

among the promoters of the project. At no time did the organizers of the company solicit sales of the stock, which fact shows the established faith of the public in the promoters.

Had the allotment been twice as large there would not have been so many disappointments, as many who had anticipated purchasing shares were astounded the following day to find they were too late. Were a stock exchange or brokerage firm established here this extraordinary interest could be accounted for, but as this condition does not obtain the enthusiasm is the more marked.

Holders of the stock have repeatedly refused twice the amount paid, and there will probably be few transfers until the mine is in operation.

A significant feature of the confidence extant at this time is that the foreman rowed a boat twenty miles at night after making the recent strike in order that he might purchase some of the stock.

Had mining promoters in the state of Nevada used the money received from the sale of stock in developing their properties that state would not now be suffering the setback she has received. The wanton manner in which the public's money was dissipated by irresponsible brokers and promoters has frightened the small investor whose money was once given with a lavish hand. Minus the automobiles and other acquired luxuries of the pseudo-rich those self-same "promoters" are borrowing their club dues from their more prosperous friends. Purchasers of stock in local mining enterprises promoted by local people will at least have the satisfaction to know that their money was expended in development of the properties and if failure is the result the loss will be tempered by the knowledge that mining is more or less of a gamble and its devotees never become discouraged by honest failure.

IT IS TO LAUGH

The Juncan Record still hopes for Wickersham's defeat, through the Nushagak vote alleging that "It is known there are at least 3500 voters in that section and if Mr. Orr were to get 1800 or 2000 of them he should be elected hands down. It certainly would be poetic justice if the hardy toilers of the far westward should defeat the charlatan who has attempted to pose as the friend of the working-man."

To set the Record right for once the Prospector hastens to assure that apostle of mendacity and fraud that there are not 3500 voters in the Bristol bay region unless the Orientals are counted. For a few months in the spring and summer possibly 1000 white men are there working in the canneries along with about 5000 Chinese and Japanese. About 1600 white men live there the year round and most of them are legal voters.

The remainder of these "hardy toilers" who are relied on by the "better element" to defeat Wickersham are picked up—all colors—in

The arrival of a buggy or "civilized" as a prospector was heard to call it, denotes the fact that another year will bring the speedy automobile to shorten the hour of travel to the interior and lessen the hardships which have marked the entrance of the pioneer of this country: it means a summer and winter mail service and a luxury in travel which stands out in bold contrast to the weary days of the winter trail and partially marks the passing of the dog sled.

The Major showed no evidence of fatigue though this may be accounted for by the fact that he is inured to arduous travel in this country covering thousands of miles annually in all sorts of vehicles and in all conditions of weather. This none the less accentuates the fact that the Valdez-Fairbanks trail is now open to four-wheeled vehicles of all descriptions, excluding automobiles, which would find it too severe a test at present. In speaking of conditions as he found them the Major said:

"The road all the way to Fairbanks is in fairly good condition for wheeled travel as has just been demonstrated by myself and on which I averaged thirty-three miles daily of actual travel, including some side trips. This makes an average of three and one-fourth miles per hour for the entire trip, accepting the delays incident to ordinary travel my actual time while moving was better than three and one-half miles per hour. In some places it was possible to speed up to an average of four and one-half miles per hour while in a few places I found it necessary to drive at a much slower rate."

Along the route I found some slides and fallen timber which latter was caused by forest fires, several bridges were also destroyed by the same element. These things are of course to be expected on such a long stretch of roadway. There are several places washed out notably one place on the Tanana and another at the Gulkana. The bridges at these points will have to be rebuilt.

"Please do not understand that I wish the public to think they have a speedway from here to Fairbanks, yet I would go far enough to say that they have a road which can be used by wagons and buggies. And it is the purpose of the road commission to make it passable for automobiles as soon as labor exigencies and natural impediments will permit. I believe that an automobile could make the trip but I am certain that it would prove a costly one on machinery of a power-driven car at the present, especially as there are several streams to

and will reach the coast cities in time to register for the November elections. Doubtless they will line up there with those other noble patriots so highly praised by the Cordova Alaskan for stuffing the ballot boxes on the Copper River railroad line, who are now vaporing outside as fast as ships can carry them.

Truly the "better element" would cut a sorry figure in Alaska elections

partment has called for bids for a summer mail service over this route and as far as conditions obtain I have already informed them that the road is in a condition to permit of such a service being maintained.

"On a recent trip I visited Iditarod to learn of the more urgent road requirements of that district. The commission has done whatever was possible for the people there with the limited allotment given, which was \$7,000. With this we were enabled to construct a road from Dikman to Iditarod, a distance of 25 miles, and from the latter place to the creeks, a distance of seven miles. The Iditarod country looks promising and the inhabitants are enthusiastic over its prospects for next season. I believe it has the earmarks of a big camp. At the present time it may be called a good small camp.

