegetables in the Tanana may be even more profitable than mining for gold.

### FORMER CHITINAITE STRIKES IT RICH

J. Luterman worked for Bob McIntosh the freighter, at Chitina, last winter. In March, he left for Fairbanks with fifteen dollars in his pocket. Arriving at Fairbanks, he prospected for quartz with such success that he came through Chitina less than nine months later with a draft for twenty thousand dollars in his pocket, a five hundred dollar diamond on his finger, a three hundred dollar coat on his back, a couple of thousand dollars for spending money and twenty-one thousand dollars due him on the first day of July of next year. All of this the result of one summer's work. And yet some people say that the day of quick fortunes in Alaska, is over.

### RAISING

Frank railroad cott, bro silver gr was alive trap by the anim ative of associati people h live foxe Center E and two \$3,400. furs of the fleu the high market. A NOTI Chief Taral co three d. Long L. tended bounty data, th 126 will Miss on Mon eleventi ntle po with th could n glorious the rec day re were p Annie Messer Tibbs, ter. Gust mins. Chris nigan. J. Lut banks; Thom; Seattl; Emma Carsoi

## RECOVER BODIES FROM SLIDE

Cordova, Dec. 16. The bodies of all the victims of the snow slide at Copper Mountain have been recovered. This afternoon Chas. N. Cray came down from the mine and brought the bodies of Bud Gallagher and Leo Muth. The former will be shipped to Ely, Nevada, and the latter to Walla Walla, Wash. The body of John McGavock is also at Lambert's undertaking parlors, awaiting shipment to Denver. The body of Tony Suzumoto

- DEAD BODIES RECOVERED
- John McGavock, Engineer.
  - John Barkko, Miner.
  - Bud Gallagher, Miner.
  - Leo Muth, Blacksmith.
  - Axel Fast, Engineer.
  - Hugh Arnold, Miner.
  - Gus Gunderson, Blacks. helper.
  - Fred Wahl, Cook.
  - Toney Suzumoto, Waiter.

makes six bodies recovered, with three still buried under the avalanche of snow. The body of John McGavock is now at Cordova, awaiting shipment to Denver. Axel Fast's body was brought to Chitina and will be buried there Tuesday. The other bodies will be interred at Steina. A force of men is still at work on the snow and it is expected that the three other bodies will be recovered in time. Of the two men who were only slightly caught by the slide and

A wire received yesterday by Mar-

# THE CHITINA LEADER

CHITINA, ALASKA.

Entered as second-class matter, November 12, 1910, at the postoffice at Chitina, Alaska, under the Act of Congress of March 3, 1879.

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CHITINA, ALASKA, TUESDAY, AUGUST 19, 1913.

## A QUESTION OF TRAIL

The people of Skagway and of the Yukon territory may insist to their heart's content that the shortest and most feasible way to the new gold diggings is not by the way of McCarthy's and Scolai Pass, but they can't fool many. It may be the natural thing for Canadians to wish to divert the traffic to their own land, and they may succeed in inducing some of the unknown ones to try the long pull from White Horse. It takes 22 days or more to make the Sushanna country from that locality. Stampeders make it from Cordova in a week or eight days, while the return has been made in four days. Can't be a very bad trail of 100 miles from Bonanza creek to McCarthy's that is mushed in three days. And many of the returning ones have done it by foot in from three to four days.

Their misleading quotation from an old government report; which seems to slightly favor the Canadian trail easily falls to pieces when it is considered the comparison that was made. In those days prospectors had to mush 180 miles from Valdez to McCarthy's, over mountain passes and treacherous streams. It was before there was a Cordova. Now the distance to McCarthy's is made in 11 hours comfortable travel over a finely equipped railroad. The mush from there on is only 100 miles, and while there are some bad stretches that need improving it is not on the whole any worse than the average Alaska trail. And if the Alaska Road Commission could only be induced to direct its efforts to the betterment of the trail that leads from McCarthy's on and beyond the Scolai pass, stampeders will think they are on a pleasure jaunt.

## OFFICERS OF THE LAW NEEDED

It passeth all understanding that some aspiring or needy Democrat, or Republican, is not diligently seeking the position of deputy United States marshal for the White river district. There is a locality where officials of law and order may soon be mightily badly needed. The hundreds from Dawson, Fairbanks, Southeastern Alaska and the states are beginning to arrive. With the consequent jumping of claims and shortage of food there are likely to soon be gun plays. A marshal will be a restraint to arbitrary and unlawful acts, even though he may not be able to entirely prevent lawlessness. And with a United States commissioner and recorder, versed in the law, and with courage to meet the trying situations that will confront him, there would be some assurance of security to life and property in a new country that is likely to prove an important camp this winter. Here is an instance where it is generally conceded a lawyer would fill an important and almost necessary role as United States commissioner and recorder.

## THE TERRIBLE TRAIL—FROM A DISTANCE

It is interesting to read the reports emanating from Canadians and the people of Skagway about the perils of the terrible Scolai pass. Musers who return from the Chisana are

For several years there has been a general demand upon the part of the prospectors and mining men operating in the Nizina country for assistance from the Alaska Road Commission in constructing a bridge across the river and for the improvement of trails in that country. A year ago practically all the men operating in the White river country petitioned the Chamber of Commerce of Cordova to assist in making a request for government aid in improving the trail from Scolai Pass to McCarthy's.

These many men developing valuable copper properties in the White river country set forth the advantages that would accrue to them if they could take all their supplies by way of McCarthy's and Scolai. They showed a great saving in time and cost of transportation by using this route instead of the much longer and more costly routes either from White Horse or Dawson.

During the past years, hundreds of thousands of dollars have been expended in the development of placer and quartz properties in the country across the Nizina and along the Chittystone. Since the completion of the railroad these operators have transported their supplies from McCarthy's by pack team. Such temporary improvements that have been made to the trail has been paid for by the operators and packers.

And now that placer gold has been discovered in the Chisana country, just beyond the White river, there is more reason than ever for a trail that will eliminate all danger and give a safer and more expeditious route into the new fields. Prospectors are going by the hundreds every week from Cordova into the new gold diggings, and during the winter and early spring this number will likely be largely augmented.

While it may not be the policy of the government to construct trails into a new district simply because a stampede is on, and may only be temporary, in the present instance this fact is only incidental to a demand that has existed for several years. But it is a strong additional reason why the work should be done at the earliest possible moment, and thus accommodate the possible thousands of good American citizens who wish to come to Cordova, go over the railroad to McCarthy's and then over the shortest route to the new gold fields. With a few thousand dollars spent on this trail there would be absolutely no question as to its popularity.

Colonel Richardson and other members of the Alaska Road Commission are cognizant of the necessity for government aid in improving the present trail to Scolai pass. It is to be hoped that they may see their way clear to give immediate relief to the petitions of the men of the Copper river and White river countries. If that be found impossible by reason of the lack of available funds, it is expected that the gentlemen of the commission will recommend and urge the matter before the proper authorities at Washington. A letter representing the sentiment of the people of this section of the country was presented yesterday to Lieut. Edgerton, who left on the train this morning and placed the communication in the hands of Colonel Richardson at Chitina.

Reports indicate that there has been considerable smoke during the past few weeks from Mt. Katmai. But it hasn't caused as much furor in this section of Alaska as have the frequent and contradictory reports on the U. S. marshalship, or the most feasible route to the new gold diggings.

Currency reform is causing much dissension among the Democrats in Washington. Currency without any more reform is what would unite the people of Alaska.

That Alaskan town that does not claim to be the gateway to the Sushanna strike is either ambitionless or very busy with other things. Juneau belongs to the latter class.—Empire.

The Alaska excursionists of the New Seattle Chamber of Commerce spent 37 days in Alaska and Alaskan waters, and they experienced but three hours rain. That is a pretty good record for a North Pacific country.

That canard of the loss of 16 men and 12 horses in the waters of the Chitina river is still a

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### THE TERRIBLE TRAIL—FROM A DISTANCE

It is interesting to read the reports emanating from Canadians and the people of Skagway about the perils of the terrible Scolai pass. Mushers who return from the Chisana are speaking of camping and resting up in the pass, preparatory to making the tedious, but not dangerous, crossing of the eight miles of Russel glacier, and continuing on the last stretch from Solo creek. Then again we read of the dangers of the Chittystone river, which is now pleasantly crossed by mushers on foot bridge, and easily forded by horses. Then the treacherous Nizina comes in for its share of the horrors. But stampedeers are safely ferried across by Indians or are afforded opportunity to cross on horses kept there for that purpose. As a matter of fact the route from McCarthy's to Scolai and on to the Chisana is the average trail of 100 miles distance to be found in most parts of Alaska or Yukon territory. Possibly the Sourdough hill section is the muckiest and most annoying. But with the expenditure of \$15,000 or \$20,000 this shortest route to the new gold diggings could be so improved as to eliminate it of all objectionable features. And the expenditure of that amount of money on any of the other trails would hardly accomplish the same results. Even in its present condition when men without horses mush the 100 miles from the Chisana diggings to McCarthy's in three days and when the 43 miles is mushed from the head of the Chittystone to McCarthy's within 24 hours, it really can't be such a bad trail after all, even though there are parts of it that require improving. Then of all the hundreds of men and horses that have gone over this trail during the past month or five weeks but one man met with a fatality and two horses were lost in the Chittystone. Otherwise not even a serious accident has been reported, notwithstanding false rumors that are sent by "wireless" and cable.

There are some wise men in Fairbanks. Instead of taking a month in trying to get up the Tanana river to the Chisana they have traveled over a good government road 300 miles to Chitina, there to take the train for McCarthy's and to mush 100 miles to the gold diggings. The latter route consumed about two weeks, and what is better, the stampedeers are assured of reaching their destination.

It is really unkind of that Canadian railroad at Skagway to insist upon good Americans mushing 360 miles from White Horse when they can comfortably reach the Chisana by mushing only 100 miles from McCarthy's via Scolai pass.

would be absolutely no question as to its popularity. Colonel Richardson and other members of the Alaska Road Commission are cognizant of the necessity for government aid in improving the present trail to Scolai pass. It is to be hoped that they may see their way clear to give immediate relief to the petitions of the men of the Copper river and White river countries. If that be found impossible by reason of the lack of available funds, it is expected that the gentlemen of the commission will recommend and urge the matter before the proper authorities at Washington. A letter representing the sentiment of the people of this section of the country was presented yesterday to Lieut. Edgerton, who left on the train this morning and placed the communication in the hands of Colonel Richardson at Chitina.

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That canard of the loss of 16 men and 12 horses in the waters of the Chitina river is blamed on some wireless operator. An investigation should follow. It is first up to the operator on the Humboldt to explain whether he really did catch an air current that seemingly conveyed the report referred to. If he did then who is responsible for flashing it through the air. Possibly it was only a hot air flash emanating from a locality close to the Canadian line. Next time they should be more accurate as to location. The trail from McCarthy's does not cross the Chitina river.

The members of the Alaska Road Commission are in possession of a communication from the Cordova Chamber of Commerce which it is hoped will result in receiving favorable consideration of the general demand for improvement of the trail to Scolai pass.

Of course some of these stampedeers who decided not to continue their journey beyond Cordova are disappointed. But better to turn back from here than to change their course before or just after they arrive at the new gold diggings. Without necessary food supplies the journey were futile.

The old sourdough believes that it is more than an even gamble that he can make good in the Chisana gold diggings. And for that reason he is going into the country well provided with supplies so that he can remain for months.

When the government bulletins refer to the trail from McCarthy's over Scolai Pass, it was before the railroad was built and there was an additional mush of 180 miles from Valdez to McCarthy's.

Soon a few corduroy roads and the clearing of underbrush will greatly improve the trail from McCarthy's to Nizina.

Taking out 2,000,000 pounds per month of actual copper from one of the mines in the Copper river country is not so bad.

It was a terrible marine calamity that occurred on Sunday night in the waters of Southeastern Alaska. The loss of life was frightful after the big ship State of California struck a reef near Gambier bay.

It is expected that so soon as Judge Brown returns from Juneau to his own division that he will make an appointment of commissioner and recorder for the White river district. There is an official acting now, but there is a general demand for a man who is versed in the law. It is also expected that authority will soon be received from Washington for the appointment of a deputy marshal for the new gold diggings.

08-19-13

LEADER

CHITINA

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CHITINA, ALASKA, TUESDAY, OCTOBER 14, 1913

## ESTABLISHED ROUTES TO CHISANA

Not only the people of Cordova and the Copper River country, but the thousands of prospectors from Alaska and the coast states, who contemplate making a trip to the Chisana country, are to be congratulated that a short and comfortable winter route has been established. George C. Hazelet was at the head of an expedition that has blazed the trail and set the beacon lights so that travelers may easily follow. Through persistent work and good judgment in picking out a route, many dangers have been avoided and stampeders can now go without any degree of danger. The distance is short and it will hereafter be an easy matter to go by foot or with horse or dog team from McCarthy to the Chisana. Some time ago it was clearly demonstrated that the most feasible and shortest route to the new diggings was via Cordova and McCarthy. It has now been more definitely established that the winter route from McCarthy is even shorter, safer and more easily traversed.

## HE CLEANED THE AUGEAN STABLES

The presence in our midst this week of Judge Paul d'Heirry, reminds us that now Chitina has the most efficient and trustworthy official who has ever presided over the office of U. S. commissioner and recorder of that precinct. He is a man of exceptional capacity for an office of that kind, and is thoroughly honest and fair in all his dealings. In the earlier days of Washington state, Judge d'Heirry was assistant attorney general and practically ran the office, making a creditable record for himself and his superior. The scandal that attached to the office of commissioner at Chitina in former days is now a thing of the past and all elements are satisfied with the capable administration of the present incumbent, who has made the town orderly and safe to reside or tarry in. In recently reappointing Judge d'Heirry, Judge Brown performed a creditable and deserving act.

## AMERICAN ATHLETIC SUPREMACY

The United States and England have usually been accounted the foremost nations in athletic sports. Recently comes the victory at golf of Francis Ouimet, only 20 years old, over two veteran English professional champions. The superiority of American over British athletes at the Olympic games still worries John Bull. Evidently Uncle Sam is some sport. The English temperament is not favorable to the very highest results. There is a greater alertness in the American, that adjusts itself instantly to the critical exigencies of competitive sport. The Englishman thinks more slowly, and does not always see an opportunity until it passes. Englishmen as a whole take life easy. Perhaps they get more out of it that way. The American goes in to win, at either business or sport.

## NEW WINTER RESORT

Predictions are not wanting that Panama will be the new winter resort for people from this country of going to Bermuda or to Jamaica, Cuba, the Islands anywhere else within easy sailing, says an exchange. They are expected to be seeking Panama in droves before of two years after the opening of the canal. In that it will be of easy access, and it may be reached by sea voyages from Galveston, or New Orleans, or ones from New York or Boston. The cost will be low and it is expected that the facilities will be far better than those offered upon the Bermuda trade. Panama, a healthful place, and it is the intention of the Panama government, as well as our own country, to keep it healthy.

## HOPE LIES THERE

That the House will favorably report the Alaska bill during the closing hours of the session is the hope of the inhabitants of the interior of Alaska. The bill favorably reported in the Senate, and with the passage of the bill by the House, it will have an official stamp. It should go far towards making it early business at the regular session of Congress in December.

The importance of railway building in Alaska is more appreciated in the interior than on the coast. Without speedy assistance in the way of railroads, Alaska is bound to go down hill instead of up. The interior town and country have gone as far as they can without assistance in the way of better transportation facilities and cheaper aids of every kind. A land of magnificent distances, Alaska develops slowly and in spots, as a spot is favored by rail ingress and egress. Water routes work better, while rail routes work all the time, and the comparison between the two transportation possibilities is not in favor of the water route.

Given a railroad into the interior, and every way of progress, development and upbuilding will be made. The thought that our railway is almost certain to be a reasonable time is the sustaining force upon which the interior of the Tanana must exist to a great extent.—F. A. Miner.

## EDITORIAL OBSERVATIONS

Adam of old was tempted by Eve and he ate the forbidden fruit in the Garden of Eden. Adam was tempted by attorneys and plaintiffs and he ordered a "legal" published in his own Sunday Western.

Government ownership is just now being advocated by Pacific Coast members of Congress in three Senators Chamberlain, Poindexter and Jones are getting government owned railroads in Alaska. Lane is arguing for government owned coal mines, and the North to Seattle, Portland, San Francisco and San Francisco. Representative Stephens of this state, is keeping for government owned steamships to run from New York through the Panama canal to Pacific Oxnard, Cal., Courier.

Little political interest is reported in the elections this fall, as the only thing at stake is the welfare of the people.

Six girls employed by a Paris dressmaker in 20 minutes. In this country the dressmakers who shall take the longest time to make a gown.

This month a new legal holiday will be observed in the territory. It is known as "Alaska Day." It is the intention of every town in the territory will hold exercises to properly commemorate the occasion.

