

ALASKA DAILY EMPIRE

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JUNEAU, ALASKA, MONDAY, MARCH 3, 1913.

ORGANIZATION OF THE LEGISLATURE

ALASKA'S First Legislature was formally convened at twelve o'clock today with somewhat impressive ceremonies, as befitted the occasion. The presiding officers of the Senate and House were formally elected, their selection having been previously determined in caucus. The choice made by each is excellent, though we believe, that no mistake would have been made by the election of any of the gentlemen mentioned for the respective positions. It is a matter for congratulation that the choice of presiding officers was effected without discord. In fact the selections, we are told, were effected in complete harmony. That is to say there was neither bitterness nor rancor in the contests, such as too frequently is the case in some State Legislatures of age and experience. The rivalry though keen was entirely good-natured, and each body is still a sort of happy family. May it continue so to the end.

Thus the initial session of the first Legislature starts out under more than ordinarily auspicious circumstances. Senator Ray is well equipped mentally and otherwise for President of the Senate, and that he will give the utmost satisfaction goes without saying. And the same may be said of Speaker Collins. He will make a fair and impartial head of the House of Representatives, and we do not think there is any danger that he will develop into a czar, like his distinguished prototypes who have ruled the Congress.

It is always well to bear in mind that the feet of all idols are made of mud.

ALASKA'S AGRICULTURAL LANDS

LEADERS of The Empire cannot fail to have been impressed with the many practical views of members of the Legislature concerning vital questions, as published in this newspaper the past week. They embraced many subjects—railroads, wagon-roads, the fisheries, opening of the coal mines, labor laws, woman suffrage, amendments to the mining laws, code revision, and others. One of the members—the Hon. Milo Kelly, of Knik,—touched upon the agricultural possibilities of the Sitka and Matanuska valleys, with which he is familiar. His words were illuminating, and they will aid in dispelling some of the mists of ignorance and misinformation concerning Alaska's agricultural lands. The character of the soil and climatic conditions, Mr. Kelly tells us, are such that these valleys are certain to be settled with homeseekers, if transportation facilities are provided. The hills are covered with bunch grass and the valleys with red-top. Barley and oats are successfully raised and they mature well; and vegetables of all kinds thrive amazingly and attain a rare perfection. There is no airy persiflage about these statements. They are based upon cold facts, which show that Alaska has an agricultural future of considerable promise.

Then Mr. Kelly touches upon another important matter in this connection. He says that the homestead law should be amended so as to give the poor man better opportunity than he now has. Under the present law the homesteader must have forty acres reduced to cultivation before title will be granted, and this handicap is practically prohibitive of a rapid settlement of the agricultural lands of the Territory. There is justice in the contention. The laws appertaining to the development of these lands should be of the most liberal character. Inducements must be offered to settlers to become bona fide farmers. With the opening of the Panama Canal there will be undoubtedly an increased immigration direct from Europe to the Pacific Coast, and Alaska should profit by it to some extent. The people who would be naturally directed to Alaska in search of farming lands would come from the North of Europe, where the best immigration comes from. This is a matter well within the province of the Legislature upon which to memorialize Congress. A more liberal homestead law would be the means of attracting a desirable class of immigrants.

And if, as we hope and expect, an era of railroad building is about to materialize, and the coal lands are to be developed, and other mining industries extended, ready markets will be found for all kinds of agricultural products, including cattle and sheep.

There is an increasing spirit of hopefulness to the Westward, because of the favorable reports of railroad building under government auspices. Southwestern Alaska and Western Alaska are rich in promise and will yet come into their own.

TO CUT OUT THE SUBSIDY

PRESIDENT-ELECT WILSON has let it be known to Democratic leaders of the United States Senate that he favors the Root amendment to the Canal Tolls act, repealing the free tolls clause for American shipping passing through the Panama canal, which a committee of the Senate tabled not long ago. But in view of Mr. Wilson's action it is evident that the Senate committee's course will not end the matter. Senator Root proposed to repeal the discriminating and treaty breaking clause of the act which has brought down upon the United States the protests of the world.

A few days ago Great Britain flatly asked that the question be arbitrated, and tomorrow we shall have a President whose Democracy will hardly permit him to support a ship subsidy, and it may be safely assumed that the subsidy feature of the Canal Tolls act, will be either cut out or the matter will be arbitrated, thus vindicating the position taken by Senator Root and other able constitutional lawyers of the Senate, and outside of it.