"There are about 3,000 people in the district, with ample supplies but the chief difficulty lies in getting them up from Dikman since the water has become too low to permit of travel by boat. As soon as the winter trail is opened this embarrassment will be overcome and heavy machinery that is lying in Dikman can go forward to its destination.

"We are going to start a survey party from Iditarod to Seward this fall to blaze the trail in that direction and the road commission hopes to have enough money available to do some work on it this season.

"In reference to the recent report circulated that the road commission intended to abandon the Valdez-Fairbanks trail I desire to say that far from having such a change in mind it is our purpose to make it better than ever and this year we have expended \$30,000 in new work and maintenance, on that portion of the road leading from Valdez to Willow creek where the cut-off leads to Chitina. This part of the road, though the most difficult of the whole route to keep in condition, is now in better shape than any other stretch from Willow creek to Fairbanks.

"It is obvious to anyone who will take the trouble to look at the map that much time can be saved on a trip from this place to Chitina by taking the trail and the cost of getting there is less than by going to Cordova."

Major Richardson will remain in Valdez the rest of the season taking an occasional trip to Seward and Cordova where at the latter place he will inspect progress on the trail from Chitina.

to adorn a tale and charged the Prospector with admitting that all railroad laborers were entitled to vote. This doesn't alter the fact that even the Record knows that 90 per cent of them were not.

M. A. Edwards returned Saturday evening from Beaver Dam where he has been prospecting this summer. He says that the district looks good

ware--Everything to turn

We carry a big stock
pectors', Loggers', Carpenter
Paints, Oils, Etc.

In our Grocery Department
eries including the famous
out the country for their
Vegetables in season.

Gi

ANOTHER GOLD CREEK STRIKE

Returns From Rock Sent To
Seattle Give Returns Of
\$327 Per Ton

Charles McCallum and M. D. Sherry are among the fortunate owners of high grade rock. A recent assay from the Jumbo claim gave returns of \$327 from one ledge and \$72.10 from another. Both men were jubilant and returned to the ground yesterday where they will do further prospecting and again sample the ledges getting back in time to send their samples on the next Northwestern.

The estate of the partners is situated on Gold creek, about three miles from town, in a northerly direction. The ledges have a northerly and southerly trend and outcrop the entire distance of the claims. The pay ore runs from one and one-half to two feet wide on the surface with every indication of widening at depth.

The owners intend to commence opening up the property by drifting on the north slope until they cross cut the vein when they will follow the lead. There are five claims in the group, all give good pannings, some of the rock carrying a quantity of galena, with traces of copper.

MILLION GARMENT WORKERS STRIKE

New York, Sept. 2—A general strike involving a million garment workers of this city is threatened today. There is but little hope of a settlement and the employes may walk out at any moment. Reserves of the police force have been called and many extra policemen are being held subject to immediate call. Great anxiety prevails throughout the city.

Strikers Back To Work

New York, Sept. 3—A general strike of the garment workers of this city numbering over 1,000,000 men was averted today by

Valdez
Weekly Prospector

—Published by the—
PROSPECTOR PUBLISHING COMPANY

ISSUED EVERY THURSDAY

TERMS: THREE DOLLARS PER YEAR

THE VALDEZ WAY

The quiet absorption of a big block of stock of a local mining company by local people without resorting to any advertising remains a topic of more than ordinary interest to the business men of this community. Seldom has this feat been paralleled in the history of mining promotion and its promotion in such record time is the source of much congratulation among the promoters of the project. At no time did the organizers of the company solicit sales of the stock; which fact shows the established faith of the public in the promoters.

Had the allotment been twice as large there would not have been so many disappointments, as many who had anticipated purchasing shares were astounded the following day to find they were too late. Were a stock exchange or brokerage firms established here this extraordinary interest could be accounted for, but as this condition does not obtain the enthusiasm is the more marked.

Holders of the stock have repeatedly refused twice the amount paid, and there will probably be few transfers until the mine is in operation.

A significant feature of the confidence extant at this time is that the foreman rowed a boat twenty miles at night after making the recent strike in order that he might purchase some of the stock.

Had mining promoters in the state of Nevada used the money received from the sale of stock in developing their properties that state would not now be suffering the setback she has received. The wanton manner in which the public's money was dissipated by irresponsible brokers and promoters has frightened the small investor whose money was once given with a lavish hand. Minus the automobiles and other acquired luxuries of the pseudo-rich those self-same "promoters" are borrowing their club dues from their more prosperous friends. Purchasers of stock in local mining enterprises promoted by local people will at least have the satisfaction to know that their money was expended in development of the properties and if failure is the result the loss will be tempered by the knowledge that mining is more or less of a gamble and its devotees never become discouraged by honest failure.

