

ALASKA DAILY EMPIRE

JOHN W. TROY, Editor and Manager.

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THE ADMINISTRATION AND ALASKA.

THE President and Congress have kept faith. They have fulfilled their promise to give us a railroad, and they have given us another token that we may depend upon the adoption of the other laws necessary for the development of Alaska.

The administration has done well by Alaska thus far. It has done so because it has applied the principles of democratic government to the Territory. It has given the people of the North that which they would have. It has permitted the people to decide for themselves, and that is democracy.

It has, also, with the one exception of the Second Judicial Division, given us Alaskans to serve in public office, and they have been Alaskans who are democratic Democrats—big, broad and competent officials who have lived long in the North, who know the country and its needs, and they are making good just as all Alaskans knew that they would.

The administration and its representatives in the North are doing their part to create confidence in Alaska in the party that is in power. They are demonstrating that it is a party of performance.

In doing this they have created an obligation that members of their party in Alaska must meet. Northern Democrats must rise to the occasion and meet the demands of the broader citizenship that inevitably will come with greater development. They owe that much to the administration that has done so much for the Territory, and they owe it to Alaska and their fellow citizens of the North.

President Wilson and Congress are fast bringing about a condition that will make it unpopular to complain of the Nation's treatment of Alaska. They are eradicating the Alaska problem.

THE PARTISAN SIDE OF IT.

REPRESENTATIVE WILL R. HUMPHREY and other partisan Republicans would like to have people think that Great Britain has put something over on the Wilson and Bryan administration of our foreign affairs because the latter are asking Congress to repeal the bill giving American coastwise ships the free use of the Panama canal. They point to the advantage promised American ships that the President and Secretary of State are asking to have withdrawn. However, the matter has been made quite plain to the people, and it is not likely that they will be fooled. They understand that, so far as the diplomatic side of the controversy is concerned, President Wilson and Secretary Bryan are only asking that the United States keep in good faith a Republican made treaty. Democrats had no part in negotiating and concluding the Hay-Pauncefote treaty, nor had they anything to do with the buccaneering expedition that gave it life. Both the treaty and the subsequent rape of Colombia, through which we acquired the Isthmus of Panama and created something for the treaty to apply to, were Republican escapades. However, at the time the treaty was made the Republicans spoke for the Nation. Their promises were the promises of the American people. The present administration simply asks that the United States make its pledged word good.

Mr. Wilson and Mr. Bryan have an old-fashioned idea that among Nations as among individuals it is worth

while to be square. The average American citizen will not look upon that as evidence of weakness.

Really, Alaska IS a part of the United States. We suspected it would come to that when we heard that Wilson had been chosen President, and the suspicion has been growing in intensity as time has sped its course in the development of Alaska.

THE DIFFERENCE.

THE Juneau Empire rakes the coals for sticking his saintly nose into the railroad controversy, but stands manfully by the seven sly Senators. The Empire's aspirations are more political than religious.—Douglas Island News.

Wrong again. The Senators were trying to help the people of Alaska to get the railroad they desired. The Archdeacon was quoted as saying they did not need the railroad.

While Americans have often grievously offended our Canadian cousins by referring to the Klondike as being in Alaska, here come an Eastern Canadian paper that probably has no geography in its office. The Toronto Saturday Night refers to Rex Beach as a writer of Klondike stories.

THE LUCK OF FAIRBANKS.

FRIDAY, the thirteenth, is a day when one's thoughts turn lightly to superstitions, and it is easy to think of omens, the element of chance, the turn of luck and things like that. That, in Alaska, always means the consideration of Fairbanks, the child of good fortune among Northern communities. Founded by chance, good luck has attended the place throughout its brilliant career.

Fairbanks was established where it is by Capt. Barnette because the steamer on which he was ascending the Tanana river could get no farther up stream, and, winter approaching, the steamboat master, fearing that he would be unable to reach the Yukon again that season if he granted the request of the trader to take his cargo back, dumped the unwilling city builder on the banks of Chena slough with his stock of merchandise. That winter placer gold was discovered on Pedro and Fairbanks creeks, and the next summer on Cleary creek. The trading post became a city overnight and people came to turn millions of gold into the channels of trade annually. One gold-producing creek after another was discovered just as those which had come before had passed their zeniths. Then, as the placer camp was waning, quartz gold was discovered, and coal.

Now, while all the coast towns are anxious to the point of nerve ruintion over the question of the location of the tidewater terminus of the government railroad, at Fairbanks it is a case of "ish-ka-bibble." That place will at least get one end of the railroad, and all that it asks is that the road be built as straight as possible from the coast to the town.

For the second time this year today we have the Friday the thirteenth combination, so beware. If one gets through today all right he should be safe until Friday, Nov. 13th, at least.

"We have linked Alaska to us by a more friendly tie," said President Wilson. Yes, indeed. Alaska can now sing "Good, Old U. S. A. with spirit.

Every nation welcome, except Carrie, at the Stampede. 2-19-tf

Buy a meerschaum pipe at Burford's and treat yourself to a satisfying smoke after dinner. 2-16-tf

The Empire \$1.00 a month delivered

In the Commissioner's (Ex-officio Probate) Court for the District of Alaska, Division No. 1, Juneau Precinct.

In the Matter of the Estate of John S. Seatter, Deceased. NOTICE IS HEREBY GIVEN that the final account of the Administrator

of the estate of John S. Seatter, deceased, has been rendered to the above entitled court for settlement, and that Saturday the 14th day of March, 1914, at ten o'clock a. m., has been duly appointed by said court for the settlement thereof, at which time any person interested in said estate may appear and file his exception, if any he has to the same.

Witness my hand and official seal this 10th day of January, 1914. (Seal) JOHN B. MARSHALL, U. S. Commissioner and Ex-officio Probate Judge. First publication, January 12, 1914. Last Publication, March 13, 1914.

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Leaves Juneau for Tye and Baranoff Warm Springs, 2 a. m. Oct. 25, Nov. 24, Dec. 24, Jan. 23, Feb. 22, and March 24.
Juneau-Skagway Route
Leaves Juneau for Pearl Harbor, Eagle River, Yankee Cove, Sentinel Light Sta. Eldrid Light Sta., Comet, Haines, Skagway, 2 a. m. Oct. 5, 11, 17, 23, 29; Nov. 4, 10, 16, 22, 28; Oct. 4, 10, 16, 22, 28; Jan. 3, 9, 15, 21, 27; Feb. 2, 8, 14, 20, 26; March 4, 10, 16, 22, and 28.
Returning, Leaves Skagway the Following Day at 2 a. m.
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FERRY TIME SCHEDULE STARTING JAN. 14, 1914.
Table with columns for Boat Lvs. Juneau, Leaves Treadwell, Leaves Douglas, SHEEP CREEK TRIPS, and departure times.

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