

What Pioneers Are Doing

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Dear Bill—I missed writing to you last week; been on the statehood stampede to grab a 49th star. Am still keeping an eye out, however, to see what all our Pioneers are doing. Capt. Chris Christensen is No. 41; that is "Bald-headed Chris." The captain is down at the Pioneer Home at Sitka. He wrote the Igloo a letter a few days ago and seemed to be in pretty good spirits. No. 42 is Bob McIntosh. Bob is over at Anchorage. You remember Bob, the quiet fellow who talked very little? Well, he is doing quite well at Anchorage. Dr. Henry Cockerille is No. 43. He is still working at his "tooth shop" and is doing a fine business. He is now the only dentist here, Dr. German having gone to Anchorage. No. 44 is Alex. McNaughton. We can't locate Alex. We will ask some of the brothers about him and tell you later what he is doing. No. 45 is George Tiffany. George has not been around Valdez for some time. He is in the hills prospecting some where. John J. Carscadden—we all called him "Jimmy" at Cordova. Well, he is No. 46. He is now at Anchorage. Like an old firehorse he heard the bell ring and had to go. He is getting pretty old and feeble. Then there is "Dad" King. You remember the little grocery he had when you were here? Well, he has quite a mercantile establishment in the building where Geo. Kraw's saloon was and is doing well. His number is 47.

Will tell you some more about the Pioneers next week. JACK.

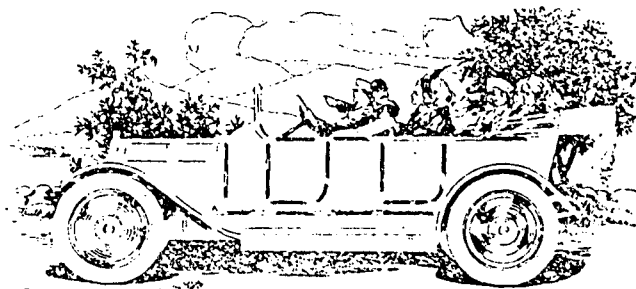
Look 'Em Up, Get the Evidence

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Making of Representatives.

Speaker Clark, in addressing the National Press Club reception to "Baby Congressmen" at Washington said:

"No man should be elected to the House simply to gratify his ambition. All Members should be elected for the good of the country."

The best rule, it seems to me, is for a district to select a man young enough to learn and grow, with at least fair capacity, industrious, honest, energetic, sober and courageous, and keep him here so long as he discharges his duties faithfully and well. Such a man will gradually rise to high position and influence in the House. His wide acquaintance with Members helps him amazingly in doing things. We live in a jehus time. Abraham Lincoln's favorite argument for his own reelection was that it is unwise to swap horses in the middle of the river which applies to Congressmen as well as Presidents.

"I can speak freely on this subject without violating the proprieties, for my constituents have kept me here 22 years, and for 20 years have given me nominations without opposition, for all of which favors I thank them from the bottom of my heart. Their generous action and unwavering friendship have enabled me to devote all my time to the public service. I have not been compelled to spend any portion of my time in "mending my fences." My constituents have attended to that. God bless them!"

The people of Alaska have followed Speaker Clark's advice and each year returned their delegate by an increased majority. And they will continue to do so.

Closes 'em Up Like a Clam.

When Congress is in session and Delegate Wickersham is busy, his enemies get many lies in circulation as to what he

post roads, bridges, and trails in Alaska. These appropriations have been based upon estimates from the Secretary of War and otherwise.

Yours, very truly,
 JAMES HAY,
 Chairman of the Committee on Military Affairs.

Who Pays the Road Bill?

There seems to be quite a misunderstanding who pays the money that is expended in Alaska for roads.

