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JOHN W. TROY, Editor and Manager

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MORE SHIPS NEEDED

In spite of the rapidity with which the balance of trade in favor of the United States is growing, it would grow much faster if we had the shipping facilities to carry promptly the goods that are made here and the raw material that we produce that are cramming the warehouses in our seaports awaiting transportation to foreign shores. American shipyards are working as never before to build ships with which to carry our wares to those who want them and to bring back the gold that is the life blood of commercial activity.

This is one of the problems that must be considered by Congress at its next session. The demand for ships is becoming so pressing that the need for increasing the supply is now admitted by everybody. With contracts on hand to keep all of our ship yards busy for more than a year, and orders ready to place when they will accept the contracts to keep them busy for an additional year, the shipping interests will act, in all probability, offer the strenuous opposition to the administration's proposal to purchase ships for government lines that was encountered last winter. In fact, Great Britain and France and Russia are suffering so greatly for the need of carriers that it is likely that consent will be readily granted for our government to purchase some of the German steamships that are interned in American ports. The German tonnage that is lying idle in American ports amounts approximately to 500,000 tons—enough to relieve materially the strain on the carrying capacity on the sea.

THE DEMAND FOR GOLD

The demand for settlement of European balances due the United States is becoming a serious problem according to eastern dispatches. Notwithstanding that more than $100,000,000 in gold has been shipped to the United States since the first of the year, and notwithstanding that Americans are buying back large quantities of their securities, the shipments of war supplies and other American goods to Europe have been in such quantities that the American bankers are demanding gold in settlement of the balances they have accumulated in Europe. The pressure has become so great that the British and French governments are encouraging holders of American securities in their countries to trade them for government bonds that they might become available for hypothication in this country for loans from American banks so as to create credits here against which the governments can draw in payment for goods shipped from here to Europe.

Even in spite of this scheme, it is becoming more and more evident that the European countries must begin to draw more heavily upon their great gold reserves for the purpose of settling for purchases in the United States. The gold reserves in this country are said to be greater than they have ever been, but if the war should continue for another year, as it seems likely that it will, the gold shipments to this country must continue to increase more rapidly. In the meantime, American gold production is growing and the product will remain in the United States. All things are conspiring to bring about a condition in America that must create a condition of prosperity that will be enduring.

BETTER LET HIM ALONE

Leaders of the Congressional Union, the suffrage body criticised recently by the main organization for attempts to "heckle" President Wilson, are said to be still hopeful that they will be able to bring about enough pressure to bear to induce him to back the out-and-out suffrage amendment in Congress.

We have an idea it would be well for these ladies, before proceeding further, to make a careful study of what is known of the President's psychology. They really ought to secure all the information available as to the well-known Scotch-Irish character. They should also collect the data to be had on the subject of the Presbyterian backbone.

Having disposed of these preliminary but highly important matters, they will probably conclude that the one way not to persuade President Wilson is to rely too much on pressure; that the best way to rouse his real and effective antagonism is to try to force him to do anything; and that in this, as well as in most other matters, an ounce of persuasion that goes to the merits of the question is worth a ton of arguments based on political expediency.

These ladies are quite correct in pointing out that President Wilson has changed his opinion on public questions and may change them again. They are well within bounds when they cite his change in views on the Panama tolls question. Where they make a mistake, however, is in confusing the pressure that brought about these changed views with the sort of pressure which they propose to exert.

THE BOY AND HIS CHANCE

This is the season of college commencements, when thousands of young men and women are starting out to prove what stuff is in them. Into what sort of world do they go—into one where the doors of opportunity are closed or one in which they may reasonably hope to find employment for their utmost powers?

They are going out into a life which is richer in opportunity than it has ever been before. The idea that opportunities have been cornered—that all the doors of success have in some mysterious way been partly closed by economic conditions—that the poor boy or any other sort of a boy hasn't as good a chance as his father or his father's generation had—is a great mistake.

Never were there more opportunities of every kind than there is in America today. New avenues, unsuspected by previous generations, have been opened. The old avenues, instead of being choked up in any way, are seen to be wider and more promising than ever. And as the structure of affairs become more complicated, opportunities increase because social demands increase.

We may be sure that the typical American story of the rise from small beginnings to substantial achievements has not been told for the last time. The conditions which render the telling possible still exist. For those who leave college, as well as for those who lack this preparation for the struggle of life, the path is paved with chances which insight, pluck, and perseverance can change to solid success.

TEMPERAMENT

A good many persons treat their temperament as if it were a wart or a tumor over which they had no control.

"I simply can't do it," a man will say; "I guess it's a matter of temperament." Or a man who is a "welcher on the trail"—who takes a wife as a "pardner" and then quits her on the trail—excuses himself on the score of temperament.

There is temperament, of course. And it's a good thing. It is chiefly that which keeps us from being all alike. Life would be dreadfully equable and boresome if it were not for temperament.

But to mistake "cold feet" for temperament, or to let the real thing in the way of temperament master you instead of being mastered by you—that's bad, it's worse than bad, it's stupid.