IT IS TO LAUGH

The Juneau Record still hopes for

**VALDEZ-FAIRBANKS TRAIL IS NOW
OPEN FOR ALL KINDS OF VEHICLES**

An epoch in the history of road construction in Alaska was marked by the recent ride of Major W. P. Richardson, when the latter, driving two sturdy little broncos, arrived in Valdez, Saturday, after covering the 385 miles separating Fairbanks and this city, in a four wheeled Studebaker buggy. Even speculative conversation on mining topics, which has held the attention of the local public for days past, ceased in favor of the good news that means so much to Valdez at this moment and which bespeaks so much for the future.

The arrival of a buggy or "civilized cart", as a prospector was heard to call it, denotes the fact that another year will bring the speedy automobile to shorten the hour of travel to the interior and lessen the hardships which have marked the entrance of the pioneer of this country: it means a summer and winter mail service and a luxury in travel which stands out in bold contrast to the weary days of the winter trail and partially marks the passing of the dog sled.

The Major showed no evidence of fatigue though this may be accounted for by the fact that he is inured to arduous travel in this country covering thousands of miles annually in all sorts of vehicles and in all conditions of weather. This note the less accentuates the fact that the Valdez-Fairbanks trail is now open to four-wheeled vehicles of all descriptions, excluding automobiles, which would find it too severe a test at present. In speaking of conditions as he found them the Major said:

"The road all the way to Fairbanks is in fairly good condition for wheeled travel as has just been demonstrated by myself and on which I averaged thirty-three miles daily of actual travel, including some side trips. This makes an average of three and one-fourth miles per hour for the entire trip, accepting the delays incident to ordinary travel my actual time while moving was better than three and one-half miles per hour. In some places it was possible to speed up to an average of four and one-half miles per hour while in a few places I found it necessary to drive at a much slower rate."

Along the route I found some slides and fallen timber which latter was caused by forest fires, several bridges were also destroyed by the same element. These things are of course to be expected on such a long stretch of roadway. There are several places washed out notably one place on the Tanana and another at the Gulkana. The bridges at these points will have to be rebuilt.

cross which will latter be bridged. When this is accomplished the rapid transit problem to the interior will be solved.

"On account of certain changes which we have found necessary there is no accurate measurement of the whole length of the trail but it is approximately 385 miles. We have made an estimate of funds which will be required for improvements and maintenance next year and there is every reason to believe that the appropriation will be made as recommended.

"I understand the Post Office department has called for bids for a summer mail service over this route and as far as road conditions obtain I have already informed them that the road is in a condition to permit of such a service being maintained.

"On a recent trip I visited the Iditarod to learn of the more urgent road requirements of that district. The commission has done whatever was possible for the people there with the limited allotment given, which was \$7,000. With this we were enabled to construct a road from Dikman to Iditarod, a distance of 25 miles, and from the latter place to the creeks, a distance of seven miles. The Iditarod country looks promising and the inhabitants are enthusiastic over its prospects for next season. I believe it has the earmarks of a big camp. At the present time it may be called a good small camp.

"There are about 3,000 people in the district, with ample supplies but the chief difficulty lies in getting them up from Dikman since the water has become too low to permit of travel by boat. As soon as the winter trail is opened this embarrassment will be overcome and heavy machinery that is lying in Dikman can go forward to its destination.

"We are going to start a survey party from Iditarod to Segard this fall to blaze the trail in that direction and the road commission hopes to have enough money available to do some work on it this season.

"In reference to the recent report circulated that the road commission intended to abandon the Valdez-Fairbanks trail I desire to say that far from having such a change in mind it is our purpose to make it better than ever and this year we have expended \$40,000 in new work and maintenance, on that portion of the road leading from Valdez to Willow creek where the cut-off leads to Chitina. This part of the road, though the most difficult of the whole route to keep in condition, is now in better

VALDEZ BANK

EST
THE PIONEER

Come to the Big Store with

We have in stock

Hart, Schaff

Ladies' and

Dry Goods

H

Furniture, Carpets, F
ware--Everything to fur

We carry a big stock
spectors', Loggers', Carpets,
Paints, Oils, Etc.

In our Grocery Department
eries including the famous
out the country for the
Vegetables in season.

**ANOTHER GOLD
CREEK STRIKE**

Returns From Rock Sent To
Seattle Give Returns Of
\$327 Per Ton

Charles McCallum and M. D. Sherry are among the fortunate owners of high grade rock. A recent assay from the Jumbo claim gave returns of \$327 from one ledge and \$72.10 from another. Both men were jubilant and returned to the ground yesterday where they will do further prospecting and again sample the ledges, getting back in time to send their samples on the next Northwest.

The estate of the partners is situated on Gold creek, about three miles from town, in a northerly direction. The ledges have a northerly and southerly trend and outcrop the entire distance of the claims. The pay ore runs from one and one-half to two feet wide on the surface with every indication of widening at depth.

The owners intend to commence opening up the property by drifting on the north slope until they cross cut the vein when they will follow the

VALDEZ WEEKLY PROSPECTOR 09/08/10 PG. 2