Modern business betters human environment. It means gardens, fruit, flowers, vegetables; it means quick, safe and cheap transportation of people, commodities and messages—business consists in the production, transportation and distribution of things that are necessary to human life.

Be not hasty in thy spirit to be angry; for anger resteth in the bosom of fools—Ecclesiastes.



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I.J. SHARICK
JEWELER and OPTICIAN

The Alaska Press

Cordovans fully appreciate what this (railroads to the interior and coal mines) means and are hopefully looking forward to what has long been delayed but was sure to materialize—continued prosperity. In anticipation of the new order of things the shrewd business man and citizen has already taken time by the forelock and is making investments here. Real estate has been given a greater value and during the past twenty-four hours more property deals have been consummated in Cordova than for months. —Cordova Alaskan.

NOTES AND GLEANINGS

Since alchemists of the mediaeval type still flourish, it was inevitable that the recent discoveries by Sir William Ramsay and his colleagues would stimulate anew the pretensions of those who transmute baser metals into gold for a price. The Times is in receipt of a letter from Rudolph Melville Hunter of Philadelphia, who wishes it to be known that he is ten years ahead of Sir William, Prof. Collie, and Prof. Patterson, in creating and transmuting matter. Mr. Hunter adds:

Not only that, but I was (ten years ago) actually doing the same in material quantities, and have been ever since; not quantities that require a spectroscope to determine their presence, but quantities which you can handle and weigh, and which have large purchasing value—that is to say, as pure gold as ever went through the mint.

Prof. Collie is himself not sure that the dream of the ancient alchemists is not about to be fulfilled. Indeed, the theory supported by Albert de Groot, Arnaldus de Villanova, Raymond Ludly, and Paracelus has never been controverted by the modern chemists, but, obviously, those who in the future shall make gold "on a commercial basis" will not need the aid of any capital in pushing the enterprise.

"The idea of 'Safety First' in railroad operation," The Baltimore Sun says, "originated with Ralph C. Richards, General Claim Agent of the Chicago & Northwestern Railway two years ago." President Willard of the Baltimore & Ohio Railroad was another "father" of the movement, for he issued this order: "In any emergency all our employees are to act on the side of safety." This was fourteen months ago. Eight years ago James O. Fagan, whose "Confessions of a Railway Signal Man" made him famous, sent a letter to the heads of the chief railway systems in the United States urging the formation of a Safety League, an organization of employees distinguished by buttons and other insignia, and dedicate to the principle of "Safety First."

NUTS TO CRACK

Overwork kills almost as many people as over-eat.

Many an architect seems to have bad designs on the public.

It's when the game gets too hot that some people get cold feet.

Every old maid has an excuse for being single, even if it is only that she was born that way.

Love may make the world go round, but it won't always bring the girl's father around.

If you are going to tell a man just what you think of him, pick out one who is smaller than you are.

Some women are so slow that it takes them about forty years to reach the age of 25.

PRUSSIAN INCOMES ARE VERY LOW

BERLIN, March 3.—The Prussian income tax figures just published show that 88.23 percent of all the inhabitants earn less than \$750 yearly; only 8.15 per cent reach \$1,375; 310 taxpayers paid taxes on incomes of more than \$125,000, and 87 declared incomes of more than \$250,000.

The figures show only trifling changes from the preceding year, apparently indicating no important rise in wages or salaries.

The population of Prussia in 1910 was a little over 40,000,000. According to the income tax figures, therefore, the number of persons in Prussia earning more than \$1,375, was approximately 3,280,000. Inasmuch as probably half the population are women or children, having no income, these statistics are less indicative of low earning power in Prussia than they seem.

CORDOVA CHAMBER OF COMMERCE ON THE JOB

On Feb. 26, the Cordova Chamber of Commerce called President-elect Wilson, as follows:

"Respectfully urge that construction railroad and opening resources Alaska along lines recommended by Alaska Railroad Commission in recent report, be made a prominent feature of your message to special session of Congress. Present conditions and restrictions absolutely prohibit development. Alaska looks to your administration for early relief."

Every thing that will please a smoker may be found at BURFORD'S.