The following table shows the total amount of appropriations made by Congress and the total sum used from the Alaska fund in the construction, repair, and maintenance of military and post roads, bridges, and trails in Alaska from 1900 to January 1, 1916, under the jurisdiction of the Alaska board of road commissioners:

	Appropriation	Alaska Fund	Total
1900	\$100,000.00		\$100,000.00
1901	27,500.00		27,500.00
1905	7,131.15	\$ 5,000.00	12,131.15
1906	185,000.00	83,500.00	268,500.00
1907	250,000.00	148,584.00	398,584.00
1908	250,000.00	117,750.00	367,750.00
1909	350,000.00	145,428.27	495,428.27
1910	100,000.00	74,881.67	174,881.67
1911	150,000.00	206,311.24	356,311.24
1912	125,000.00	152,061.77	277,061.77
1913	100,000.00	227,932.05	327,932.05
1914	125,000.00	106,423.74	231,423.74
1915	165,000.00	171,983.78	336,983.78
1916		40,085.27	40,085.27
Total	1,934,631.15	1,539,947.79	3,474,572.94

From the foregoing table it appears that while Congress has expended the sum of \$1,934,631.15 in the construction of military and post roads in Alaska in connecting its posts and military establishments, it has also levied and collected license fees and taxes upon the people of Alaska for the construction and maintenance of the same roads in the sum of \$1,539,947.79, making a total of \$3,474,572.94 expended by the military board having charge of the work.

Now Delegate Wickersham has introduced a bill in congress providing that the \$1,539,947.79 paid by the people of Alaska, shall be expended for home roads under their direction rather than to be expended for military roads under the direction of the War Department. And for doing this the corporation newspapers that are crying for more power for territorial government are biting at him like Yukon mosquitoes..

A man's mental machinery is out of mesh when he wears a silk shirt on a cotton shirt income.

That man who gave \$50,000 to the Prohibitionists was formerly

Moreover, there is no real problem. The people of Alaska are Americans and proud of it. They are bone of our bone and flesh of our flesh and desire recognition as such at our hands. "And being such they deeply resent official or any other reference which places them outside the United States as when an official report says that 'the sales of Alaska to the United States in the last fiscal year aggregate \$50,000,000.'"

"The attempt to govern such a people in such a country from Washington should be abandoned. The people of Alaska should at once proceed to follow the example of California, organize themselves as a State, and apply to Congress for admission. They will get it."—San Francisco Chronicle.

And There Are Others.

On account of the voluminous pile of work on his desk at the interior department, Secretary Lane thinks it improbable that he will find time this season to make his contemplated trip to Alaska.

It's too bad; but we sincerely hope that Mr. Lane will have all kinds of leisure time next season to come up here and stay as long as he may desire.—Petersburg Report.

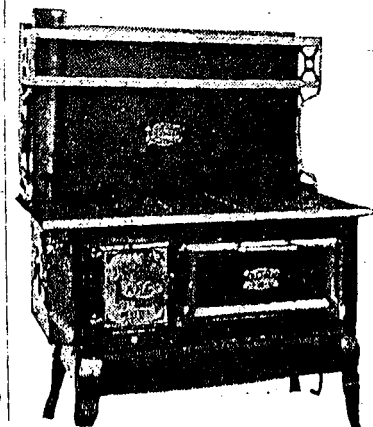
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20-AUG-1916
 (ANCA) FORTY-NINTH STAR

THE FORTY-NINTH STAR

ANCHORAGE, ALASKA

Published Every Saturday

J. W. FRAME, Editor.

JOHN S. HECKEY, Proprietor.

Entered as second class matter, Dec. 21, 1915, at the postoffice at Valdez, Alaska, under the Act of March 3, 1879.

SUBSCRIPTION RATES

One Year \$2.50
Six Months \$1.50
Three Months \$1.00
Single Copy 10c

SUNDAY, JULY 23, 1916.

Conditions Have Changed.