Pity the poor unfortunate whose income is

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WASHINGTON, Nov. 11.—The cabinet is in session this afternoon. It is stated that the subject under discussion is the advisability of lifting the embargo on arms into Mexico.

PARIS, Nov. 11.—The aged Porfirio Diaz, formerly president of Mexico, this morning cabled President Huerta, advising him to retire from the presidency "and save Mexico from calamity."

WASHINGTON, Nov. 11.—Developments during the past 24 hours have emphasized the determination of the United States government to refuse recognition of any act by the new congress recently elected in Mexico. Secretary Bryan informed the diplomatic representatives of five of the Central American countries and of the European powers, what had been done during the diplomatic parleys with President Huerta.

LONDON, Nov. 11.—Lord Asquith, prime minister of England, in a speech delivered at the banquet given in honor of the new Lord Mayor of London, declared, "There have been rumors that after the United States had adopted a line of their own in regard to Mexico, that we took a line calculated to deliberately thwart America. I want to say that there is not a vestige of truth for the rumor."

MEXICO CITY, Nov. 11.—During the past couple of days there has been considerable feeling of uncertainty regarding financial trustworthiness of the banks. This anxiety culminated this morning when depositors began drawing their funds from the banks. The run soon became general and it has continued up until the hour of closing this afternoon. All the financial institutions are affected.

CHICAGO, Nov. 11.—A storm and blizzard swept over the Great Lakes today. Hundreds of large and small craft were caught by the gales and as a result the shores are strewn with wrecks, while many vessels were enabled to put into harbors of safety and thus escaped destruction and loss of life. Scores of lives have already been reported lost and it is expected that the number will aggregate into the hundreds. Cleveland has been hard hit and is now cut off from all communication with other towns. There are 30 inches of snow over the city and the wind is bitter cold. This afternoon 30 deaths were reported. It is believed that it will be several days before the trains are again running into Cleveland, while the electric and other roads are impassable. It is feared that a food shortage will result.

SEATTLE, Nov. 11.—Secretary of Labor Wilson is now in the city. In discussing the Alaskan situation he declares, "The government either must build railroads itself or make concessions to private enterprises to do so. The Alaska coal fields ought to be immediately developed, not alone for the use of the navy but for the use of the Pacific coast industries and commerce." Secretary Wilson is strongly of the opinion that remedial legislation for Alaska will be enacted at the next session of congress. He believes that the support of the administration will be sufficient to assure favorable action.

The expression of Secretary Wilson is very gratifying to friends of the northland. It is known that Secretary Lane is strongly favorable to the opening up of the resources of Alaska and now that another cabinet officer is outspoken for development is encouraging, at least.

WASHINGTON, Nov. 10.—The interior department is much concerned over the reported spread of measles that is epidemic along the coast of Alaska in the neighborhood of Kodiak. Secretary Lane has directed Dr. Emil Krulish, of

## TO BUILD NIZINA BRIDGE

W. A. Soule, connected with the Alaska Road Commission, came over from Valdez Saturday night and this morning took the train for the interior. He is on business connected with the building of the bridge which is to cross the treacherous Nizina river. The commission will certainly construct this much needed bridge during the coming winter. It was intended to have done the work a year ago, but delay in assembling the material interfered. Part of the heavy timbers were landed at McCarthy but the balance will be taken in shortly. It is the intention to cross the canyon about seven or eight miles from McCarthy. The bridge proper will be 525 feet long, with two spans of 150 feet each and three spans of 75 feet each. Then there will be approaches of piling on either side, aggregating 200 feet. The work of hauling the timbers and material from the railroad will be done by Jack Ingraham, who will commence about the 1st of December. The construction of the bridge will be under the direction of Lar Holland, who has had considerable experience in work of this kind in Alaska. He will commence about the first of the year and Mr. Soule says that he will have it completed in about ten weeks, as he will put on a large force of workmen. When the spring break comes, the stampede and miners who wish to go into the Nizina country, or beyond to the Chisana, will find a safe method of crossing the treacherous Nizina to the gravel banks beyond, where the going is easy and good. The muck and grade of Sourdough hill will be avoided and the summer trail to the Chisana will thus be made a much easier and safer mush. Many of the obstacles that were encountered last summer will have been obliterated, and the lives of men and horses will not be endangered by the Nizina quicksands.

Somewhat of a sensation was created in the federal court at Valdez by the inquiry in open court of a prisoner, who inquired whether it was possible for him to secure justice. The man who created the flurry was Dan S. Reeder, of Cordova. He had just been sentenced by Judge Brown to serve six months in the jail at Valdez, having been convicted of assault with a dangerous weapon. He had shot and mortally wounded Wm. Rowe at a firemen's entertainment in Cordova last June. His defense had been the unwritten law and emotional insanity.

After Judge Brown had imposed sentence Reeder asked if he might make a statement, and permission being given he started out with the inquiry about justice. When the court asked him what he meant he went into a lengthy explanation which briefly was to the effect that his wife, over whom he did the shooting, was living in an unlawful state at Cordova; that he had appealed to the district attorney and the marshal to have the matter investigated, but that nothing had come of it. After hearing the man through Judge Brown stated that he would instigate an investigation, which he proceeded to do by summoning officials concerned. The Prospect gives the statement of the officials as follows:

"Assistant District Attorney Brubaker said that the matter had been called to the district attorney's office by E. E. Ritchie, one of Reeder's attorneys, and that he had immediately wired the deputy marshal at Cordova to make an immediate and vigorous investigation. The deputy found that a certain man, named Dan S. Reeder, had been

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# THE CHITINA LEADER

CHITINA, ALASKA.

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Published every Saturday by  
**WILL A. STEEL—Editors, Managers and Proprietors—HARRY G. STEEL**  
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Seattle Office: 551 Colman Building.

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### ADVERTISING RATES

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CHITINA, ALASKA, TUESDAY, NOVEMBER 25, 1913

## TRAINS ON SCHEDULE TIME

When one realizes the efforts put forth and money expended to insure regular traffic on the Copper River & Northwestern Railway this winter and the coming spring, it should be apparent that only the ordinary delays to which all well managed railroads are subject, are likely to result. It is assumed that the experience during the past two months is but the forerunner of what we may expect all winter. And during that time passengers and government mail have been carried on schedule time. The few difficulties encountered were met and disposed of with "neatness and dispatch." Traffic was not interfered with and everything has been running along with the smoothness of a mountain railroad that might have been in operation for a score of years, instead of but three and a half years. Over three hundred thousand dollars was expended during the past summer and fall in order to make improvements and additions that would tend to guarantee a regular schedule this winter. Both Vice President Baxter and Superintendent Corser have exerted every effort to provide for emergencies that are likely to arise in this country during the seasons of floods and snow slides. In addition they have been assured of the faithful and loyal service of all employees, so that it is easy to realize that the combination should prove effective and redound to the benefit and accommodation of the traveling public.

## WINTER TRAIL A CERTAINTY

The doubting Thomases who keep insisting that the glacier trail to the Chisana is not practicable are kept busy controverting all the good news that keeps coming with reference to the great success with which expeditions are daily meeting in their travels over the glaciers from McCarthy. The Hazelet expedition has just completed another trip from McCarthy to the Chisana and return, and the members of the party are enthusiastic over the splendid trail that has been established. Horses and double enders are daily going in and they have no difficulty in drawing 1,200 pounds to the horse over the summit, as the grade is gradual and not steep. If any one had any doubt about the practicability of the short winter trail of 78 miles from McCarthy to the Chisana, it is time that it were dispelled.

As was our experience with the summer trail, it required several weeks before that was accepted as the only practicable way of reaching the new gold diggings, we have had to battle with public sentiment before the winter trail would be accepted. It is time now, however, for every one to take it as an accepted fact, and quit expressing any doubts on a question that has ceased to be an uncertainty.

It is now up to every citizen of Cordova and the Copper river country to assist this newspaper in spreading the facts about the winter trail and to help bring to Cordova the hundreds and possibly thousands of miners who will leave from the states this winter for the Chisana. Nature has again favored us by making Cordova the gateway to what may prove to be one of the biggest placer camps in Alaska. Let's take advantage of it.

Even occasionally there is an echo from some part of Alaska, indicating that when Congress gave Alaska a rule bill it was very much in the form of a lemon. The of the first territorial legislature is often severely crit as very little seems to have been accomplished other than the levying of taxes. Certain acts that might prove beneficial are practically inoperative because of the lack of funds to carry out the provisions. And more appropriations by the legislature means more taxes on the people. While at present every man is required to pay a poll tax of \$4, it is expected that the next legislature will levy a tax on property. The Fairbanks Miner thinks the voters deserve the burden and calls upon the people of the Tanana to take their medicine, as follows:

"On town and creek the poll tax collectors are after you and you should meet them half way and hand them the money. If you have paid poll tax once this year, that does not make the case—the first collection was illegal, but the present collection is according to the new look of Hoyle turned out by the first legislature, and is therefore a law made by your personal agents.

"For 20 years Alaskans have cried for home rule. If it was given them. It costs money to maintain a territorial legislature, and the people have to pay it. It will cost a man in this town between the years of 21 and 50 \$4 per year to keep the territorial legislature working 60 days in two years, or 13 cents per day per inhabitant for every day of work done by the territorial legislature—that is, it will cost that in poll tax; there are other ways in which we will be assessed to keep the home rule game going. It's worth a puntle up.

"The poll tax collectors should start their work in the right way, and not in the catch-as-catch-can manner which has characterized the work of the poll tax collectors to date. Every man should pay his tax instead of putting the burden upon the few. Every collector should first obtain a list of the names of those who voted at the last territorial election, and they should be made to pay poll tax first, as their votes made the tax. They are collected from, all others should be collected from the voters. The voters should be the first to pay, for they are the men who cause the imposition of the taxes."

## PROTECTION OF DUCKS AND GEES

The post Intelligencer remarks:

"There are literally thousands of acres of wild duck and their fall feeding grounds on Puget Sound, untold millions of birds; but the only person privileged to eat game is the one who has the leisure to go hunting and the skill to bag it. He finds it. Our game laws are utterly ridiculous."

These assertions apply to Alaska with greater force than in the state of Washington. Ducks and geese should be protected, only, during the time they are nesting and raising their young. They migrate to the far south when cold weather comes, where they are shot by gunners hired for that purpose and left to rot in the grain fields, on account of their destructiveness. These migration game birds are here today in Canada tomorrow and away south next week. How can the law makers restrict the killing and selling of these birds. Especially is this law obnoxious now, when the price is so high priced.

## EDITORIAL OBSERVATIONS

The fact that England blundered into premature recognition of Huerta because it mistook ex-Ambassador Wilson for President Wilson is no consolation to John Bull.

A walking club among the ladies of Cordova is the latest innovation. Healthful exercise is sometimes superior to teas and talkfests.

Steamers continue to run into icebergs in the Atlantic, the last one that performed that feat having run aground at St. Johns with her bows a mass of wreckage. If icebergs are not kept out of the way of steamers, the steamers might have some damaging collisions by keeping away from the ice as they do in Alaskan waters.

Roosevelt is to cross the Andes in an automobile.

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CHITINA, ALASKA, TUESDAY, MARCH 2, 1915.

## RECOGNITION OF FAVORABLE CONDITIONS

There is every reason to believe that a big government radio station will soon be erected on the Copper River flats. It has been the plan of the navy department to erect six large aerial stations in various parts of the United States. It was early decided that one of these stations should be located in Alaska. Last year when the cruiser Buffalo was in northern waters one of the duties of Commander Taylor was to examine into the most favorable sites. This he did and he made no secret of the fact, when in Cordova, that the ideal spot was at Mile 13, out the railroad line. He recommended this site and late information from Washington is to the effect that his recommendation was accepted by the department and that construction of the station will commence during the early summer. This is gratifying information, as it will mean the early expenditure of a large amount of money here and the stationing here next summer of a cruiser, with its complement of several hundred men.

## HOPE FOR THE NIZINA BRIDGE

The people of the Copper River country will hear with great pleasure that the appropriation by the government for the road and trail fund of Alaska for the ensuing year will be an increase from \$125,000 of the past year to \$200,000. That will undoubtedly allow Colonel Richardson and the Alaska Road commission to fill a long left want and give to the miners and operators of the Nizina district a substantial bridge across a treacherous stream. One was erected two years ago, but before it had been utilized swollen streams carried it away. In crossing the Nizina during the past few years many lives of man and beast have been sacrificed. Then again the lack of a bridge has made it impossible for many prospectors to invade a rich mineral country. The miners of the interior will anxiously await the positive announcement by Colonel Richardson that the Commission will next winter make the much needed improvement.

## A UNIVERSAL CONDITION

While there has been considerable agitation in Cordova lately about our unemployed, and an effort has been made by the special interest gang, through their organ, to create the impression that these men were "undesirables," reports from other localities are even more discouraging. In many parts of Alaska a most unhappy condition exists and in most towns a much greater proportion of the people are in need than is the case in Cordova.

In fact a world-wide convulsion has overwhelmed all and hundreds of thousands of willing workers and their families have been brought to the verge of destitution through no fault of their own but by an industrial cataclysm it was impossible to foresee. It is no longer a question of

Livestock is reported to be increasing in the United States. The total of a million more beef cattle than a year ago indicates that those of us who are long lived may see that beef brought down again to the list of viands for ordinary people and possibly the decrease in price may even reach Alaska.

A proposal is put forward in New York to have music in Madison Square at noon to attract the crowds from Fifth avenue and relieve congestion. Mayor Boyle states that for the present this remedy for congested traffic will not have to be put in practice on First Avenue in Cordova.

The young man out West who was hunting for some legal means of committing suicide evidently did not intend to pursue his search so far as to get beyond the jurisdiction of terrestrial courts.

About \$13,000 was available last year for the indigents in the Third Judicial division of Alaska. This is 10 per cent of the license money collected outside of the incorporated towns. Such part as was not used reverted to the fund for building government roads and trails. It is expected that an equal amount will be available this year and there is a strong probability that a larger amount than usual could be judiciously expended.

Juneau seems to have a live commercial organization that loses no time in adopting suggestions and advancing ideas that tend to the advantage and betterment of Juneau and Alaska. Some other organizations in the territory frown upon all suggestions unless made under the "proper" direction.

And now a report is being circulated that the old-time bosses of Cordova intend to demonstrate their real desire for harmony by declining to place a ticket in the field at the coming municipal election. But we hardly think it possible that they will evidence any such good judgment.

The government cable between Sitka and Juneau reminds us of the story of Finnigan. This morning it was "on again" for a short time but now it is "off again." But then we ought not to complain—so long as it remains up between Seattle and Valdez.

Mr. Horace Fletcher continues to contribute to the food question the principle that if we chew our food more we will need less. Fletcherizing is becoming popular in some parts of Alaska.

When the administration shipping bill is amended to get enough votes it may be both harmless and worthless.

CAIRO, March 1.—It was officially announced today that the Turks have evacuated Sinia Peninsula. This removes the danger of a second invasion of Egypt.

Again is Cordova without a real animal cow. The only one in town was shipped by M. Brock last night on the Mariposa to Valdez. As a consequence all will again have to fall back on tinned milk.

## NOTICE OF FORFEITURE

To F. M. Brown, John Lyons, Gust Djarf, Charles Garwood, T. J. Donohue and Edmund Smith, your heirs, administrators and assigns, and to all it may concern:

You are hereby notified that we have expended during the years 1913 and 1914 upon your F. M. Brown and John Lyons joint one-tenth interest, three hundred and sixty dollars (\$360.00); Gust Djarf's one-forty-eighth interest, seventy-five dollars (\$75.00); Charles Garwood's one-forty-eighth interest seventy-five dollars, (\$75.00), lawful money of the United States in labor and improvements upon your above mentioned interest. In those mining claims lying and being on Hidden Creek in the recording precinct of

## NOTICE TO CREDITORS

IN THE PROBATE COURT, CHITINA PRECINCT, THIRD JUDICIAL DIVISION, TERRITORY OF ALASKA.

In the Matter of the Estate of Alexandra Crichton, Deceased, Notice to Creditors.

Notice is hereby given by the undersigned administrator of the Estate of Alexandra Crichton, deceased, to the creditors of, and all persons having claims against, the said deceased, to exhibit with the necessary vouchers, within six months after the first publication of this notice, to the said administrator, at his residence in Chitina, Alaska, Chitina Precinct, Territory of Alaska, the same being the place for the transaction of the business of said estate.

HENRY M. CHAMBERLAIN,  
Administrator

Dated at Chitina, Alaska, January 28, 1915.

Date of first publication, February



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CHITINA, ALASKA, TUESDAY, JUNE 8, 1915.

