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Discussing Means of Building Alaska Roads

A late dispatch from Washington says: There appears to be a wide difference of opinion among those most interested in the construction of government railroads in Alaska, which was urged so strongly by President Taft in his recent message to Congress, as to the best plan to be followed in framing legislation toward that end.

On the other hand, practically every one who will have the work in charge is determined not to let personal views interfere with the final success of the enterprise as a whole, and Delegate Wickersham, Senator Jones and Representative Humphrey already are at work trying to get the proposition more definitely before Congress.

Delegate Wickersham believes it would be better, in introducing the necessary legislation, to provide for government construction of the proposed roads. He does not believe as do a number of others that this would mean slow construction. He believes that it would move as rapidly and successfully as the Panama canal. Much of the material now in use there will be available for use in Alaska as early as July 1, as well as a considerable part of the canal force, and Mr. Wickersham is prepared to urge construction of the proposed Alaska railroad under the same auspices.

Mr. Humphrey is inclined at present to have the government guarantee the bonds of the road and have actual construction undertaken by private persons, but both the Alaska delegate and Mr. Humphrey are willing to get together with other interested persons to obtain the most available legislation possible.

There seems to be but little chance that the committee on territories will be able to consider the president's message and the accompanying report of the Alaska Railroad Commission at this session of Congress, because of the tardiness with which the report was put into Mr. Taft's hands. It was the original plan of Congress to have the information at its disposal early in December and to give the matter early consideration.

Now that it has been made practically impossible to obtain action before March 4, Mr. Wickersham and the other interested in the project are bending their efforts toward persuading President-elect Wilson to include Alaska railroads in the legislative program of the forthcoming extra session of Congress.

Mr. Wilson already has expressed himself as decidedly interested in the topic, and it is felt in Washington that he will give his consent to consideration of the matter immediately after the house sends the tariff legislation to the Senate.

News Notes of Interest From the National Capital

WASHINGTON, Feb. 15.—The House Banking and Currency Committee is preparing to consider the report of that body on the Money Trust, which Chairman Pujo, with the aid of Samuel Untermyer, counsel for the Pujo sub-committee, is now drafting. It will be well toward the end of the session before the report, with its legislative recommendations, can be worked through the sub-committee and the full committee to the House.

Chairman Pujo is working day and night framing his version of the report. As framed by him it will embrace recommendations on the following principal points: Regulations of clearing houses through the postoffice department by forbidding the use of the mails for transmitting of certain transactions deemed evil, such as short sales, manipulation and the establishment of false values.

Regulation of clearing house through an act making their incorporation a condition precedent to the membership of national banks in such organizations, charters to eliminate the regulation of interest or exchange charges by clearing houses.

Stringent provisions to prevent national banks from loaning to their officers or directors and to prevent national banks or their officers from participating in syndicate flotations of new securities.

Opposition is looked for both in the sub-committee and in the full committee to the recommendations. The proposition which will cause the most trouble, it is believed, will be that to prevent "interlocking directorates" in interstate corporations, though just what will be the recommendation on this point in the Pujo-Untermyer report has not yet been decided.

The bill incorporating the Rockefeller Foundation, thereby forming a medium through which the Oil King may entail part of his great fortune for the benefit of mankind, has struck a snag. The measure, which has passed the House, came up before the

Senate Judiciary Committee. The sentiment developed was such as to indicate it cannot pass this session of Congress.

Many objections were advanced, the most important being the contention that a general measure should be passed and that the general law as proposed by Mr. Rockefeller, Mr. Carnegie, and other philanthropists. It was held that there should be no more such individual bills passed and that the general law should mention, or "immortalize" no names.

No agreement seemed possible on any of the points involved. The entire matter went over until the next meeting of the Judiciary Committee, a week hence.

While Mr. Slayden of Texas was trying to induce the House to make an appropriation for monuments to Alexander Hamilton and Thomas Jefferson, Mr. Cooper interposed the remark that he had contributed \$60 to a fund to print the works of the two early patriots, but had never seen the publications.

"I made a similar contribution," Mr. Slayden admitted.

"Well," said Uncle Joe Cannon, "I am surprised to learn that there are so many 'E. Z. Marks' in the House." "Mr. Speaker, I move that this bill be sent to the Committee on Merchant Marine and Fisheries," said Mr. McCoy of New Jersey, "because it appears to be a matter in connection with 'suckers.'"

The dangers of aviation were officially recognized by Congress when the Senate passed the bill already approved by the House granting twenty per cent additional pay to officers who may be detailed to duty with the aviation corps of either the army or navy.

Repeated efforts have been made by officials of the Government to secure extra compensation for officers engaged in the dangerous work at the practice fields and with the regular service of the army and navy.

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REGISTRATION NOTICE
 NOTICE is hereby given that the registration books for the Municipal and School Election, to be held on the first Tuesday in April, 1913, are now open at the office of Sowerby & Bell, on Second street, between Seward and Main streets, between the hours of 9 and 4 each business day. The books will be closed on Saturday the 23rd day of March, 1913.
 J. W. BELL, Registration Office
NOTICE TO TAXPAYERS

NOTICE is hereby given that the delinquent tax list for year 1912-1913 will be published on or about Feb. 24, 1913.
 A. W. FOX, City Clerk.

SUMMONS FOR PUBLICATION CASE NO. 972-A
 IN THE DISTRICT COURT FOR THE TERRITORY OF ALASKA, DIV. NO. 1, AT JUNEAU

Charles Goldstein, Plaintiff, vs. Mrs. F. Lyons, also known as, Blanche Lyons, Defendant.

TO Mrs. F. Lyons, also known as Blanche Lyons, defendant: In accordance with an order directing service of summons in the above entitled cause by publication made by the above entitled court on the fourth day of February, 1913, you are hereby summoned to appear and answer, in the above entitled court holden at Juneau, in said Division and Territory, within thirty (30) days after the 22nd day of March, 1913, the complaint of Charles Goldstein, wherein he demands judgment against you for the sum of seventy-one dollars and ninety-two cents (\$71.92); with interest and costs incurred herein, and for want of an answer in the time above mentioned the plaintiff will take judgment against you for the above amounts.

IN WITNESS WHEREOF I have hereunto set my hand and affixed the seal of the above entitled court this 4th day of Feb. 1913.
 E. W. PETTIT, Clerk.
 First publication Feb. 8th, 1913; last publication March 22, 1913.

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McKenzie River Trader Doesn't Believe Stefansson

Joseph Jacquot, a trader formerly stationed at the mouth of the MacKenzie river places little credence in Stefansson's red-haired Eskimo story. Writing to the Dawson News, where he is spending the winter, Jacquot says:

"Having read in your paper about the red-haired Eskimos, reported by Stefansson, I wish to say I do not believe the story, as Hanbury and Darrell passed there long before Stefansson had ever been there; also the Catholic priest who is among them now. These people never said a word about Eskimos so fair as that. As for the fairness of these Eskimos,

there is nothing strange about that, as one meets some very fair ones at Herschel Island, but they are descendants of whalers from San Francisco. These may be descendants from the lost men of the Franklin expedition.

"Hanbury and Darrell say that they met Eskimos very light in color, but it was on account of not using fire. But as for the red hair and whiskers, it sounds fishy. I also know two Eskimos who wintered twice on Victoria Island, and I have seen many of those Eskimos, but they never said a word about red hairs, so that story may go all right with people who do not know anything about that country, but it does not catch with me."