Trade relations with the South American republics are being considered with an earnestness that means practical advancement of the cause of peace.

One of the best arguments for arbitration is that it is the only way to get results and get wages while getting them that has yet been invented.

Perhaps the Russian general staff is trying to entice the German army into Siberia and freeze it to death.

TAFT FOR SHORTER BALLOT

(Seattle Post-Intelligencer)

Mr. Taft, the foremost American authority today on the science of government, was invited last week to give his views on the proper structure of a state government before committees of the New York state constitutional convention. Mr. Taft's knowledge on the subject is not academic merely. He speaks from the weight of experience.

In common with many people who have given thought and study to the question and with the weight of his experience behind him, Mr. Taft stood strongly and unequivocally for the short ballot: for the appointive rather than the elective plan for state officers other than governor. He was profoundly convinced that the plan of the federal constitution for the federal government was the best practical working plan for a state government.

On the question whether the attorney general should not be an elective officer, on the ground of his semi-judicial functions in connection with various departments, Mr. Taft said:

> "If I were governor I would have no use for an attorney general independent of me. Of course, if you are going to have your state government composed of a lot of independent men, paddling their own canoes, then you want a judicial officer in the attorney general's office. But if you center responsibility in one man, as you should do, then all you want is a counselor."

To the suggestion that it was possible that the State might have a bad governor, unfitted to be entrusted with such great responsibility, Mr. Taft replied: "Yes, you may have a bad governor. But if you are going to act on the theory and put shackles and handcuffs on him to prevent him from going wrong, then you will never have any sort of executive government. If you want a governor to do the people's work, you have got to give him power. I am opposed to an insurance against dishonesty so heavy that it interferes with the effeciency of government."

Why a governor in his sphere should have less power than the president in his sphere has never been satisfactorily explained.

PINCHOT SUGGESTS A NEW PARTY

(Tacoma Ledger.)

At a meeting of the Indiana Bull Moose state committee last week a resolution to disband the party in that state was defeated. Some of the leaders in the committee resigned but it was decided to maintain the organization and keep up the fight for "social and industrial justice." Meanwhile the policy seems to be "watchful waiting," or in the language of Oyster Bay to "sit tight."

Amos Pinchot, disgusted with Col. Roosevelt, George W. Perkins and other moose leaders, is now talking about the formation of a new political party to be made up of men like himself and of socialists who are dissatisfied with a program "composed only of vague yearnings with no specific and immediate program attached thereto." He voiced his hopes in a speech made the other day in New York City. Incidentally, he said that his brother Gifford Pinchot and William Allen White were on the same side of the Bull Moose fence as himself and indicated that a purified Progressive party might result.

While criticising the extreme socialists Pinchot approves of many of the socialist ideas but objects to the demand for immediate government ownership of everything and the abolition of capitalism. He would begin with government ownership of railroads, then would come coal, oil, copper and ore and then electric light and power plants and gas plants. He advises labor unions to give up the strike and organize better for political action to accomplish their aims. He would have the labor unions become a part of the "purified" Progressive party which would "move to break up the vast estates that lie idle in the hands of the rich owners, by a super tax on idle land." The new party would also be dedicated to the cause of removing the labor surplus.

With a program of this sort he thinks the new party would really be dreaded by conservative interests. The Bull Moose party of Col. Roosevelt, Amos Pinchot seems to think, was not dreaded sufficiently. It had a bark much bigger than a bite and was not taken seriously enough.

Amos Pinchot's opposition to Roosevelt was made known several months ago, even before his brother ran for United States Senator in Pennsylvania. Now he says Gifford is with him in the aspiration for a new political organization, which will drop the reactionaries of the old Bull Moose party and get rid of some of the numerous varieties of political thinkers who made it impossible to formulate a feasible program.

Senator Sulzer is entitled to considerable credit for the securing of favorable action by the Alaska road commission in the matter of road and bridge projects in this division. The $30,000 alloted for the work is to be used at widely seperated points in the division, and should, therefore, be of equable benefit.—(Petersburg Report.)

Eugene N. Foss' candidacy for the Republican nomination for governor of Massachusetts on aplatform of liquor prohibition is said to be making poor headway. Possibly this distinguished flopper has shot his wad.—(Pittsburgh Gazette-Times.)

See that Miss Jane Addams is in Berlin to demand cessation of the war. Pass the cotton wool. Hate to hear what the Kaiser will tell Jane.—(New York Telegram.)

The announcement that Japan is to increase her standing army by 24,000 men ought to be good for another squawk from Hobson.—(Houston Post.)

But don't overlook the fact that Huerta has merely settled in, not with, the United States.—(Boston Transcript.)

We are always "out of condition" when we get licked.—(Cincinnati Enquirer.)