## PERKINS' NEW PARTY

It is interesting to learn that Mr. George W. Perkins continues in his apparent determination to rescue this nation from its peril by abolishing the anti-trust act. To accomplish his purpose, he must organize a new political party. The Republican party passed the Sherman law, and the Democratic party is enforcing and supplementing it. Even the Progressive party did not demand its repeal, and President Roosevelt, with some exceptions in favor of his "good trusts," was the first President to successfully enforce it against others. If the Sherman law represents our great national sin against business, as Mr. Perkins claims, then he cannot start his new party a day too soon. There is no doubt that such a party would be abundantly supplied with campaign funds. The trusts, though they claim to be oppressed and downtrodden, would rally to its support with contributions that would make Mark Hanna's days seem infantile. But it would be short on votes. The people of the country have their minds made up on this point. If business wants peace, it should conduct its operations in accordance with the letter and the spirit of the law. And the same idea should prevail in the smaller affairs of life and in the large cities and small towns. The special privilege class is being gradually weeded out everywhere, and in time it will even disappear in Cordova.

## SEWARD NEEDS THE HELP

Anxiety continues at Seward over the probability or possibility of the government starting in this summer to rebuild the Alaska Northern railroad from tidewater to Mile 72, the end of present construction. Men engaged in mining development back of Seward are particularly anxious that a start be soon made. And on this subject the Gateway says:

Let it be repeated that it is devoutly wished the engineering commission will start work on the Alaska Northern this summer. This would not be desired so much for the temporary blessing of a passing payroll as for the development of the mines and homesteads on Kenai peninsula. When winter comes and the waters around Anchorage receive their annual ice flows the Alaska Northern in running order would be very convenient, and not only for the people but for the railroad construction operations. At least it looks that way and if the United States and its government only knew how anxious the people of this part of the territory are to see Kenai peninsula opened up they would go out of their way to help us.

## A CRITICAL SITUATION

The reply received from Germany today is evasive and

## TRAIL AND BRIDGE LONG NEEDED

—Again an appeal comes from the Nizina country for the building of a trail over or around Sourdough hill, leading from McCarthy to the Nizina river, and for a bridge across this treacherous stream. During the past ten years extensive mining operations have been pursued in what is known as the Nizina mining section. Hundreds of thousands of dollars have been expended in prospecting and developing the country. But all cries for assistance from the Alasna Road Commission have been without beneficial response, although the necessities have been impressed upon the members of the commission.

For several years the promise was forthcoming that soon a bridge would be built. And this promise was finally fulfilled two or three years ago. Over \$20,000 was expended in placing a fine bridge across the Nizina river. But alas, before it was in use, the swollen waters of the spring carried the structure away, as it had not been placed at the proper place. In the meantime more men, more horses and more supplies have been carried to destruction by the shifting and rapid waters that flow over a quicksand bottom. And at times the muck of Sourdough hill has been so deep that it has been almost a physical impossibility for man or beast to make progress through it.

And beyond there is a great stretch of mining country, with valuable deposits of placer gold, gold quartz and rich copper ore. And prospectors have been and are still anxious to penetrate to the regions of the Chisana, the White river, the Chittistone, Dan Creek, Young Creek, Chittitu Creek, Boulder Creek, May Creek and other streams where may be found valuable mineral. The present facilities for reaching these sections are dangerous and costly.

It means much to Cordova, to Chitina, to McCarthy and to every operator, prospector or laborer who is occupied in that great and rich country beyond to see that more accessible and safer means of traffic are provided. The benefits from the labor performed in that country are diffused and divided among the towns named. If for no other than selfish reasons the commercial organizations of the towns named should unite in a campaign of action that would certainly bring material and beneficial results.

In matters of this kind the Cordova Chamber of Commerce likes to think that it takes the initiative. Here is an opportunity, not simply to pass a resolution, but to put their shoulder to the wheel and try to induce the Road Commission or the Territorial road overseer for this division to expend some money where it is so badly needed and would be the means of affording relief to a large number of men. And Chitina and McCarthy would undoubtedly co-operate and lend valuable aid in the endeavor to secure at least a better trail for this season and the building of a bridge next winter.

## A CHANGED OPINION

Carter Harrison of Chicago is in the "ex" class and he signalized his retirement from the mayoralty by a notable change of position on the segregation of vice. He formerly favored that policy; but in his farewell message to the Chicago people, he discards it altogether. He makes the confession, not alone that "segregation does not segregate," but that the breaking up of the segregated districts in Chicago has not spread the evil into the residence districts. Therefore, Harrison favors the policy of repression. He proposes to combat the evil in every quarter of the city, and striving "to rob it of its false glitter and lustre, to show it in its hideous mien repressed by the sternest of police measures, existing only by dint of secrecy and stealth, forbidden by the laws of God and man." For an official who has been long committed to the segregation plan, and was widely credited with being a supporter of the "wide open town," this change of opinion is

Open Month	.....	1.00
Six Months	.....	5.00
One Year	.....	10.00

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**CHITINA, ALASKA, TUESDAY, JULY 27, 1915.**

**A TRAIL THAT NEEDS ATTENTION**

We see by a late paper from Fairbanks that Col. Richardson, of the Road Commission, has recently promised the people of Fairbanks, \$10,000 to be spent on the trail to the new Tolovana placer camp. We are glad to see any district in Alaska get some aid for roads and trails but without in anywise belittling the Tolovana camp, we would call attention to the fact that this is a new and almost unprospected region, in which but little gold has been discovered and about which Governor Strong has stated, that in his judgment, the pay streak is a very limited one.

On the other hand, we are confronted with a wavering line of mud, ten miles in length, extending from McCarthy to the Nizina River, and forming the only connecting link by which traffic between the base of supplies and the rich placer diggings of Chittitu, Rex, White, Dan, Chisana, Young and the Chitina can be reached. Progress over this highway is as follows: You load your horse with a hundred or so of grub and lead him into the mire. He flounders around until he is all in and you then remove his pack and cut poles which are placed under his body and head with a view to keeping him in sight until you can get help. You then get another horse and rig, a harness to which you attach the fallen friend of man by means of a long rope tied to his neck. After much straining at the end of which your horse's neck is extended to such a length as to make him resemble a giraffe, he staggers to his feet and you once more place his burden on his back and enter into the next mudhole.

The McCarthy blacksmith is making a lot of steel braces by means of which trail horses may have their heads firmly attached to their bodies thus rendering the possibility of the separation of that important member from the rest of the beast, more remote. These bid fair to be very popular.

The Nizina District reached by this delightful highway, has produced millions in gold and is not half worked out. Many prospectors would be glad to spend time and money in developing Young Creek, the benches of the Chittitu and the Chitina River section if it were possible to get into the country with an outfit costing less than its weight in gold.

But while the trail is probably the worst in the world we must not criticise the Road Commission for this, as the Tolovana may need the money, and besides, the Road Commission has already spent \$27,000 building a bridge over the Nizina to help this district. To be sure, the bridge was built at a point on the river inaccessible from either side and during its short but done some existence was crossed but once by a cheechaco who had read something about it in the paper and who wandered in the woods three days trying to find it and after crossing, had to come back and swim the river in order to get out on the other side, yet it was a perfectly good bridge and a monument to its builders until the river rose a few inches when it gave a lurch and started on a journey for Chitina.

We have seen statements in various newspapers to the effect that the pittance of road money allotted to this district from the forest reserve fund, was to be spent at Cordova, Valdez, Seward and Chitina. A further statement is to the effect that some of this money would go to the construction of a new road to a cemetery. Far be it from us to render anything but respect for the dead, but why not put this money into something that will be of benefit to the live ones and which might bring more live ones to the country.

**SELLING COPPER FOR EXPORT**

The war is without doubt destined to change more than

the custom of the trade modified one step further, would like to see copper quoted only in terms of cents per pound, cash, in New York and the rest of the world compelled to buy here on our own terms. However, this is too much to expect right away, for our copper producers, in their competition among themselves and with those of the rest of the world, will no doubt feel themselves obliged to court their customers by naming a price delivered to them or to some port with which they are familiar. Nevertheless the method of doing business with them may be altered if Congress next winter makes such a declaration of the Sherman law as will render it clear that it was not intended to apply to combination among sellers in foreign markets. The arguments upon this point at the recent hearing of the Federal Trade Commission were impressive, and there is reason to believe that Congress will view favorably that which exporters want it to do; that is, make it positive that concerted action in foreign business is not contrary to the Sherman law.

Upon the request of two mayors and one congressman Secretary Daniels ordered the battleship Utah to attend a celebration in a small inland Connecticut town. Now the wooden nutmeg makers are cracking chestnuts at the village smithy while Secretary Daniels is "owning up that the joke is on him by gum!"

Novelist Wells says the British are fighting without imagination, which is bad enough, don'tcheknow, but blawstee unfortunate when one considers that they are without ammunition as well.

A Jersey cow was recently stung to death in Oregon by Italian bees. Had she been a Holstein the federal agents would have arrested the bees for breach of neutrality.

**NARROW POLICY OF FIRST DIVISION**

The suit brought by the representatives of the First division to restrain the territory from using the forest funds equally for all parts of Alaska was frightfully ill-advised and as matter look now the First division stands to gain nothing by it which ever way the cat jumps. Because the funds coming from the forest reserves in the First division were greater than those from the other divisions the First division came to the conclusion that the other divisions did not have equal rights to them.

If the same argument held good in other respects the other three divisions might object to having the capital in Juneau. The forest funds are really federal money, or, at least, were federal money until the federal government decided to let the territory have it. If the funds coming through the federal government from forests should be spent where they are collected, the money received by the federal government from customs, railroads, etc., ought to be spent where they are collected, unless the forest funds are governed by special regulations or rules, which is hardly likely.

Let us suppose that there has been made a special regulation by which forest funds are to be turned over to the territory for use in roads or something else, and let us suppose that the federal government decides later to turn over the profits of the government railroad for the use of the territory. What would the First division think if the Third and Fourth divisions claimed all these profits for their own benefit? Or, let us suppose that the money acquired from the leasing of the Matanuska coal lands were used for the development of Alaska. Juneau going to establish a precedent by which the people of the coming Matanuska city may secure all those funds of the future?

Aside from all this: The First division by its suit is manifesting a narrowness of spirit which is un-Alaskan. It has the greatest gold mines and the greatest fisheries of Alaska present. It has payrolls far exceeding the payrolls of other districts and it has a splendidly prosperous future assured. With a few thousand dollars, if they can be obtained repay it by declaring war on the other parts of the territory!—Seward Gateway.

# RING WASTE SOON TO BE VESTIGATED

ing in Seattle for the purpose of ascertaining ways and means of getting rid of the herring packing waste in the herring packing industry in Alaska has been authorized by the Bureau of Fisheries, according to advices received by Gov. Bone. No date has been set for the hearing, but it is understood it will take place within the near future.

J. Christoffers, agent of the Bureau of Fisheries, with headquarters at Seattle, will conduct the hearing. He will conduct the hearing. He is expected to give proper notice of the hearing and its purposes. The agent of the Bureau of Fisheries was to investigate the waste in the packing industry by the Territorial Fish Commission, which, in session at Juneau last month, passed a resolution urging the Federal authorities to adopt regulations for better protection of the herring industry and to safeguard both the industry and the industry.

Plans have been made in the same matter received by the bureau. Three main complaints have been made. One that herring packing is unsuitable for food are utilized for the production of fertilizer, fish meal and so on, that in certain regions a part of the fish caught are too small and are thrown away; three, that in certain regions a considerable part of the fish contain parasites and are dumped as unsuitable for food.

**Has Definite Plans**  
Commissioner O'Malley said that the bureau has not been aware of the practices, but, owing to the present conditions peculiar to development of the herring packing industry in the Territory, it had not taken any steps, believing they would be fatal to its development. The bureau, he added, is reluctant to impose any obstacles to development in the early stages of its establishment. It has already, pretty definite plans in mind for correcting the evils of which complaints are being made. It is expected that these will be embodied in regulations following the Seattle convention now announced.

**Urge Pack Restriction**  
Saying that they fear an excessive catch of salmon in Southeastern waters in 1923 if plans for industrial operations now being made are permitted to materialize, representatives of 21 canning concerns at a meeting in Seattle last week renewed their request on Secretary Hoover for a fishing reserve covering all the Territory now included in former reserve orders. The following

# THIRD DIVISION LEADS SCHOOL TAX PAYMENTS

To the Third Division is accredited first place in the payment of annual school taxes for the year 1922, according to figures just made public by W. G. Smith, Territorial Treasurer. Cordova and Juneau are also the only towns which showed any increase on the amounts paid in 1921. Ketchikan showed a marked decrease, dropping \$1,500 below the previous year's figures.

The total collected for the entire Territory last year in school taxes was \$75,491.08, as compared to \$72,189.17 collected in 1921. The former figure is incomplete as additional returns are to be received while the 1921 figure is complete.

Two divisions, the First and Third, showed increases over 1921 collections and the other two, Second and Fourth, declined. The collections by division were:

First Division	\$21,111.63
Second Division	2,577.00
Third Division	47,496.50
Fourth Division	4,305.95

Total .....\$75,491.08  
For 1921 school tax collections reported were: First Division, \$17,652; Second, \$3,447; Third \$45,554; Fourth, \$5,534.17; total, \$72,189.17.

As in former years the Bristol Bay district of the Third Division was the most productive in the Territory, collections there and at Unalaska totaling in excess of \$24,000. Other heavy districts in the Third Division were Prince William Sound, Kodiak and the Kennecott mining section.

The principal towns in the Territory reported as follows:

Juneau	\$3,700
Anchorage	3,000
Cordova	1,800
Ketchikan	1,000
Fairbanks	1,000

# ALASKA IS INVITED PARTICIPATE BIG FAIR

An invitation to participate in the National Travel and Outdoor Life Exposition, to be staged in Chicago early next spring, has been extended to the Territory, according to an announcement by Gov. Scott C. Bone. It is suggested that Alaska arrange for an exhibit representative of the fishing, game, scenic and other attractions for persons desiring to spend their summer vacations in the outdoor world.

All sections of the country, it was stated, in a letter received by Governor Bone, from Maine to California, and from Washington state to Florida, will be represented in the exhibits. The big show will be held in the famous Chicago Coliseum from

# SUPPLIES FOR NIZINA BRIDGE BEEN BOUGHT

The striking feature of the Northwest today is the manner in which the shippers of that region are awakening to the opportunity of lessening transportation costs by the utilization of the Panama Canal, according to Col. J. C. Gotwals, Engineer Officer of the Alaska Road Commission, who has returned from a month's visit to Seattle, Portland and other cities of the Northwest. The Canal route, he added, has brought Philadelphia and Eastern steel and manufacturing centers as close to the Pacific Northwest and Alaska as Kansas City formerly was, as far as freight rates are concerned.

The net result is, he said, that many economies have been effected in construction and other activities. This is benefitting all of the Northwest and to a certain degree, Alaska, in that it is making it possible to do more work for the same money that was formerly expended.

In Portland conditions are good and the future of the city is of the brightest, said Colonel Gotwals, who said that it is probably destined to be the lumbering center of the world. Seattle is better than for the past two years and the business depression there has lifted perceptibly. Colonel Gotwals was one of the speakers at a luncheon of the Seattle Chamber of Commerce and in his talk assailed the system of mistaken "conservation" which had been foisted on the Territory. He also attended the Alaska Fish Dinner given by the Arctic Club.

Materials for putting in the five big piers of the Nizina River bridge and other supplies were purchased by Colonel Gotwals during his absence. These are to be shipped to Cordova and freighted out to the bridge site this winter. Assistant Superintendent Huddleston will go inside to take charge of the work and it is hoped that all the piers can be completed before next spring's high water stops the work. If this is not possible, work will be suspended during the summer and renewed again after the freeze-up next fall. The piers will be completed during the calendar year of 1923, he said. It is planned to complete the structure next winter and early in the spring in 1924.

# CANDLE ESKIMO MINER FINDS RICH CLAIM

# MAIL DELIVERY IN ALASKA IS EXPENSIVE

WASHINGTON, Jan. 12. — The highest per capita cost of the United States Postal Service is in Alaska where the Government spends \$200,000 per year for overland mail service to serve 38,000 white men. Pack trains, dog teams and other primitive methods of transportation are employed. However, the importance of this service is illustrated by the fact that these men regulate their lives by the postal routes. The Government inspector who recently visited Alaska found that men served by their mail routes waited until two and three o'clock in the morning for the arrival of the carrier. The coming and going of a mail carrier in these communities is distinctly an event, it being the only time the communities come in touch with the outside world.

# NOME WINTER SERVICE — BETTER THAN LAST YEAR

In comparing the present mail service between Nome and the States with former years, the Nome Nugget has this to say: "Peter Curran inaugurated the winter mail service from Nome to the Outside on Thursday, November 16. According to information given it is understood that the mail from the States is in the neighborhood of Unalakett and would leave for Nome about the same time that Mr. Curran started east.

"If weather conditions permit we should receive our first winter mail about November 24, about one month earlier than in former winters. The Government railroad has facilitated mail movements in Alaska and Nome will benefit accordingly. After the next mail departure from Nome a regular weekly schedule will be observed."