There are people in Alaska who say that we are not ready for Statehood because we haven't sufficient population. They base this assertion upon the admission of other states when conditions were entirely different. When Nevada was admitted there were no autos, electrical power, mining machinery, or anything else that today go to make up the work of a great state. A thousand men today with all modern machinery can carry on more business than ten thousand could have done fifty years ago. The fifty thousand people of Alaska produce an annual revenue of more than \$1,200 each, something that no other country in the world ever did or does today. To measure the requirements of Statehood by the old ox-cart standard of fifty years ago is nonsense. If 200,000 people could perform the work and produce the revenue for Statehood fifty years ago, then 20,000 can do the same thing today. Twenty thousand men can take the mining machinery of today and extract more revenue from mother earth than any 200,000 can in using the processes of fifty years ago. Twenty thousand men can build more railroad in a day than 200,000 could have built in the day when there were no steam shovels. Three hundred men in Bonanza mine in Alaska, by using modern mining machinery, are producing \$20,000,000 of wealth annually. How much wealth could 300 men have produced in the same mine fifty years ago? Today they run a huge tunnel through the mountain at a rate of 20 feet per day. How many feet did they run a similar tunnel when the old men of today were boys? If it took 200,000 men to constitute a state

A Campaign Document.

The building of railroads by the government is going to be one of the burning issues in the coming presidential campaign. This is evident from the fact that a Republican who has resided in Anchorage for the last year has been quietly writing a book on "Employment of Labor on the Government Railroad in Alaska," and is now on the outside negotiating with the Republican campaign committee to have 100,000 copies of it printed as a campaign document. It is claimed that it was written at the request of the committee and that they prize the book as one of their best campaign documents.

The first purpose that the committee has in the publication of this book is to show that the construction of railroads by the government is not a success, and second, to show that, notwithstanding the fact that Mr. Wilson is continuously harping about what a thoroughbred American he is and that he is for "America first," that his administration has been worse than the most hateful private corporation in the employment of foreign labor.

The entire system of employment by officials of the government, it is claimed, is shown by the writer of this book, to be wholly unfair to the American and universally in favor of the foreigner. It is the purpose of the campaign committee to circulate this book largely among the American laborers to show them that Mr. Wilson is not their friend, and that when he does employ the English speaking people he has chosen Canadians, many of whom are not even citizens of the United States.

It is further asserted in this book that some of the "Seven Territorial Senators" who opposed the building of the railroad by the government for the reason that there were too many opportunities for graft, will again declare themselves candidates for the Territorial Senate and endeavor to convince the voters that they were right and that Wickersham was wrong. This will all depend on whether the allegations made in the book can be substantiated in a manner that will be convincing to the people.

It is also shown that the Republican National committee has

Roar For Roads.

The movement for good roads by certain enterprising men of Anchorage is one of first importance not only to the people of the town but the farmers and miners in the country as well. There should be one mighty yell go up in Alaska for G-O-O-D R-O-A-D-S. When a man goes out into the woods and sees hundreds of fine long poles six and eight inches in diameter, he wants to get an ax and build a cabin right there and then. It is an effort to go by such a place. And, too, when a man goes most anywhere in this country and sees a low level valley as far as the eye can reach and all along this valley or dale great mounds of the finest rock and gravel in the world for building roads, he wants to stop and build a road. If he doesn't, he's a dead one. Everything is here with which to build a road. All it takes is labor. We will never get these roads until we go after them ourselves. As long as we wait for Col. Richardson or some one else to do this work we will continue to wrestle with the old pack horses and dog teams. The people of Alaska should get the money that Uncle Sam is willing to give and build the roads themselves and the first man who attempts to graft any of the money should be hung to the first tree that has a suitable limb on it. That is the only thing that will ever stop this grafting of public money in Alaska. It is not blueprints that Alaskans want, it is ROADS. Why, Joe Spenard has built more road in the last ten days than the Alaska road commission would build in three months. And it is a ROAD, too. He did not go out there and begin playing in the mud but built a road and came home. The people themselves must take up this work and see that we have some roads, not next century but this century.

Give Alaska Statehood.

In the acquisition of Alaska substantially the same obligations were assumed by the United States as in the purchase of Louisiana and California. The inhabitants of the acquired territory were to be admitted to the enjoyment of all the rights, advantages and immunities of citizens of the United States. In fact, Alaska was not to be a

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