NOTICE OF FORFEITURE

TO L. A. Moore, Berta Jarma and Fred Stevenson: You and each of you are hereby notified that you co-owner, the undersigned, have performed all the necessary labor as required by Section 2324 United States Revised Statutes and the amendments thereto approved January 22nd, 1880, concerning annual labor upon mining claims, upon the Sum Dum group of placer claims and upon the Duck creek group of placer claims, for the year ending December 31st, 1912, for the purpose of holding said claims:

And unless you, within ninety days after the first publication of this notice, pay your proportion of the cost of said annual labor as required by law, and the cost of this notice, your interest in said group or groups of said claims will, in accordance with law, become the property of the undersigned; the proportion to be paid by L. A. Moore, holding one-eighth interest in the Sum Dum group is \$12.70, and the cost of this notice; the proportion to be paid by Berta Jarma is \$12.70, and the cost of this notice, holding one-eighth interest in the Sum Dum group; and the proportion to be paid by Fred Stevenson, holding one-eighth interest in the Sum Dum group is \$12.70, and the cost of this notice;

Said claims being located in the Harris mining district, near Power's creek, and about six miles from the Postoffice at Sum Dum, Territory of Alaska; and recorded in book eleven (XL) on pages 21 and 22 of Placer records, on the 5th day of February, A. D. 1912, in the office of the Juneau Recording District.

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ANDREW JOHNSON.

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After March 15th at Room 6, Alaska Steam Laundry Building

F. Wolland Tailor

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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 29th day of March, 1913.

J. W. BELL,
Registration Officer.

The Juneau Steamship Co.

U. S. Mail Steamer
GEORGIA
Juneau-Sitka Route—Leaves Juneau for Hoonah, Gypsum, Tenakee, Killisnoo and Sitka—8:00 a. m., Nov. 5, 11, 17, 23, 29, Dec. 5, 11, 17, 23, 29, Jan. 4, 10, 16, 22, 28, Feb. 3, 9, 15, 21, 27, March 5, 11, 17, 23 and 29.
Leaves Juneau for Funter and Chatham, 8:00 a. m.—Nov. 17, Dec. 11, Jan. 4, 28, Feb. 21, March 17.
Leaves Juneau for Tyeo, 8:00 a. m.—Nov. 23, Dec. 23, Jan. 22, Feb. 21, March 23.
Juneau - Skagway Route — Leaves Juneau for Pearl Harbor, Eagle River, Yankee Cove, Sentinel Light Station, Juallin, El dred Rock Light Station, Comet, Haines, Skagway, 8:00 a. m.—Nov. 3, 9, 15, 21, 27, Dec. 3, 9, 15, 21, 27, Jan. 2, 8, 14, 20, 26, Feb. 1, 7, 13, 19, 25, March 3, 9, 15, 21, 27.
Returning leaves Skagway the following day at 8:00 a. m.
WILLIS E. NOWELL, MANAGER

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FERRY TIME SCHEDULE

JUNEAU FERRY & NAVIGATION Co.—Operating Ferry Service Between JUNEAU, DOUGLAS, TREADWELL and SHEEP CREEK				
Lv. Juneau for Douglas and Treadwell	Lv. Treadwell for Juneau	Leaves Douglas for Juneau	Leaves Juneau daily for Sheep Creek	From Juneau for Sheep Creek—Saturday Night Only
8:00 a. m.	8:25 a. m.	8:30 a. m.	11:00 a. m.	11:00 p. m.
9:00 a. m.	9:25 a. m.	9:30 a. m.	4:30 p. m.	for Juneau
11:00 a. m.	12:00 noon	12:05 p. m.	for Sheep Creek	Returning Leaves Sheep Creek
1:00 p. m.	1:40 p. m.	1:45 p. m.	Leaves Sheep Creek for Juneau	Leaves Treadwell
3:00 p. m.	3:25 p. m.	3:30 p. m.	11:40 a. m.	11:45 p. m.
4:30 p. m.	4:55 p. m.	5:00 p. m.	Leaves Douglas	11:50 p. m.
6:30 p. m.	6:55 p. m.	7:05 p. m.		
8:00 p. m.	8:25 p. m.	8:30 p. m.		
9:00 p. m.	9:25 p. m.	9:30 p. m.		
11:00 p. m.	11:25 p. m.	11:30 p. m.		

Sunday Schedule same as above, except trip leaving Juneau at 8 a. m. is omitted.

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