# PAVLOF ERUPTION SPECTACULAR SIGHT

That officers and passengers on the steamer Starr were witnesses of a remarkably beautiful and impressive sight in the recent eruption of Mt. Pavlof was the report brought on the arrival of the little steamer at Seward a few days ago. In relating the incident the officers declare that the glow of the flames from the volcano attained a height of over 500 feet. The sky was illuminated with the reddish hue for a considerable time, enabling the passengers to enjoy a sight rarely witnessed. In addition to the glow of the fires, huge masses of red-hot lava were plainly visible streaming down the sides of the mountain.

At the time of the eruption the Starr was in the vicinity of Belkofsky, on its way to Unalaska and for many

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CHITINA LEADER

# Chitina Leader

CHITINA, ALASKA, SATURDAY, MARCH 3, 1923

PRICE TEN CENTS

## TAMMANY HEAD ENDS CAREER IN HARNESS

### Famous Leader Dies Suddenly Following House Speech

WASHINGTON, March 2.—Representative W. Bourke Cockran, the Democratic leader of New York City, died suddenly of apoplexy yesterday. The veteran Tammany wheel-horse was on the floor of the House only the night before, when he made a spirited speech in opposition to the pending Farm Credits bill. A native of Ireland, Cockran was educated in France and the United States, and for years has been prominent in American public life. One of the most eloquent orators of the country in recent days, he has devoted much of his time to the fight for Irish freedom. He was unrelenting foe of prohibition, never losing an opportunity to denounce what he called the "invasion of personal liberty." He was sixty-nine years of age.

## WOULD CUT QUOTA OF IMMIGRANTS TO TWO PER CENT

WASHINGTON, March 2.—A resolution limiting the numbers of European immigrants to be admitted to the United States on a quota of two per cent of the number of each nationality who were in the country as shown by the census of 1902, was introduced by Representative Albert Johnson, of Washington, chairman of the House Committee on Immigration, yesterday. This is proposed to supersede the present law which provides for the admission of a three per cent quota. The measure would also admit to the country the immediate relatives of persons who have become citizens or who have signified their intentions of becoming citizens.

## ALASKAN DIES FROM POISON

## POLA NEGRI IS OF SAME MIND AS CHAPLIN

### Declares Herself Much Too Poor for Charlie

LOS ANGELES, March 2.—That Pola Negri and Charles Chaplin are of one mind on the question of their recently proposed and announced marriage is indicated in an interview given out by the moving picture actress yesterday to a representative of the Los Angeles Times, which published a statement by the custard pie comedian on the same subject. The engagement between the two has been broken off by the fair star, according to the Times story, as related by herself. Negri declared that she had a thousand reasons for not marrying Chaplin, chief of which was that she is too poor. The actress said that the famous comedian of the silver screen needs a wife with plenty of money. Following Chaplin's statement to the effect that he was too poor to marry, the sentiment appears to be unanimous.

## LOVERS MAKE UP, TROUBLES REMEDIED, NOW DECLARES POLA

LOS ANGELES, March 2.—Announcing a complete reversal of the relation between herself and Charlie Chaplin, to whom her engagement was yesterday declared by both parties to have been broken off, Pola Negri last night stated to a newspaper reporter that the two had become reconciled to what was declared to be their mutual "poverty." "We have made up," said Mme Negri. "Mr. Chaplin came to my home last night and stayed late. I have taken him back. We are quite reconciled, and are engaged again." It is rumored today that the wedding of the two stars will take place shortly.

## MOB MEMBERS ARE NABBED

## GOVERNOR CHARGED FOR IMPEACHMENT BY LABOR LEADER

PIERRE, S. D., March 2.—"In behalf of the State of South Dakota and as an individual," Walter Flannigan, publisher of the Labor News, has filed a petition in the House of Representatives asking for the impeachment of Governor McMaster. The State executive is charged with neglect of duty, misconduct, intentional disregard of the law and failure to have the law enforced in connection with the alleged embezzlement of public moneys during the past five years.

## DECLARE JAPS ARE MENACE IN HAWAII IS.

WASHINGTON, March 2.—Urging the enactment of legislation as provided in the resolution introduced by Congressman Dillingham, so as to permit under restrictions the immigration of aliens otherwise not admissible to Hawaii, the Senate Immigration Committee yesterday reported favorably on the bill designed to relieve the present labor shortage in the Islands. The report declares that American control in the Hawaiian Islands and the Mid-Pacific is being endangered by the preponderance of Japanese, who now supply the bulk of the labor there.

## WAGE INCREASES ARE LABOR BOARD ORDER ON MANY RAILWAYS

CHICAGO, March 2.—A wage increase of two cents an hour and affecting approximately 65,000 freight-handlers and station employes on 41 railroads of the country, became effective yesterday as the result of an order issued by the Railway Labor Board. At the same time the eight-hour day, with punitive overtime payment, became effective with 321,000 railway workers.

### BILL IN CONFERENCE

WASHINGTON, March 2.—The conference committee of the Senate and House began work yesterday on the Agricultural Credits bill passed

## MAJOR GOTWALS REVIEWS WORK IN INTERIOR

### Many Projects on in Roadbuilding for Territory

## NEW FUNDS PROMISE MORE

### Much Work Is Planned For Next Season by Commission

Major John C. Gotwals, of the Alaska Road Commission, is in Cordova today, having arrived last night on the Watson from a trip to the Westward. Major Gotwals will leave tomorrow for the Interior by way of Chitina, whence he will return about the twelfth. He is accompanied by his famous dog, Ichi, given to him last year, who has been cavorting about town having the time of his life in the snowstorm.

Speaking of his recent visit to the Interior, where he inspected progress of operations under the Alaska Road Commission, Colonel J. C. Gotwals said:

"The trail over the McGrath is now opened up the entire distance and is proving unusually good, due to the excellent and uniform snow conditions and the absence of any steep grades. Considerable additional shelter, either road house or shelter cabin, is needed. The improved sled road into Eureka creek from Kobi provides a high-class winter road capable of transporting four tons with four horses on bob sleds. The opening up of the McGrath trail was the most important work (Continued on Page 8)

## KLAN LEADER IS CHARGED ON CONTEMPT

TOPEKA, Kas., March 2.—Charged with contempt of court for refusing to answer questions put to him in the case now being tried for ousting

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School and Finkelstein teams, now tied for second in the series, will play Eagle Hall, the game 7:30 o'clock. The Elks and Shops will also play, as a double-header for

Thorn, R. E. Eisner, C. P. John Steffgen, F. J. McK Burns, Fred Hael, Hobson, D. J. McCarthy, Mr. Ed. Walsh and M. who were attending the t, returned on last night's Valdez.

le who went to the West-rose of real estate belong-brother, the later Dr. F. posed of the building oc- Marathon Cafe at Sew-300, to Attorney A. E. the Baxter corner at to M. J. Conroy for

ral Watson arrived from rd at 7 o'clock last night following passengers for chard Wakelln, Maj. Got-Delzelle, Mrs. Wm. John-zagrose, T. J. Donohue, Donohoe, F. J. Hayes, ernoll, Fred Schiller, M. Paul Bloedorn, Frank Walsh, O. P. Michelson, son, J. N. Steffgen, Fred Reynolds, R. E. Eisner, thy, E. Gourcni, A. Paul- steerage. son sailed at 9 o'clock with the following pas- hester Mellison, Frank F. McDonnell, P. Abralo- wdnsky, J. P. Bundren, and nine steerage.

## OUS LETTERS DEFEND KU KLUX

March 2.—That he would investigation of letters been pouring in to mem- New York Legislature, vernor Smith, the Cath- and the Jews, was the nt made yesterday by n Jesse, of New York of the letters is said to ed that a "Klansman is g citizen, executing the

## HEMPLE MINING COMPANY HAVE HEADQUARTERS HERE

Returning to Valdez on last night's Alameda, S. A. Hemple, of that town, who has been in Cordova for some days, goes back to make preparations to move his family to Cordova. Mr. Hemple is an old-timer of Valdez, having been in business there during the Reynolds boom. He is now interested in the development of a copper property at Landlock Bay, midway between Cordova and Valdez on the coast, of which he is very optimistic. The property consists of four patented and four un-patented claims, on which three tunnels have been dug, one to a depth of 650 feet, where veins of ore running from three per cent to eight per cent in copper have been located. Adequate waterpower on the property, together with abundant timber for mine construction, make development of the property an economical business, said Mr. Hemple yesterday. A deep-water wharf-site twelve hundred feet below the mine will afford transportation by gravity. Expert reports on the property are to the effect that it will develop into one of the largest concentrating operations on the coast. The Hemple Mining Company, of which Mr. Hemple is head, is being financed largely by Cordova people, and because of the added facilities afforded by Cordova for work on the mine, Mr. Hemple will shortly return here to make his future home.

## BUILDING WORKERS STRIKE ON WAGES

CLEVELAND, March 2.—With failure to reach an agreement on a new wage scale to apply to workers in building construction trades, more than two thousand laborers employed in virtually every big construction enterprise in this city went on strike today. The union workmen are demanding an increase of seven and a half cents an hour.

### CHURCH OF ST. JOSEPH

This evening at 7 o'clock there will be the Rosary, Stations of the Cross and Benediction.

Wm. McMILLAN, S. J., Rector.

Dance Empress Cabaret March 3.

# MAJOR GOTWALS REVIEWS WORK OF INTERIOR

(Continued From Page 1)  
performed this winter, and gives special relief, because the supplying of the Kantishna mining district is accomplished over the same route.

"In addition to this the Chatanika-Circle road will be completed this winter, and will greatly facilitate the further extension of that important road. Plans are in view for next season's operations. All of the equipment now on hand will be overhauled and put in condition for the early prosecution of all the roads leading from Fairbanks.

"The plans for the season's work are rather tentative at present, but will include substantial improvements to the Valdez trail of same nature as those made during the last two years, and probably the erection of Salcha bridge next winter. The work on the roads in the Fairbanks mining district will depend largely on the nature of the co-operation received from the Territory. It is expected that calls will be made for the necessary roads to freight in equipment to work the creeks prospected last summer. In case this is done it is planned to extensively improve the Cleary creek road.

"As noted above, increased pressure will be made in pushing the Chatanika-Circle road, which improvement is now evident to everyone. More remote from Fairbanks, but still important for the interior, work of erecting cable ways and improving existing roads and trails in the Chandler and Koyukuk mining districts are being prepared for. It is necessary to send foremen into these districts by dog team in order to make sure of the completion of these scattered and important improvements.

"The work in the Kantishna district and to Mt. McKinley bar will be carried ahead as extensions of work under way last season; that is, improvement of the Roosevelt-Eureka creek, McKinley bar road and grade, and improvement and upkeep of shelter along the high trail leading from McKinley Park station.

"Increased interest in the Bonfield district will require an investigation, and if a feasible route serving the entire district can be found, transportation relief will be carried out, probably by cutting a through sled-road of the same type as now serving the Kantishna district.

"Within the increased appropriations now being made and the possibility of early obligation of same, work can be prepared for in a very deliberate manner, and for this reason, as well as the service given and the low rates provided over the Alaska railroad, the substantial expansion of our road work had during the last two



## A Great Style Success McBedwin Finish

An Adler Collegian feature gives better fit, retains good longer and is even more beautiful full silk lined.

It is the dressiest inside finish put in a young man's coat. End does away with body linings. you nothing extra..

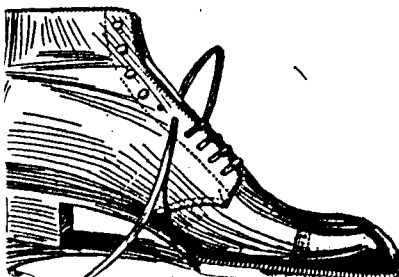
Before you spend another cent on clothes, come and see the Adler Collegian Clothes for Spring with the Bedwin Finish.

\$30--\$35--\$40

# Finkelstein Sapiro

Grocery 21

—PHONES—



# SPECIAL SALE

Zagrose, I. J. Donohoe, J. Donohoe, F. J. Hayes, J. Pernoll, Fred Schiller, M. Paul Bloedorn, Frank Walsh, O. P. Michelson, J. N. Steffgen, Fred I. Reynolds, R. E. Elsner, arthy, E. Gourcini, A. Paul-ur steerage.

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Colonel Gotwals is an enthusiastic dog musher, and in a note to local mushers, he says of his Siberian dog presented to him by Nomeites a year ago:

"In going into the Kantishna district I took my dog Icl—who formerly ornamented the streets of Fairbanks—with me, put him into the harness, made a leader out of him, and he is the best dog in the team, and in the harness from the start. If you want this ratified, ask Mike Conney of Nana, who went with me." This was Icl's first introduction to the harness. He is bred from Nome's best racing dogs, and apparently has inherent in him the quality which has brought fame to his forefathers."

**SENATE APPROVES  
ANTI-DRUG MEMORIAL**

WASHINGTON, March 2. — The anti-narcotics resolution, requesting the President to enter into negotiations with foreign powers toward reducing the production of opium and its drug derivatives, was passed by the Senate yesterday.

**HOUSE VOTES AGAINST  
INVESTIGATION OF DEPT.**

**McBedwin Finis**

An Adler Collegian feature gives better fit, retains good longer and is even more beautiful full silk lined.

It is the dressiest inside finish put in a young man's coat. E does away with body linings, you nothing extra..

Before you spend another c clothes, come and see the Adler Collegian Clothes for Spring with t Bedwin Finish.

**\$30--\$35--\$40**

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Grocery 21

—PHONES—



g our first showing of styles and prices that ectation.

can give you more.

**& \$10.00**

indow. Don't forget to ask o show you the Florsheim

8.

**SPECIAL  
SALE**

In order to make room our Spring stock of suits have selected 79 suits w we have placed on sale.

These garments are a selectio short lines out of our regular s The market in both wool and ton is very firm and you car afford to miss such an opportu

**\$30. & \$35. Suits -**  
**\$40. & \$45. " -**  
**\$50. & \$55. " -**

Small charge for alteratio

# WANT HIGHWAY EXTENDED TO MCKINLEY LAKE

## Said Forest Service Asked to Continue Road Along Eyak Lake

The Cordova Chamber of Commerce last night petitioned the Forest Service to extend the construction of the Eyak Highway to McKinley Lake, a distance of thirty-five miles. Before taking this action a committee, consisting of Messrs. Chas. J. Goodall, Thos. S. Scott and Jas. L. Galen, was appointed to investigate the different road projects in this section, which resulted in submitting the following report and its adoption by the Chamber:

**Committee Submits Report**  
Your committee begs to report that it has conferred with Forest Supervisor McDonald regarding the road construction program in this vicinity. Mr. McDonald has made clear the position of the Government in the matter of the proposed Mile 39-Katalla road, explaining that on the basis of present development the section between Katalla and the head of Softuk Bar, a distance of four miles, has been approved for construction. Also, that the 14-mile section of road between Katalla and Chilkat will be improved. An allotment of \$54,000 has already been made for this work. Further extension of the road toward Mile 39 is contingent upon future development in that section.

The proposed improvement of harbor facilities at Controllor Bay, and the fact that appropriations are limited and must be spread over an immense territory, are all factors influencing the Government's decision in the matter.

After going into this question in considerable detail, your committee is convinced that the position of the Government is not unreasonable. We feel also that it would not be wise at this time to confuse the issue by discussing the Mile 39-Katalla project in our recommendations for the extension of the Eyak Lake Highway.

**Petition for Extension of Road**  
After mature consideration of the Cordova Chamber of Commerce, in co-operation with residents of Cordova and vicinity, respectfully petition that the Eyak Lake Highway, now under construction by the United States Bureau of Public Roads, be continued as far as the head of McKinley Lake. This would entail additional construction of approximately 35 miles. The first three miles of this additional construction would follow around the shores of Eyak Lake, and would be similar to that already constructed.

Some 40 claims are now on record on which the assessment work is being kept up. Eventually this property will be developed. This road will serve to open up this basin and will be an important factor in hastening its development.

We believe that the principal asset of the road will be from a tourist standpoint. As you are well aware, a great deal of the prosperity of Switzerland and other European countries for generations has been derived from the tourist traffic. They have commercialized and developed this asset until it has become one of the greatest revenue producers they have. We are convinced that this road will open up scenic areas that will equal anything to be found anywhere, combining as it will mountain, lake, glacier and forest scenes.

Tourist travel through Cordova this year has shown a wonderful impetus. Members of the Presidential party, Congressional party and other prominent travelers have informed this body that we have scenery here that is incomparable. We believe the time is ripe to capitalize this asset.

It is realized, of course, that it may not be possible to undertake the construction of the whole project at once, and it is therefore suggested that the project be divided into two units, the first between the head of Eyak Lake and the Hanscomb Radio Station, and the second between the radio station and the head of McKinley Lake.

It is respectfully suggested that survey of the first section at least be made this field season so that if approved construction can start next Spring.

## COLONEL STEESE GIVES OUTSIDE GIRLS "TIP"

Alaskan Type Just the Sort for  
Maidens Pining for Real  
He Man

The following appeared in a late issue of a San Francisco paper:

"This is an advertisement. It is intended to call the attention of girls to the opportunities afforded by Alaska. That is to say, opportunities for getting married.

"Col. James G Steese, president of the Alaskan Road Commission, said the other day that 'Alaska is the spinner's paradise. The splendid army of young men engaged in Alaskan interests are forced to come very often to the United States for brides. The supply of women in Alaska does not equal the demand. To my mind there is no more glorious country to live in. There is something about Alaska that gets into your blood. You may pine for the States until, in sheer hunger of soul, you manage to get back to them. Once there you cannot wait to return to Alaska.'

"No modern ideas nor twentieth century theories can alter the fact that the principal business of women is to get married and have children.

"That is the business for which nature adapted her and the one in which as a rule she finds the greatest hap-

# MUCH MINING ACTIVITY AT FAIRBANKS

Mining activity in the Fairbanks district is commencing and active steps are being taken by the local operators to enliven the golden spirit of the creeks.

Ten thousand dollars in gold dust was brought in on June 11 as the first clean-up of the season by H. Cameron, mining on Dome Creek, according to the special correspondent of the Alaska Miners News. Mr. Cameron was extremely pleased with his clean-up and states that considerably more dust will be brought in during the Summer from his workings. This is the biggest clean-up so far reported from the Fairbanks district this season, and is indicative of the activity to be noted in this district the coming season.

The Fairbanks Gold Dredging Company is laying in huge quantities of supplies and is transporting machinery to the dredging grounds preparatory to an active season's operation. The Gilmore road is in fairly good condition and is now ready for heavy traffic.

The Fairbanks Dredging Company has two dredges and will employ approximately 35 men during mining season. The Mt. McKinley Gold Mining Company will operate this season and is now busy in transporting goods and supplies to the dredging grounds. Gilbert B. Stevens and associates will commence work in the immediate future on their 28 claims located in the Bonfield district and are now sending in their supplies for the season's work.

A five stamp mill will be operated on Fairbanks Creek by Krytes and Feldeman during the season and a mill run will be made shortly. At the present time six men are being employed in development work. Mr. Feldeman, who has recently completed a course in assaying, is now prepared to look farther into the interests of the firm in the matter of assays.

The Rainbow Mining Company under the supervision of Roy Maddox, is developing its property on Scruggin Gulch and expects to have a dump that will afford a three months' run next season.

The St. Paul Mining and Milling Co. are preparing to take out a large quantity of ore from the company's holdings at the head of Eve Creek and have a ten ton Chillings mill ready for operation, and will not only do the company's milling but will take as much custom work as the capacity of the mill will permit. The Smith Bros. on the same creek are doing extensive development work and will shortly have sufficient ore for a mill run.

Henderson and McLaughlin have bought out the interest of Tindel and Linn, and have several hundred tons

# APPROPRIATION FOR TRAIL TO MOUNT EYAK

## Council Extends Fire Limits and Transacts Other Business

At last night's meeting of the City Council Chairman Lund, of the Street Committee reported that all work on the sidewalks in the town had been completed and the assessment roll for the completed work turned over to the Town Clerk; that the cross walk on D. Avenue had been completed; that the sewer leading into the bay had been repaired and that while the piledriver was working on the city dock he had had some work done on the city float with the consent of other members of the council.

City Engineer A. J. Adams was present and informed the council that work was progressing on Federal Avenue and the alley at the rear of the Windsor Hotel; also that Mr. Galen, of the Alaska Transfer Company, had made arrangements to complete the contract of the improvement on First Street. Councilman Donohoe reported to the council that a bond had been furnished by the Alaska Transfer Company for \$5000 in connection with the work on the streets leading to the new Federal building and that the same would be filed with the clerk. A discussion was had brought up by Councilman Dooley, with reference to the grading of Second Avenue between A and B. Streets, by using the material from the excavation of the Federal building. Mr. Galen asked that the same privilege be given him in disposing of the material from Federal Avenue in case the city filled in the street. The city engineer was instructed to set up the grade stakes along the street and establish the grade so that the council could ascertain just how much was needed to bring the street to grade, the engineer to report to the council at a special meeting to be held on Wednesday, August 8.

Councilman Haef informed the council that the fire alarm had been installed in the Empress Theater and was now in working order. Upon request of the fire department, the city purchased one fire hood and six gas masks, samples of which were exhibited at the meeting. Under this heading it was brought to the council's attention that Mr. H. Slaker, representing the Board of Fire Underwriters of San Francisco was in the city and the fire committee was instructed to meet with him and take up the various questions of fire protection in the city.

Councilman Mickelson, chairman of the Police Committee, reported to the council that during the recent visit of the President, he had put on fif-

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CHITINA LEADER

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"No modern ideas nor twentieth century theories can alter the fact that the principal business of women is to get married and have children.

"That is the business for which nature adapted her and the one in which as a rule she finds the greatest happiness.

"It follows that no act of her life is so important as that of marrying the right man.

"In coming to this decision she ought to use ordinary common sense. And ordinary common sense dictates that a girl's chances are better for getting the right kind of man if she will go to that locality where the right kind of men abound. In other words, if you want to get anything you must go to the best market.

"The men of Alaskan are the pioneer type. They are strong, vigorous, healthy, and engaged in the greatest business of all the world, which is that of subduing nature and making the wilderness into a garden.

"Of course, this calls for a similar type of girl. Anaemic girls and those whose ambition is to have "strawberries, sugar and cream, and sit on a cushion and sew a fine seam," need not apply. But girls of spirit, and healthy girls who love outdoors and achievement, girls who want to be mates for strong men and bring wholesome offspring into the world, in short girls of good, sound stock and blood ought to pay some attention to the prospects offered by Alaska.

"The cities of the East are full of young women whose lives from the nature of the case must always be drab and uninteresting. A certain number of them, of course, are unfitted for adventure and will probably stay at home and struggle along.

"But those girls who are unafraid and strong-souled and who want to take their womanhood to the best market might do far worse than to take their foot in their hand and go to Alaska."

The remarkable range of ten octaves has been accomplished by Michael Prita, of Vienna.

Large deposits of graphite have been discovered in British East Africa.

Bonnifield district and are now sending in their supplies for the season's work.

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Henderson and McLaughlin have bought out the interest of Tindel and Linn, and have several hundred tons of good ore in sight and are breaking ground for the foundation of a new 20 ton Chillian mill which will be installed this summer. A run will be made before the cool weather sets in.

The old Tindell and Linn interests are located at the head of Happy Creek.

Burke and Leanin located on lower Dome are working a crew of 8 men and are very hopeful of satisfactory results from the season's work. They are now down 130 feet and in fair pay.

A Pathe moving picture was taken of the Congressional Party while viewing a \$3,700 clean-up on the Joe McDonald claim. Several good clean-ups have been made on this property this season.

### BID IS RECEIVED FOR SUBSIDY OFFERED ON NOME-ST. MICHAEL RUN

A bid for the Territorial shipping subsidy for coastwise vessels on the Nome-St. Michael run was received recently by telegraph from Capt. Allan, of the gasboat Donaldson, according to Gov. Scott C. Bone. No bid has been received for the Nome-Kotzebue route on which a subsidy is also offered.

The Donaldson was formerly owned by the War Department and operated between Ft. Lisicum and Valdez. It was sold after the Army post at Fort Lisicum was discontinued.

The bid has been taken under consideration by the Governor. The Donaldson has left Nome for Wrangell Island under charter to Harold Noice who is heading a rescue party in search of the Stefansson Arctic expedition left on Wrangell Island. Noice expects to return to Nome in about three weeks after which time the Donaldson will be available for the Nome-St. Michael run.

by using the material from the excavation of the Federal building. Mr. Galen asked that the same privilege be given him in disposing of the material from Federal Avenue in case the city filled in the street. The city engineer was instructed to set up the grade stakes along the street and establish the grade so that the council could ascertain just how much was needed to bring the street to grade, the engineer to report to the council at a special meeting to be held on Wednesday, August 8.

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Councilman Mickelson, chairman of the Police Committee, reported to the council that during the recent visit of the President, he had put on fifteen extra patrolmen for the day.

Ordinance No. 82 entitled "An ordinance amending section three of ordinance No. 4 as amended by ordinance No. 54, being an ordinance to establish fire limits in the Town of Cordova, Territory of Alaska, and for other purposes" was taken from the table, read by title and adopted.

A letter was read from Forest Supervisor W. J. McDonald stating that the Forestry Service was building a trail to Mt. Eyak and stating that it was customary for the towns adjacent to such work to pay for one third of the work. J. L. Galen and John Muller, a committee from the Chamber of Commerce, were present and informed the council that the undertaking had the endorsement of that body and requested that Mr. McDonald's letter be given due consideration. Considerable discussion was had on the subject during which it was ascertained that the trail started and continued for some distance within the city limits after which it was decided that the sum of \$200 be expended in the construction of the trail by the city and that a warrant for that amount be drawn made payable to the Forestry Service.

Mayor Council informed the council that he was turning back into the city treasury \$400 of the \$500 set aside for the entertainment of the President and that as soon as all the bills were in and paid, he would in all probability have in the neighborhood of \$50 more to return to the city's fund.

**ALASKANS ARE STARTING  
BANK IN CALIFORNIA**  
E. R. Peoples and Eddie Suter, pioneer Fairbanks merchants, are starting a bank at Huntington Beach, California, and George Wesch, formerly connected with Fairbanks banks, will have a position in the new institution. Wesch recently invested in a small ranch in the south. Mr. Peoples was a pioneer of Skagway.



## T. RUNNING IN CORDOVA PLACING SEINE PULLER

Thos. Running, president of the Automatic Purse-Seiner Puller company, was an arrival on the last steamer and will be here about two weeks, engaged in installing one of his valuable machines on the Elmo, a purse seine boat of the Carlisle Packing company. He will then go to the westward and perform a similar installation on the purse seiner Trio, of the Utopian Fisheries company. Later he will go to southeastern Alaska and install one on a boat for Captain Pegil Peterson, who is one of the most experienced seiners on the coast. This patent for improving purse seining operations, that is being put on the market by Mr. Running's company, has already established its efficiency as a labor saving device.

## INDIAN VOTE FIRST DIVIS. QUESTIONED

At Juneau the clerk of the federal court John H. Dunn has decided that it is obligatory upon him to forthwith proceed to count the votes of the First division, as cast at the primary election on April 29.

Stating that the law covering the canvass of the vote in the primary elections prescribing the duties of the clerk of district court, a mandatory, Mr. Dunn gave formal notice to Emery Valentine, H. R. Shepard, R. E. Robertson, and others for whom the last mentioned appeared, that he would proceed to canvass the returns of the last primary election unless enjoined by an order from the court.

The notice was given as the result of protests filed against counting the votes until certain alleged illegal votes had been thrown out and votes in certain precincts, alleged to have been illegally created thrown out en bloc.

The protests were filed by Messrs. Shepard and Valentine for themselves while Mr. Robertson filed for himself H. G. Steel, W. D. Copperrnoll, Arthur Frame, J. H. Davies, Howard Ashley and A. E. Gurr. They were identical in form and alleged certain persons had voted who were not citizens of the United States, that many non-citizens had voted in precincts illegally created by reason of the fact that less than 30 persons resided in them at the time they were established, and further that individuals seeking to serve as election officials had failed to qualify for that service as is required by law.

Clerk Dunn's letter to the complainants was as follows:  
"Replying to the protests filed by you against making a canvass of the

## LOCAL ROAD BUILDING IS PROVIDED FOR

The Secretary of Agriculture at Washington has approved of allotments aggregating \$182,000 from the Forest Service Road Fund for expenditure this season on four Alaskan projects. Other projects pending on the season's program, while approved by Washington Forestry officials, are being held in abeyance until the final passage and approval of the appropriation bill, it was announced.

Allotments were approved for two projects in the Third division, one at Cordova and the second on the Alaska railroad. Twelve thousand dollars was authorized for expenditure on an extension of one mile on the Cordova-Eyak Lake Highway which takes that route beyond the new territorial fish hatchery and to a power station on Power creek. The other allotment approved amounted to \$40,000 which will be expended on the second section of the Railroad-Sunrise road, the first section of which was completed last year.

From the office headquarters at Juneau announcement is made of allotment of funds for the Third division, by agreement with the territory, for regular seasonal maintenance work, as follows:

Federal Territory	
Cordova-Eyak Lakes.....	\$ 1,800 \$ 200
Katalla .....	1,000 1,000
Seward-Kenai Lake .....	7,500 450
Hope District .....	7,375 625
Quartz Creek-Russian	
River .....	1,750 1,125
Total .....	\$19,475 \$3,400

## NEWLY APPOINTED MAN AS SEWARD POSTMASTER

Charles A. Sheldon, recently appointed postmaster for Seward, is a war veteran having been attached to the aviation service and making many spectacular flights during the world war at the front. He is a brother of Mrs. L. V. Ray and at the present time is in charge of the lighting plant of the Alaska railroad at Nenana.

## ARMY WILL MAINTAIN BARRACKS AT HAINES

The War Department has decided not to abandon Chilkoot Barracks at Haines, and to retain there, at least for the present, the troops detailed to the post. Information in a this effect has been received in a letter from Secretary John W. Weeks. A letter was also received from Congressman Samuel E. Winslow, Massachusetts, saying he had been similarly advised by the War Department.

The proposal to abandon the Haines post was made known to

## APOLLO WILL SAIL TO NOME GET REINDEER

SEATTLE, May 28.—The motorship Apollo, formerly the German freighter Oregon, which the British cruiser seized in Mexican waters, is receiving refrigerator equipment. She has been engaged to leave for Nome on June 20, to return with a cargo of reindeer meat.

## PIONEER CHAS. KELLY DIES IN LOS ANGELES

LOS ANGELES, May 28.—The funeral was held yesterday of Charles E. Kelly, who opened a drug store in Seattle soon after the big fire in 1889. During the gold rush he went to Nome and operated a drug store there for several years. He died in this city on Friday, having lived here for a couple of years.

## MAJ. L. E. OLIVER TAKES UP NEW DUTIES JUNEAU

Major Lunsford E. Oliver, recently assigned to duty with the Alaska Road commission as engineer officer, vice Col. J. C. Gotwals recalled to duty in the states, at Juneau, Tuesday last, on the steamer Yukon. He was accompanied by his wife and their little son Thomas, and Mrs. Oliver's mother, Mrs. Jane W. Putnam.

They are guests at the Hotel Zynda for the present until a house has been obtained in which they can establish their home. Major Oliver is a West Point graduate, appointed from Nebraska. He was commissioned in 1913 and has served eleven years in the Corps of Engineers. During the world war he held commission as lieutenant colonel.

Major Oliver is said to be a high class engineer, a fine type of officer and to have a splendid record in the army service. He was in charge of construction of a large bridge across the Potomac river at Georgetown near the national capital two or three years ago. Since that time he has been mostly connected with the Mississippi district of the board of rivers and harbors.

## FAVOR PROSPECTOR ON ANNETTE ISLAND

Extension to Annette Island of the general federal laws governing the development and disposition of mineral lands, is proposed by a bill recently introduced in Congress by Delegate Dan Sutherland. Its aim, apparently, is to open that island

## TO COMBINE LAND DEPTS. IN ALASKA

Early in the month Representative N. J. Snett, of Oregon, introduced by request a bill that would consolidate the public land service in Alaska. The bill is now under consideration by the committee on public lands in the house. The measure is presumed to have the endorsement of the department of the interior, and is as follows:

"Be it enacted by the Senate and House of Representatives of the United States in Congress assembled: That hereafter for the more direct, effective and economical administration of the public-land laws applicable to the Territory of Alaska, the duties and powers now vested by statute in and exercised by the surveyor general and the registers and receivers in the several land districts of the territory, shall be conferred upon and hereafter exercised by an officer skilled in the public land laws, styled the superintendent of public lands for Alaska to be appointed by the president, by and with the advice of the senate, who shall also discharge such other and further duties as may be assigned to him by the secretary of the interior in connection with the execution and administration of the public land laws, and the offices of surveyor general and register and receiver in said territory are hereby abolished.

Sec. 2. The compensation of the superintendent of public lands shall be \$5000 per annum, and the principal office of such officer shall be located and maintained at such place in the territory as may be designated by the president: Provided, That the secretary of the interior may, by suitable regulations, establish such branch offices and define the territorial jurisdiction thereof as may, in his discretion, be required for the convenient transaction of the public land business in the territory, and may designate an employee of the land service as officer in charge of any such branch office, who shall be authorized to receive filings, accept payments therefor, receive public moneys, administer oaths, and take proofs and testimony in land cases, and perform such other and further duties as may be assigned to him by the secretary of the interior, for the purpose of carrying out the provisions of this act.

Sec. 3. That the duties and powers conferred hereby upon said superintendent of public lands shall be exercised under the direction of the commissioner of general land office, subject to the supervision of the secretary of the interior and a bond in the penal sum of \$30,000 shall be executed and filed by said officer before entering upon the discharge of his duties.

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# RING SEA VESSELS ARE IN DISTRESS

Wireless message received at the Va station yesterday stated the motorship Lady Kindersley in distress in Bering Sea in vicinity of the Pribiloff Islands. Bureau of Education vessel has gone to her relief. The in of the Lady Kindersley has ed to abandon his ship this noon. There are no casualties vessel. The same message ht word that the motorship was icebound off Point Bar-

NCOVER, Aug. 18.—The mop Lady Kindersley abandoned r crew in the Bering Sea left for the north on June 27th. ship was in command of Gus er and carried a crew of nine. Foelner is a resident of ity. The vessel was built here 21, and is constructed of wood, s one hundred and twenty-nine long.

# L THIELE ON TRIP TO INTERIOR AND NOME

route to Nome via Dawson the upper Yukon river, Secre- Karl Thiele and District For- C. H. Flory, left Wednesday ing. They were accompanied G. Means who will go with as far as Tanana and R. J. ers to Skagway.

party left by auto for Tee or. There it took the forestry Ranger VI. for Skagway. As- t District Forester M. L. Mer- vent with them as far as Eagle

Thiele and Mr. Flory will go down the Yukon river to St. and across Norton Sound to . They expect to be back in u late next month and will bly return via the Yukon to na thence up the Tanana river airbanks and out to the coast the Alaska railroad.

Means, who will confer with a territory officials at Dawson, return via Tanana river points xpects to be back shortly after mber 1. Mr. Sommers returns from Skagway in a few days.

# ASKA FUND FOR HARDING APPRECIATED

acknowledging receipt of Al

# EXCURSION TO MCCARTHY BIG SUCCESS

It was a tired but well satisfied crowd of over 125 excursionists who returned from McCarthy last evening at 8:30 o'clock. All report having had a delightful outing and were loud in their praise of the courtesies and treatment afforded them while visiting the interior town. It was a large number to take care of over night but the hotels, rooming houses cabins and homes at McCarthy were made available to an extent necessary to afford accommodations for all.

When the excursion train pulled out at 7:30 o'clock on Sunday morning the sun shone brightly and so continued all day. Its brightness added to the scenic beauties and all enjoyed a view of the huge glaciers, snow capped mountains, gorges, rivers, lakes and other attractions. Short stops were made both going and coming at Chitina and Strelina. The train ran on scheduled time over a smooth road bed and was not subject to any delay or accident.

The crowd was met at McCarthy by an outpouring of most of the population and were taken charge of by some of the leading men like J. B. O'Neill, R. L. H. Marshall, John Barrett, Capt. J. P. Hubrick, Nells Tjosevick, F. A. Iverson, D. J. Campbell, Postmaster Jackson, Harry C. Bosch, Road Engineer Anderson. After all were comfortably located the crowds swarmed to the baseball grounds, where the big event of the day was to come off.

The contest for the championship of the Copper River country was the issue and as the two teams started to do a little warming up work, and as the news went around of the superior battery of the home team, the interest became intense. Argument in many instances was backed with money, until finally there was in the neighborhood of \$2500 in the hands of stakeholders, with McCarthy enthusiasts still offering to go the limit, so strong was their faith in the hucky lads who expected to vanquish the visitors. The excitement was intense for several innings and throughout the game both teams played good ball, but the Cordova boys had their batting togs on and when they finally "got on" to curves they had the game well in hand. It was expected to play another game on Monday morning, but it had rained during the night and showers continued, so that it was not thought advisable to continue the contest. The understanding was that McCarthy would come to Cordova for Labor day and get satisfaction.

On Sunday night the spacious hall was filled to overflowing and dancing was continued until nearly 2 o'clock in the morning, all enjoying the good music and the social intercourse that resulted. After a late breakfast on

Savage c	0	0	1
Olson cf	0	0	0
Henry lf	0	0	0
Magunns rf	2	1	0
Frederickson 2b	2	2	0
Salmi ss	1	1	0
Kelsey p	0	1	0
Total	5	7	1

# PIGEON SHOOT WAS AN EXCITING MONDAY EVENT

Yesterday a hard fought battle was staged between two teams of five men each composed of members of the Gun Club. The prize was a chicken dinner with all the fixin's. The captains were Messrs. Bob Bogart and Jack Sapiro, who had the honor of being among the low men in the last shoot. Bogart's team known as the Aviators won first place by a margin of five pigeons over Sapiro's cohorts known as the Groundhogs. The teams shot as follows:

Aviators—Bogart	7;	Hansen	16;
Hawthorne	13;	Liebe	18;
Lydick	18;	total	72.
Groundhogs—Sapiro	12;	Council	22;
Boyle	11;	O'Neill	10;
Elfstrom	12,	total	67.

# ALASKAN RAILROAD WOULD HELP FARMERS TO SETTLE

ANCHORAGE, Alaska, Aug. 18.—Colonization of the lands along the government's Alaska railroad will be pressed on the secretary of the interior by the railroad management, it was stated here by Captain John Hughes, in charge of the supply department.

It was explained that supplies for the road were imported from the states, when they might well be produced on Alaska soil. The road has adopted a policy of giving preference to Alaskan farmers for all products purchased.

# DELEGATE SUTHERLAND ON HIS WAY WESTWARD

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# HENRY O'MALLEY TALKED

# POWER CREEK TRAIL OPENS NEW WONDERS

The force of men who have been working under the supervision of the local forestry bureau officials in building the Poyer Creek trail, have finished their work, and yesterday broke up their camps. The new trail runs from the end of the Eyak Lake highway, at the hatchery building, for a distance of approximately five and a half miles along Power Creek, through the canyon, and onto the flat at the head of the valley. The trail is an important and valuable addition to the recreational possibilities of Cordova. It opens up a stretch of country, the rugged and natural beauty of which will astonish all those who have never been fortunate enough to see it.

Its accessibility is one of its chief advantages. Starting in at the hatchery, it winds its way over the flat, through the willows and alders where grouse abound in the fall, and in about a half mile begins its easy, gradual ascent up the Power Creek Canyon. As the hiker forges ahead the scenes unrolled before him become more and more expressive. The rushing waters of Power Creek, become more and more turbulent, and more uproarious, as one approaches the falls, about two miles from the start. Before reaching the falls, one passes by great snowlides, which do not melt in the warmest summers, underneath which, in the bed of the canyon, the stream finds its way, and builds natural snow-bridges.

The view at the falls must be seen to be appreciated. A short trail has been built from the main trail to a point overlooking the falls. Here an iron railing has been erected which allows the nervous sightseer to enjoy the vista of mountain wall and foaming water, without unnecessary tremors. This vantage point is about 100 feet above the bed of the creek and the miniature Niagara which goes rushing by on its tumultuous way to the sea will enthrall the visitor for many minutes before he finally reluctantly tears himself away to explore the upper canyon for further wonders.

Above the falls the trail continues along the side hills which enable the passer-by to eat his fill of salmon berries and blue berries growing at arm's height along the trail in great profusion. Shortly after leaving the falls the trail makes a sharp turn and unfolds before the wondering eyes of the climber an expansive flat, the existence of which was not to be suspected from the panorama of mountain wall and narrow canyon which had gone before. This is the natural basin which will furnish a wonderful reservoir for any power development on the creek. The trail makes a gentle descent to the flat, winds through more willows along the creeks, jumps across on a log bridge, and heads straight away up the valley towards

PG. 2  
08/23/24  
CHITINA LEADER

is one hundred and twenty-nine long.

## RL THIELE ON TRIP TO INTERIOR AND NOME

Route to Nome via Dawson the upper Yukon river, Secre- Karl Thiele and District For- C. H. Flory, left Wednesday. They were accompanied A. G. Means who will go with as far as Tanana and R. J. mers to Skagway.

The party left by auto for Tee bor. There it took the forestry Ranger VI. for Skagway. As- ant District Forester M. L. Mer- went with them as far as Eagle

Thiele and Mr. Flory will go ct down the Yukon river to St. el and across Norton Sound to e. They expect to be back in au late next month and will ably return via the Yukon to ana thence up the Tanana river Fairbanks and out to the coast the Alaska railroad.

Means, who will confer with on territory officials at Dawson, return via Tanana river points expects to be back shortly after ember 1. Mr. Sommers returns ct from Skagway in a few days.

## ALASKA FUND FOR HARDING APPRECIATED

Acknowledging receipt of Al- 's contribution to the Harding orial Fund, Dr. Charles E. Saw- chairman of the executive com- ee, under date of August 1st, es to Governor Scott C. Bone ollows:

I am in receipt of your letter July 18th, enclosing check for thousand seven hundred and nine dollars and sixty cents (759.60) together with a state- it showing contributions by ns.

I wish it were possible for me say to your people individually, at I would say to you, and am ing you to convey this message, nearly as you can, to those with m you come in contact.

I, as chairman of the Harding orial association, speaking for organization can say to you kly that no other contributions t have come to us from any- ere have given us more genu- satisfaction than those coming m your people of Alaska. As you well imagine the speaking of name, Alaska, always brings to the recollection of a most de- tful visitation to your wonder- country and to know that your ple are so interested in the me- rializing of our dear president is tainly a great joy to us all. An engraved acknowledgement of h contribution will be forwarded ue season.

QUIRY FOR GUST LINDBERG

bed and was not subject to any de- lay or accident.

The crowd was at McCarthy by an outpouring of most of the poula- tion and were taken charge of by some of the leading men like J. E. O'Neill, R. L. H. Marshall, John Bar- rett, Capt. J. P. Hubrick, Nells Tjose- vick, F. A. Iverson, D. J. Campbell, Postmaster Jackson, Harry C. Bosch, Road Engineer Anderson. After all were comfortably located the crowds swarmed to the baseball grounds, where the big event of the day was to come off.

The contest for the championship of the Copper River country was the issue and as the two teams started to do a little warming up work, and as the news went around of the superior battery of the home team, the in- terest became intense. Argument in many instances was backed with money, until finally there was in the neighborhood of \$2500 in the hands of stakeholders, with McCarthy enthu- siasts still offering to go the limit, so strong was their faith in the hus- ky lads who expected to vanquish the visitors. The excitement was intense for several innings and throughout the game both teams played good ball, but the Cordova boys had their batting togs on and when they fi- nally "got on" to curves they had the game well in hand. It was expected to play another game on Monday morning, but it had rained during the night and showers continued, so that it was not thought advisable to con- tinue the contest. The understanding was that McCarthy would come to Cordova for Labor day and get satisfac- tion.

On Sunday night the spacious hall was filled to overflowing and dancing was continued until nearly 2 o'clock in the morning, all enjoying the good music and the social intercourse that resulted. After a late breakfast on Monday the autos that were surpris- ingly numerous were kept busy taking to Kennebecott, to the Green Butte and Mother Lode mines, various parties who enjoyed the drive over good roads and the various excitements of the occasion, returning in time to board the train at 1 o'clock on the return run.

The only undue excitement was early Sunday evening, when it was reported that two narcotic agents had come from Cordova on the excursion train and had started in to make raids. But it soon subsided when it was learned that they had the name of one soft drink dispenser and that after an examination of the premises and nothing was found contrary to law, the agents announced they would not pursue their investigations any further. So the merriment went on undisturbed during the night.

### THE BALL GAME

For the first couple of innings the McCarthy team held the lead, with two runs made in the first. There was joy unconfined. But it didn't last long after the visitors began to find Kelsey. And when they commenced to hit him pretty hard it was evident that the finish would be entirely satisfactory to the Cordova players. In reality, both teams played good ball, with the visitors showing better team work, while Warter pitched good ball. The score follows:

	R	H	E
Cordova	3	4	0
Taylor 2b.....			

## ANCHORAGE, Alaska, Aug. 18—

Colonization of the lands along government's Alaska railroad which pressed on the secretary of the in- terior by the railroad management, it was stated here by Captain John Hughes, in charge of the supply de- partment.

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## HENRY O'MALLEY TALKED TO BY FISH INTERESTS

Henry O'Malley, United States fish commissioner, was an arrival last night and will remain in this vicinity for several days, before returning to Southeastern Alaska and Seattle. He will not go farther west this season. Mr. O'Malley was interviewed today by the fishermen, who presented to them certain recommendations with reference to changes that they deem advisable in the present fisheries re- gulations. It is expected that the can- nerymen will likewise present their views and recommendations to the visiting official. The present season about Prince William Sound is practically over and all concerned are anxious to know what they may count on for next season.

The canning season at the big plant of the Pioneer Packing com- pany is about over. It is likely that the last clams will be packed today or tomorrow. Mr. Lillie the superintendent, is to be credited with a very successful season, largely, assisted by the fine team work displayed by his crew and the splendid spirit of co-operation evidenced by all hands, both girls and men. The girls and practically all the rest of the crew will leave for the outside with the exception of such of the young lads as have been enticed into wedlock by local Lotharios. Mr. Lillie and a work- ing crew will remain to make ex-

about a half mile begins its easy, gra- dual ascent up the Power Creek Can- yon. As the hiker forges ahead the scenes unrolled before him become more and more expressive. The rushing waters of Power Creek, be- come more and more turbulent, and more uproarious, as one approaches the falls, about two miles from the start. Before reaching the falls, one passes by great snowslides, which do not melt in the warmest summers, underneath which, in the bed of the canyon, the stream finds its way, and builds natural snow-bridges.

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The Forest Service in building this trail have combined good business judgment with recreational possibi- lities. It is certain that in the future growth of Cordova the latent water power in this creek must be devel- oped and exploited. The trail will aid such development. In the meantime, it has opened to nature-lovers the most beautiful spot in the neigh- borhood of Cordova. It offers an ideal camping and picnic ground, one that can be reached without hardship, and all the facilities for making a day's outing a thing of joy and beauty. To those Alaskans and Cordovans who still realize that they have legs (the ladies are asked to pardon the terse- ness of the word) and who have not forgotten what God gave us such un- derpinning for, the Power Creeks trail calls.

## BIGAMOUS HONEYMOON IS NIPPED IN THE BUD

SEATTLE, Aug. 22.—Darius A. Mil- ler, aged forty, and a San Rafael con- tractor, has been living a bigamous

# TO SHOW WAR FILM

and the Cordova members met with difficulty in securing it. Elsie Ferguson and Gaston Glass are featured in leading roles. Lieutenant Colonel Charles W. Whittlesley and all the survivors of the famous "lost battalion" appear in the picture.

Mrs. Lou Smith. New Summer felts, dresses and coats. 17-18



**\$45.00**

## 3runswick Portable Phonograph

Black Case.....\$45  
Brown Leather Case.....\$55

### NEW RECORDS!

A new shipment of records has just been received and includes such popular pieces

- 2835—TITINA  
Oh, Katherina
  - 2812—TWILIGHT, THE STARS AND YOU  
Oh, Vera!
  - 2877—PARGO PARGO MAID  
Populara Street Blues
  - 2892—BY THE LIGHT OF THE STARS  
Danger
- And Many Others.

Come in and hear them played.

## Cordova Drug Co.

*The Rexall Drug Store*  
E. V. BOYLE, Mgr.

## FORMERLY OF CORDOVA DROWNED IN OREGON

Mrs. Henry W. McClain, formerly of Cordova, who with her husband and family have been living in Oregon, was recently drowned, with her daughter, Lorna, aged 12, in the Columbia River at Cascade Locks. Their bodies were carried over the rapids. Mr. McClain went to rescue Lorna when she was caught in the swift current, although unable to swim. Three other children looked on.

## TRAIL TO KATALLA FINISHED BY CREW

Long distance hikers who crave an extensive promenade through swamps and mosquito lands, may now tramp the entire distance from Mile 39 on the Copper River and Northwestern Railroad to Katalla. The old sections of trail have just been linked by the forest service and Ranger E. M. Jacobsen on Thursday brought in the crew from Katalla in the Shamrock. The completed trail is 15 miles in length. At the two crossings which are too deep for fording, pairs of skiffs have been left, one on either bank, so that they may be used as ferries.

Dance at Athletic Club Hall tonight.

## PILE-DRIVER NEARLY THROUGH WITH DOCK

Work of completing driving piles for the municipal dock was halted temporarily today, on account of the crew of the driver going to Latouche. There now remain to be placed only a few pilings on one side. While the extension called for was only 800 feet, about 840 feet have been driven by the Cordova Mill and Lumber Company, which obtained the contract. Half of the decking has been completed. A small landing approach for boatmen is also to be put in. The Carlisle pile-driver has been handling the work in the deeper water.

Dance at Athletic Club Hall tonight.

## LOCAL HAPPENINGS

A baby girl was born this morning to Mr. and Mrs. Paul Nickelsen, Dr. W. H. Chase reports. Mr. Nickelsen is employed at the Pioneer Packing Company.

Assistant Forest Supervisor L. C. Pratt, who has been over on the Kenai peninsula at the forest fire on the south side of Turnagain Arm, is expected to return on the next steamer from Seward.

High water at Chitina is now decidedly noticeable along the line, although it has not interfered with railroad service. It has, however, necessitated running the pile-driver to one or two bridges.

Despite the apparent great heat today, the thermometer stood at 66 in the shade at 1 p. m. Comparative figures could not be obtained, owing to the absence of R. E. Elsner, local weather observer, who has gone up the line.

About 15 members of the American Legion are planning to leave today for Strawberry Point for a week-end outing. They will remain there tonight and tomorrow. Sam Mellison and I. R. Anderson are the main instigators of the affair.

Salmonberries are now ripening in quantities near Cordova. One boating party yesterday visiting Hawkins Island brought back a generous supply of the fruit, which was dead ripe. The berries are said by old residents to be smaller than usual this year.

Mrs. Thos. H. Carter, of Butte, widow of former United States Senator Carter, of Montana, and Mrs. T. Walker, of Washington, D. C., left Seattle this morning for Cordova to visit their brother James L. Galen, and may also make a trip to Fairbanks over the Richardson Highway.

Maurice Bunnell and Henry Mailard have just taken over the plot of ground and the cabin formerly the property of Lew Smith on the east arm of Eyak Lake. The new owners will use a motorboat in going back and forth over week-ends, as the cabin is in an isolated section.

In connection with other public improvements going on around town, the Alaska Public Utilities Company has put in a new pole line on the B Avenue hill, replacing several of the poles which were damaged when the rock blast for the new school was made, and adding others. An extension was also put in by the trestle near the ball park, accommodating a number of houses which had not hitherto been reached.

## ENDOWMENT DRIVE OF LEGION GETS SUPPORT

At a meeting of the American Legion last night carrying on the na-

## SUTHER BE CAN RE-

"Dan Sutherland candidate before primaries next session as Delegate, Alaska, reports withstanding." The above by Will A. Steele

# Lest ye forget--

It is a prevailing custom now for children to wear shoes the year 'round, and as a rule they consume more shoes than

ONE  
BROOK

at 9:30 yesterday evening. Mr. Hamby has been in charge of the lighthouse at Cape Hinchinbrook, while Mr. Yeoman is the radio man there. On the Cedar's trip to Cape Hinchinbrook she took with her Lee Harpole, who has been transferred from the station at Cape Sarsicheff in the Bering Sea to the Cape Hinchinbrook light.



# Charlie Chaplin and the Brunswick Record

world's foremost screen come-  
recently composed two re-  
popular melodies, "Sing  
and "With You, Dear, in

played in snappy fox-trot  
Abe Lyman and his Cali-  
chestra. And this recording  
sonally directed by Charlie  
composer of the tunes.

to hear Brunswick Record  
We cordially invite you  
ull advantage of our com-  
rice, and without obligation

ment of Records Received on  
This Boat

## ova Drug Co.

*Rexall Drug Store*  
E. V. BOYLE, Mgr.

# ROAD ENGINEER TO MAKE PLANS FOR EXTENSION

## J. B. Reher At Work On Proposed Road to Mile 7

J. B. Reher, engineer for the Bureau of Public Roads, who arrived here Thursday from the westward to look over the washouts on the Eyak Lake road, spent yesterday inspecting the road, and stated that it could be re-built this fall for traffic. About a mile of the road was impassable after the high water last week, but crews will begin soon to remedy this. Today Mr. Reher and Mr. McDonald are making a reconnaissance of the proposed extension of the Eyak Lake road to the radio station at Mile 7. If plans are approved, and the road constructed, it will be approximately four miles in length.

For the past three or four months Mr. Reher has been working out of Seward on the roads in that vicinity, including the Kenai Lake road. The Moose Pass to Sunrise road is being constructed and a crew of about 60 men is working on that project. This road will not be finished this fall, but it is expected that 27 miles will be completed by snowfall, bringing the crews to Johnson Creek.

While at the westward Mr. Reher supervised the relocation of about 4 miles of the Kenai Lake road, which had been covered with water during the floods and high rainfall this summer. The road was moved to a higher location in the foothills so that it will be passable in any kind of weather.

### O. E. S. NOTICE

Special meeting tonight at 8 p. m. Initiation. Visiting members welcome.

LUCY DAY, Sec'y.

School dresses for ages 6 to 12 years. A limited supply calls for early selections, at the Curio and Gift Shop. 27-31

## LOCAL HAPPENINGS

Sanford Finkelstein is returning to Cordova, having left Seattle this morning.

Geo. J. Love, of Valdez, left here on this morning's train for McCarthy to adjust a fire loss.

The steamer Admiral Evans left Juneau at 8 o'clock last night, and is due in Cordova early Sunday afternoon.

Wm. A. Tibbs, who keeps the general store and barber shop at Chitina came in on last night's train for a short stay here.

Harry W. Achison, who spent the past six weeks in the states on a vacation is a returning passenger on the Northwestern to Cordova.

Miss Candace Juell left on the last southbound boat for the states, where she will spend the winter, expecting to Cordova in April.

The native school will open next Tuesday, September 1, in the native school building at 9 o'clock, according to an announcement made today.

Miss Marie White, principal of the high school, who has been on a trip to the states, is returning on the Northwestern, having left Seattle today.

R. L. H. MARSHAL, merchant from McCarthy, arrived on last night's train from that place for a short business trip, returning home this morning.

There were two trains for the interior this morning. The first one left at 9 o'clock and went through to Kennecott. The local for Chitina departed at 10 o'clock.

C. E. Sykes, wife and son, of Oklahoma, left Seattle this morning on the Northwestern for Cordova. From here Mr. Sykes will go to the interior on a big game hunt.

Misses Aileen Cohen and Florence King, two of our public school teachers, who spent their vacations at their old home town in Idaho, are returning here on the Northwestern.

Mrs. Chas. Kitsman, wife of one of the engineers on the railroad, arrived from the north on last night's train from a visit with her husband, and is registered at one of the local hotels.

The following Golden Belt tourists left this morning for Chitina: Mr. and Mrs. J. W. Stromberg of Los Angeles, and J. A. Gleich of Detroit, Michigan. They arrived on the Yukon from the states.

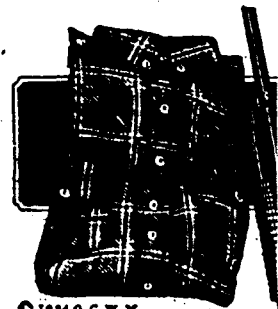
We Have a C

# Duxbury

TRADE MARK

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Boots



© 1924 O. C. F. M.

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# Laurie

## FORESTRY MAN IS VISITING IN TERRITORY

Livestock and Grazin  
Expert Makes Trip to



Lena Bell, Mrs. M. Elliot, Mrs. J. M. Mulquhan, I. R. Anderson and D. L. Barr.

The rector of a church in Charleston, Ia., has taken a three months' vacation without salary to enable Mrs. ... to catch up financially, because of repairs made to the church edifice the last two years.

# NEW BRIDGE IS UNDER WAY AT KLUTINA RIVER

## Road Commission Also Builds Another Barn At Chitina

Work will be finished this month on the new road commission bridge across the Klutina River at Copper Center, according to D. Kelsey, disbursing clerk for the commission at Chitina, who is here having dental work done. He expects to leave on Monday's train for the interior.

Mr. Kelsey said that the bridge has two 60 foot spans and 25 men are employed on the crew constructing it. The structure will replace the old bridge on the Richardson Highway at this point.

The road commission is also building a barn at Chitina, where 33 horses will be wintered. Last year the commission had 25 horses there, but eight more were recently brought from McKinley Park.

Before he came to town Mr. Kelsey said the weather had turned cold enough at Chitina so that there was skating on the lake in front of the depot on Tuesday night.

## Boy Accidentally Shoots Playmate

VALDEZ, Nov. 7.—Toddy Johnson, aged 11, was accidentally shot and killed today by Walter Swanson, his companion, while the pair were hunting this morning.

Walter Swanson is 11 years old and is the small brother of Manuel Swanson, Cordova merchant.

The Johnson boy was the son of Mr. and Mrs. Theodore Johnson and a nephew of Mrs. E. A. Haltness, who lives at the Haltness cannery near here.

Regular Legion dance tonight at Legion hall.

# LOCAL HAPPENINGS

The launch Pioneer is scheduled to leave for Katalla Monday morning.

Floyd C. Anderson of Spokane arrived on the Victoria last night to accept a position as linotype operator on the Daily Times.

Joseph Mayer, pioneer wholesale jeweler of Seattle, was on the Victoria yesterday, bound for Fairbanks. This is his first trip to Alaska.

Mrs. Griff Ellis, whose husband is with the local railroad, is one of the Cordovans returning north on the Alaska, which sailed from Seattle today.

John Benca, who came in from Kennecott several days ago, expects to leave on the Victoria for Seattle, where he will enter a hospital and be treated for an in-growing goller.

I. R. Anderson and Dalton Barr sailed today from Seattle on the Alaska. They have been attending an American Legion convention in Omaha and visiting in the states.

L. D. Henderson, commissioner of education, who spent the past week here, left on this morning's boat for Valdez and from there will go direct to his headquarters at Juneau.

A most suitable and appreciative Christmas gift would be a box of stationery, beautifully embossed. The Times has the finest line ever shown in Alaska. Drop in and look it over.

Mr. and Mrs. George Scott returned on the Victoria last night after spending several months in Seattle. Mr. Scotts runs on the Copper River line, W. L. Burgan, a friend, came north with them.

Deputy United States Marshals H. G. Cloes and J. H. Reynolds left here for the session of court in Valdez on the Victoria this morning. Mr. Reynolds came down from McCarthy a few days ago.

Mrs. W. A. Couden and son were among the passengers leaving Seattle today for Cordova. They have been in California waiting until Rev. Couden had established himself in the Presbyterian manse here.

Inquiries have come to the governor's office for information in regard to the supposed drowning in 1915 of MELVIN DEMPSEY, in the Gulkana River. Any information in regard to him should be sent to the Governor's office, Juneau, Alaska.

Mr. and Mrs. Axel Anderson and two children sailed for home today. They have been outside on a two month trip, during which time, Miss Matilda Kolbenson, sister of Mrs.

# Where the

We shiver in the cold weather. We are and scratched and chafed. We accept our suffering stoically, that the underclothing is the fault.

But when you can't find the essentials of underwear and finish—for the union suit, isn't it working these brands?

- MUNSINGWEAR
- ALLEN A.
- STEPHENSON.
- MEDLICOTT.
- WILSON BROS.
- DUOFOLD.
- AND G. & M.

# Laurie

## Crane Towed By Boat Vanishes

SAULT SAINT MARIE, MICH., Nov. 7.—A large crane broke away yesterday from the steamer Hettler, which came in here after losing its tow five miles out in a blinding snow storm. The crane carried eight men and one woman.

Embossed Xmas

# Christmas Gifts 5 Each

Laying in our show window of the following all of which sell for \$1.25

- Candlesticks—Nut Bowl and
- and Frame—Smoker's Jar and Spoon—Bird Shakers—Flower Holder
- Books and Holder—Candy
- Cut Glass Basket—Cut
- Copper—Ash Trays—Bon
- ny Basket—Syrup Pitcher
- Marlade Jar—Cologne
- Bridge Book—Mah
- note Book—Doll Pin
- er Bowl—China Sugar
- onsole Bowl—Decorated
- led Jardinier—Vases—
- Waste Basket—Telephone
- Bowl Set.

## Drug Co.

Small Drug Store  
BOYLE, Mgr.

# aska Vegetables

11/7/25  
CHITINA LEADER

**M**  
rawberry

y and from  
f you want  
tain or take  
a Sealright

25c  
30c  
30c  
35c  
15c  
10c

06/19/26 PG. 4

CHITINA LEADER

lection of

## Carlisle Sales Company Formed

Incorporation of the Carlisle Sales company in Seattle early in May, is mentioned in the last issue of the Pacific Fisherman. The concern has a capital stock of \$10,000 and was formed by Frank Wright, Peter J. Andrae and Clara H. Eastwood, the purpose being to facilitate the distribution of the Carlisle Packing company's output of Alaska and Puget Sound salmon. The Carlisle Packing company has for some years been marketing its own pack, with Mr. Andrae as sales manager, and in view of the increasing distribution it has been found advisable to arrange with a few other packers to handle a part of their output. It is felt that the business can be handled to better advantage through a separate corporation, which is exclusive agent for the Carlisle pack and is also in a position to distribute salmon from other sources.

The new corporation is headed by Mr. Wright, president of the Carlisle Packing company, while Miss Eastwood, secretary of the latter company, is secretary-treasurer of the new concern, and Mr. Andrae is manager. Mr. Andrae has also been for many years secretary-treasurer of the Seaboard Commercial company, a salmon distributing organization, and is secretary of the new salmon Export Corporation.

## Baseball Scores

### Coast League

Hollywood, 3; Oakland, 1.  
Seattle, 5; Missions, 0.  
Portland, 0; Los Angeles, 8.  
San Francisco, 5; Sacramento, 4.

### National League

Boston-St. Louis (rain).  
Pittsburgh, 8; New York, 3.  
Cincinnati, 13; Philadelphia, 5.  
Chicago, 6; Brooklyn, 2.

### American League

Washington, 3; St. Louis, 3 (ten innings).  
Philadelphia, 12; Detroit, 2.  
New York, 1; Chicago, 2.  
Boston, 2; Cleveland, 6.

### TODAY'S BASEBALL SCORES

#### National League

Pittsburgh, 4; New York, 2.  
St. Louis, 4; Boston, 0.  
St. Louis, 3; Boston, 2.  
Chicago, 1; Brooklyn, 7.  
Cincinnati, 8; Philadelphia, 2.

## Forest Service to Clear Trail

Improvement of the Power Creek trail and the Forest Service camp ground at the end of the Eyak Lake road will commence next Monday, when a crew of four or five men will start work. Slides on the trail are to be shovelled out and brush is to be cleared away. A system of trails will be added to the camp ground, several stoves and tables are to be set up and a footbridge will make it easier for picnic parties to get around.

When this work is completed a two mile extension will be added to the McKinley Lake trail, which is to be pushed toward Bear Creek and will eventually serve mining claims in the whole Bear Creek basin.

Pierre de Ville, who returned home from the University of Washington this week, will act as trail foreman for the present.

## Fisheries Patrol Boat Is Burned

Fire yesterday almost completely destroyed the Bureau of Fisheries patrol boat Sea Gull about two miles off Government Rock on the way to the Copper River flats. Backfire from the carburetor apparently caused the accident. Louis Clark, who was operating the boat, was accompanied at the time by Mark Thompson. Both men succeeded in escaping in a skiff, but Thompson sustained some bad bruises. The flames spread too rapidly to attempt to extinguish them. What remains of the craft has been beached on a sand bar and efforts will be made to recover the engine. The boat had just undergone extensive overhauling.

## LOCAL HAPPENINGS

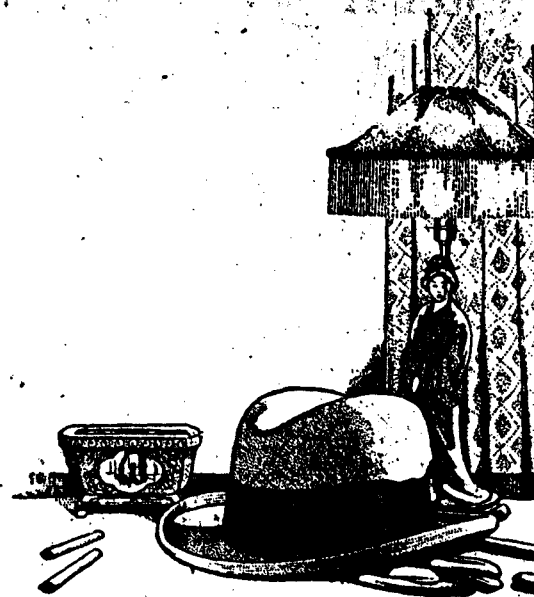
Thomas Vevig was in today from his fox farm at Sheep Bay.

Mrs. James Hodnett of Katalla is a visitor in town today.

The steamer Northwestern will return from Seward Monday forenoon and leave on its regular summer schedule at 8 a. m. Tuesday.

Sailings for freighters for Cordova were received here yesterday. The next two boats are the Jetha, leaving Seattle on June 26, and the Depere, sailing on July 7.

A Crissey tourist agency party from Los Angeles was scheduled to sail today on the Yukon for Cordova to make the Richardson Highway



Economy  
in Headwear--

## STETSON HATS

Considered from the standpoint of the length of time you wear it, a Stetson is the cheapest hat you can buy. The smart style is an added attraction that costs you nothing, but it's a big factor in hat-satisfaction — an unbecoming style looks better on the shelf. Our Stetson styles for this season will not stay here very long—they will go out quickly on the heads of satisfied wearers.

## Laurie Bros

## P. T. A. Will Give Big Dance Tonight

Tonight the Athletic Club hall will be the scene of a big dance to be given by the Parent Teacher Association for the benefit of the school encyclopedia fund. The committee in charge of the affair assures excellent music. A big crowd is hoped for, as the affair is intended to raise the fund.

## Cannery Men For Pinks to

Cannery operators are fighting for the run of pinks and fishing is mainly at hand. According to Shirley agent for the Bureau of the king run, is now as good as last year was a mere scattering

# RE SALE!

MONDAY 9:30 A. M.

## BARGAINS FOR EVERYONE

Books, Cameras, Kodak, Films, Phonograph Records, Toilet Perfumes, Soaps, Tooth Paste, Soaps, Face Powders, Toilet Pipes, Cigars, Tobacco, Cigar—many more items, too numerous to mention.

Merchandise Sold For Cash

SALE BEGINS 9:30 A. M.  
MONDAY, APRIL 4TH

Cordova Drug Co.

The *Rexall* Drug Store  
GEO. McDONALD, Mgr.

### JUST RECEIVED

Latest line of Ladies' Spring Hats  
this week at prices that will  
have in stock a new complete  
women's wear.

C. LEEN

ARMSTRONG'S ART PATTERN LINOLEUM RUGS FOR YOUR FLOORS

Armstrong's

## SKOLAI PASS ROAD IS NOT FEASIBLE, SAY

F. A. Hansen Reports to the  
Chamber of Commerce on  
Letter From Col. Steese

In answer to a recent petition drawn up by McCarthy residents asking the Cordova Chamber of Commerce to set aside the plan in favor of a road project across Skolai Pass as a means of opening up the White River district, F. A. Hansen reported to the chamber last night on a letter received from Colonel Steese, president of the Alaska Public Commission, in which he declared that the cost of such a project would be prohibitive.

The road committee chief said, however, that a road was now under construction from Gulkana, 50 miles of which would be finished by the end of next year. It is hoped eventually to extend this road into the White River district in place of the one proposed over the pass, which would be usable during a very short season only, it is claimed, even if it were otherwise feasible.

Colonel Steese says further in his letter:

"We have recently repaired the old shelter cabins and constructed additional new cabins on the trail from McCarthy to Chisana. We hope to make additional improvements to the trail itself, as a trail.

"During the season of 1927 and 1928 we expect to complete the standardization of the Richardson Highway. By that time too we should have the Gakona road opened up to Chistoctuna. Whether its extension beyond that point will be warranted can await determination at that time.

"Meanwhile, we have fixed up the trail and installed several shelter cabins between Chistoctuna and Chisana as this is a much preferable route though longer than the Skolai Pass route. On account of the glaciers it is impracticable to improve the latter at any reasonable cost or to make a first class trail of it in any case."

## LOCAL HAPPENINGS

Mrs. O. H. Ballard, restaurant proprietress at Chitina, arrived in town on today's train.

Charles Allen and E. R. Holt arrived on this afternoon's train from Kennecott.

Mr. and Mrs. James Bolton of McCarthy were local passengers on today's train.

The steamer Admiral Watson left Chitina at 8:30 o'clock last night, en route to Cordova.

Miss Betty McCarthy came down from McCarthy on today's train and will leave on the next boat for the States.

The S. S. Alaska is expected back in the westward early tomorrow evening, and will sail on schedule today at 9 a. m.

An important choir rehearsal is to be held at the Red Dragon club house tonight at 7 o'clock. Mrs. L. F. Kent announced this morning.

The forestry motorship Chugach is "drydocked" in the Odiak slough today undergoing minor changes in the main cabin, entailing some plumbing and woodwork.

C. E. Singular of Portland, Ore., is now employed as electrician for the Alaska Public Utilities to take the place of J. Burnas, who left the company's employ this week.

John Cole, new superintendent for the New England Fish Co.'s recently purchased Carlisle cannery, left Seattle this morning for Cordova, accompanied by his wife.

Registration for voters at Tuesday's municipal election closed at 4 o'clock today, and only 148 residents took advantage of the opportunity to cast their ballots for the unopposed ticket in the field.

Attorney T. J. Donohoe and wife, who have spent the past several months in California, are returning passengers on the steamer Northwestern, which sailed from Seattle this morning.

R. B. Dyson, new proprietor of the men's furnishing store, formerly owned by H. Halpern, opened his enlarged establishment for business today, after making several changes and alterations.

The S. S. Admiral Watson is expected from the south sometime Monday evening, Agent K. G. Robinson said today, and the S. S. Admiral Evans from the westward early Tuesday morning.

AN INVESTMENT



Call Y  
we h

Men who  
some time  
gray for  
you want  
never had  
the new T

Kup  
G

Laur

CANNERY EMPLOYEES TO  
GET HEALTH EX

SEATTLE, April 2.—L. D. Pacific Northwest chief of the United States Public health service announced today that health examinations and vaccination of cannery employes enroute to Alaska will be continued in the manner



INDIANAPOLIS, Indiana, Oct. 15.—Sixteen persons are known to have been killed and 24 injured, five probably fatally when a Union Traction Company interurban train struck an automobile trailer on the outskirts of the city yesterday.

All the dead and injured except the motorman and conductor on the train were members of the Sahara drill team of Indianapolis. The party, numbering 65, in the truck and trailer, were bound for a barn dance.

Just as the truck was crossing the track, at a blind crossing, the interurban whistled and bore down on the party. The entire trailer was demolished and the truck swung around against the side of the train and overturned. The front part of the train was completely broken in by the collision.

Investigations are under way to determine whether or not the traction company took proper precautions to safeguard the crossing.

INDIANAPOLIS, Oct. 15.—Last night a man stood silently beside a blanket-shrouded figure on the road on the outskirts of town here. The

picture hardly needed any explanation, "It is my wife," he said and then he merely stood and kept guard over the woman dead to him until the body was taken away.

When the body was being carried away he suddenly broke down with a dry, hard grief that shook his entire frame. A woman with an "un-gauging heart" led him away from the scene of the disaster that had cost him his young wife.

The crash of the trailer and train made a noise that aroused the entire neighborhood and many of the bodies were hurled through the air to crumple up against the ground many feet away.

Automobile lights were soon played on the scene and husbands, wives and relatives went frantically among the dead and dying seeking their loved ones.

The confusion of the scene was added to by the moaning of the dying and injured and the hysterical sobbing of a man or woman who had found the body of what was a few minutes before a wife or a husband.

The driver of the truck, Harry Stewart, was taken to police headquarters for questioning.

## HIGHWAYS IN ALASKA GIVEN \$50,000 MORE

### Money To Be Used On Glacier Highway, Kenai Highway And Forest Surveys

WASHINGTON, Oct. 15.—An allotment of an additional \$50,000 for forest highway projects in Alaska during the current year was approved by Acting Secretary Dunlap of the Department of Agriculture.

Work on two specific projects will go forward as a result of the authorization. Reconstruction work on the Glacier Highway as allotted \$11,500, reconstruction of bridges on the Kenai Lake Highway was given \$23,500, and the remainder will be used in the location of surveys for forest road projects.

## CHAMBER OF COMMERCE BUYS CLUB FURNISHINGS

Northland Club Formally Passes Out Of Existence; Once Most Popular Club In Cordova

At a special meeting of the Chamber of Commerce last night it was voted to buy the furniture owned by the Northland Club, which formally disbanded last night. A committee headed by Thos. S. Scott, and composed of the chairman of all the standing committees, was authorized to look for new quarters for the Chamber as it was felt that the organization could not afford to maintain the present quarters.

The Northland Club was at one

## STOCK QUOTATIONS

New York, Oct. 15

Kennecott Copper Corp.	75%
Studebaker Motor Co.	56%
Pure Oil	25
Standard Oil (Cal.)	53%
Nevada Cons. Copper	16%
Texas Co.	50
Missouri Pac. (preferred)	109%
U. S. Steel	146%
General Motors	138%
New York Central	164%
Mother Lode Coalition	1%
Fox Films	69%
Dec. Raw Sugar	2.82
Bethlehem Steel	55%
American Tank	56%
March Corn	89%
Am. Agricultural Chemical	13
Texas Gulf Sulphur	75%

## JACK DELANEY GETS DECISION

### Renault Bested In Close Contest; Fight Opens Rickard's Campaign

NEW YORK, Oct. 15.—Jack Delaney, returned light-heavyweight champion, pounded out a close decision over Jack Renault, former headliner in the heavyweight class, in a 10 round feature match at the Madison Square Garden last night.

The fight officially opens Rickard's campaign to determine who will be the logical contender for a shot at Tunney's title next year.

In the meantime it is understood that Dempsey will be given a chance to stage another comeback by a match between the fighter picked out and himself to see if he will be given a second attempt to regain his lost crown.

## Ariatrix As Vivacious As Ever When She Stops Off Boat At Horton

### DESCRIBES EXPLOSION

### Captain Of Rescue Ship Tells About "American Girl" Message And Rescue

HORTON ISLAND, Fayal, Azores, Oct. 15.—As vivacious as ever and minus neither her poise nor her hipstick, Ruth Elder stepped ashore today, safe with her co-pilot, George Haldeman, from their daring venture over the Atlantic in the "American Girl."

Although Miss Elder was unwilling to give an interview until later it was learned in a statement given out by radio officer Meder that the explosion in the "American Girl's" engine followed the bumping of the plane against the side of the "Barendrecht" after the wings had been broken off by the rough seas.

The flames shot up so high that had the "Barendrecht" carried benzine or gasoline she would have been blown up also.

Miss Elder and Haldeman are in fine shape except for fatigue. The first thing that Miss Elder did when stepping ashore was to produce a lipstick and her first words were "thank you very much." Their passports, parachutes and luggage were lost in the ocean.

LISBON, Portugal, Oct. 15.—It has been arranged for Miss Ruth Elder and George Haldeman to leave Horton for Lisbon on the steamer "Lima" which is due here next Wednesday.

Plans were being made here for a grand reception for the fliers when they arrive. The entire town will enter the celebration.

HORTON ISLAND, Oct. 15.—The story of the Elder rescue, as told by Captain Goss of the "Barendrecht" is, "On Thursday morning we sighted the "American Girl." She came rapidly towards us, flying over our ship and threw down a message which fell on the deck. The message read, 'How far are we from land, which way?' We painted the answer on the deck, '360 miles from Azores,' and after the "American Girl" had circled over the ship it began to descend and then landed alongside. The aviators climbed on top of the plane and the crew rescued them in a small boat.

"Arrangements were made to hoist the plane aboard the steamer but suddenly two explosions occurred and after that the machine was affre."

...by opening their... on yesterday when they refused... at the command of federal of... The alleged smugglers took water after they were fired... attempted to swim to safety, reported by the coast guard... ever, they were all captured several warning shots had been in their direction.

The boat, which was confis... contained 40,000 quarts of co... band whiskey and alcohol.

## MAY REMOVE RESTRICTIO CANNED SALM

### Argentine Government Permit The Sale Witho Requiring Lacquer

SEATTLE, Oct. 15.—The Arge governmental restrictions forbi the sale of canned salmon unles inside of the cans are lacquere fore the fish are packed may b moved within the next 10 days cording to advices to the McCoi Steamship Company.

The restriction became effe last December, applying to all ned foods with a sulphuric aci action of three per cent or me This announcement ends the ef of West coast shippers and br to establish an Argentine ma With present packing methods impossible to lacquer the in of the cans.

## Snohomish Count Officials Acquitt

### Jury Returns Verdict Of Not G To Charges Of Liquor Conspiracy

SEATTLE, Oct. 15.—C. T. Ro Snohomish county prosecutor, four other Everett officials, were acquitted today of liquor conspi charges. The jury was out t hours last night and returned a ed verdict which was opened to

The acquitted defendants we Howard Shattuck, former state lator and parole officer; John Cuuoch, former Snohomish co deputy sheriff; Thomas Hea Everett public safety commissi and Harry Brinkham, Everett d five chief.

## SEVEN UNACCOUNTED FOR WHEN LINER SINKS VESSE

### Norwegian Boat Sinks In Fifteen Minutes After Collision; Twenty- Of Thirty-one Are Rescued; Frightened Passengers Jump Into Water; Fight For Life Preservers

NEW YORK, Oct. 15.—The giant the sleeping passengers and w French liner, Paris, coming out of a few minutes the superstructure the shadow of the

PG. 1  
10/15/27  
CHITINA LEADER

on display

Ukulele  
No confusion  
low & few  
music needed  
step so

CHITINA LEADER 04/14/28 PG. 4

.50  
five colors  
green.

# Here!

# er-Elto AD

The steamship Aleutian is due here from the westward, enroute to Seattle, Monday at noon.

J. C. Leen is a returning passenger from the states, having left Seattle this morning on the steamship Yukon.

Mrs. Bert Williams, wife of the superintendent of the New England Fish Company's cannery here, and daughter, are en route to Cordova, having left Seattle this morning.

Mrs. E. Griffith and her daughter, Miss Anna Leak of Chitina, who have spent several months in the states, are passengers for Cordova on the steamship Yukon, sailing from Seattle this morning.

No services will be held in St. George's Episcopal Church tomorrow, and as Archdeacon Kent is leaving for the westward next Thursday there will be no services the following Sunday.

The Boy Scouts will hold their regular meeting in the cabin tonight at which time W. Durham, of the New England Fish Company, formerly assistant scoutmaster of Troop No. 75, of the Boy Scouts of Seattle, will have charge of the meeting, in the absence of Scoutmaster W. H. Hodge.

Cordovans will be glad to know that Ernst Krauter and his bride will arrive from Fairbanks on the return of the steamship Aleutian Monday from the westward, to spend a month's honeymoon here. Mr. Krauter was formerly organist at the local Empress Theater, and his wife, nee Miss Gertrude Flood, was a member of the Cordova teaching staff a couple of years ago.

Five freighters of the Alaska S. S. Company are in commission delivering cannery supplies and general freight to northern ports. The Oduna is due in Cordova tonight with a cargo of coal, the Derby left Seattle yesterday and will arrive here April 21, and the Tanana will sail from Seattle May 1. The Latouche and Lackina are now at Kodiak Island, discharging cannery supplies.

which the public is invited, will be given by the graduating class in the Masonic hall tonight.

Arrangements have been made to make the affair this evening a banner day for the seniors and it is hoped that more than 200 persons will be in attendance.

The evening will begin with a number of dances and then, during intermissions, the seniors will present a number of features to enliven the program, one of which will be the presentation of letters to the boys and girls who were successful in making the basketball team during the past season.

Patrons and patronesses for the evening are Mr. and Mrs. Chester Davis, Mr. and Mrs. Otto G. McDonough, Mrs. George Dooley, and Mr. and Mrs. W. Downing.

The seven graduating this year are: Sadie Pratt, president of the class; Mary Scott, vice-president; Clinton Pinkus, secretary and treasurer, George Dooley, Phyllis Downing, Betty Foster, and Naomi Robinson. Miss Dorothy Aalbu is class advisor.

## Canners Urge Road Built From Coast To Lake Ilimna

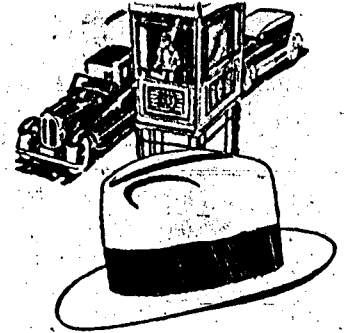
Canners in the Bristol Bay region have joined with residents of Ilimna in urging the construction of a wagon road from Ilimna Bay to Lake Ilimna. Letters have been received by the Governor from William Timson, vice-president of the Alaska Packers' Association and D. W. Branch, Northwest Manager for Libby, McNeill & Libby, urging him to recommend the project to the Alaska Road Commission for immediate construction.

There is at present a good trail from Ilimna Bay to the lake. This, Mr. Timson said, affords a route for travel but is not sufficiently improved for freight traffic. The construction of a road that would make automobile traffic possible, he added, would permit the canners to ship supplies over it and down river to their Bristol Bay plants and would result in a substantial business being built up.

It is estimated that the cost of such a project would be about \$50,000 Governor Parks said. Owing to a curtailment of its appropriations, the Alaska Road Commission will not be able to include it on its program this year, he added.

## 75 Passengers Are Coming On Yukon

SEATTLE, April 14.—The steamship Yukon, with 398 passengers, sailed for Alaska at 9 o'clock this morning. Those booked for Cordova are Mrs. Leak, Mrs. Griffith, J. Williams, Mickey Williams, F. Reynolds, J. C. Leen, Mrs. Williams and daughter, Thos. Larson, Ole Munson, A. Munson, Dan Baker, J. Carlson, J. Sweeney, Wm. King, Harry Ohm, R. Simpson, L. Peterson, S. Peterson, E. Lang, J. H. Stern and wife, four unnamed Orientals, Mrs. Corey, W. J. Watson and wife, Miss McCown, Mrs. Wetzler and daughter and forty-three



## Stetson Hats Smart Spring Styles

It's time now for a new hat. This season treat yourself to a first-class headpiece something that will make you hat-happy the whole time you wear it.

We have the Stetson hat that you should have—your hat exactly. If you do not believe it, come in and we'll show you.

# Laurie Bro

# EMPRES

—TONIGHT—  
7:15 P. M.—TWO SHOWS—9:00 P. M.  
EDGAR RICE BURROUGHS'

## TARZAN AND THE GOLDEN LION