WAR SIDELIGHTS

A Globe special writer says that, after months of insistance to Lord Kitchener by Sir John French, backed by Lloyd-George, upon the need of high explosive shells and the uselessness of shrapnel for trench fire, the work of manufacturing high explosive shells at the national factory, under the establishment at Leeds, England, had not started up to June 1. It is figured that this factory can produce 5,000 4.5 high-explosive shells a week. A blunder was made in not organizing English industries for the shell production, the United States war department, for instance, having ascertained by canvass several weeks ago that there were not less than 17,000 American manufacturers who by but very slight changes in their machinery and equipment can furnish arms and ammunition. The experience of firms that have tried to deal with the British war office and the admiralty has disclosed an absolute chaos in these offices, resulting in insufficient and contradictory instructions. One of the greatest questions that the new ministry of munitions will encounter will be the securing of the consent of the trades unions to the employment of unskilled labor and women in munitions factories

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Following is a list of neutral vessels torpedoed or sunk by mines since February 18, when Germany's war zone decree became effective: United States, 5 aggregating 14,274 tonnage; (of which one, the Nebraskan, returned to port); Norway, 18, aggregating 29,711 tonnage (of which one was beached); Sweden, 9, of which 7, aggregated 7336 tonnage (one was burned and one returned to port); Denmark 7, aggregating 10,960 tonnage; Holland, 6; of which 5 aggregated 12,400 tonnage; China, 1* Greece, 1, of 1923 tonnage.

A Rome cable says that the latest returns from elections in Greece, giving the party of former Premier Venizelos 193 seats out of a total of 316 in Parliament, is accepted as meaning that the entrance of Greece into the war on the side of the Allies will not be postponed much later than July 20, the date of the meeting of the Chamber of Deputies.

The United States State Department received by mail from Consul-General Skinner a number of pieces of metal taken from the hull of the American steamer Nebraskan, torpedoed or mined off the Irish coast, together with photographs of the extent of the damage done to the vessel and a detailed report by a naval attache of the American embassy. The proofs were submitted to naval experts here, and the State Department announced the substance of the report would be made public after it had been thoroughly read.

That the Lusitania was unarmed when torpedoed is said to have been established by at least three witnesses before the federal grand jury at New York, their testimony being a refutation of the affidavit of Gustave Stahl and other Germans that they saw four hidden guns on the liner before she sailed. Two of these witnesses are believed to have testified that the actions of Stahl did not bring him on the afternoon in question anyway near the steamship.

Secretary of War Garrison has denied that he had ever had any correspondence, direct or indirect, or any meeting with Mr. Myer or a Meyer Gerhard or a Gerhard who, reports stated sought to buy the 350,000 discarded Krag-Jorgensen rifles from the War Department. He added:

"At the outbreak of the war I realized that if we sold any of these discarded rifles, and any of them got into the hands of any of the belligerents, we would be able to convince any nation that the sale was innocent on our part. Accordinly I issued an order withdrawing all these rifles from sale during the war."

WAR CAUSES BOOM IN U. S. SHIP BUILDING

It is a curious bit of irony that the prostrate American shipbuilding industry could regain its feet only by the aid of conditions arising from the greatest war in the history of the entire world. There are building in the American shipyards today about fifty merchant ships with an aggregate tonnage of between 450,000 and 500,000. A year ago at this time there were hardly a half dozen ships on the stocks, aggregating 50,000 or 60,000 tons burden. Even this comparison does not adequately express the improvement, because last year the ship builders were glad to take contracts on almost any basis short of an actual loss. Today it is a seller's market in marine tonnage.

American shipyards on both the Atlantic and Pacific coasts and on the Great Lakes are booked ahead from 15 months to a year and a half. The prices in current contracts are from 15 to 25 per cent. higher than a year ago. While the increase, of course, reflects the higher prices of some of the metalls entering into ship construction, the principal explanation is that the ship builders are tired of working for love and that this year anyway they are wedded to the materialistic policy of making a profit on their orders Although necessity does not stop at price, it is understood that some shipping interests are reluctant to order at a higher range of marine values. One large shipping yard on the Atlantic coast could take contracts for a dozen ships tomorrow if it would name the prices a little lower than those stipulated.

As a matter of fact, there is little question but that some of the European nations, particularly England, would if it were practicable, hasten to add to the already large "war orders" indebtedness against them by ordering mercantile shipping from the American yards on an extensive scale, if there were any margin of available capacity here. The deflection of the mercantile craft into the transport and supply service has reduced the volume of the world's tonnage at the service of commerce by at least 20 per cent, and the congestion at various ports has reduced the effective carrying power perhaps another 10 per cent below normal; while war losses of the British to date approach 3 per cent. of the ante bellum British mercantile tonnage. Foreign shipyards; now almost commandeered for naval service, offer no means of immediate replenishment. But also the American yards are practically all mortgaged ahead one to two years.

Current enormous business of shipbuilding companies will last certainly while the war lasts; and probably thereafter. New construction does not begin to replace the wastage due to the war, although the effects upon the British merchant marine service of the German policy of attrition are popularly over-estimated. It is figured that England is losing each month 1-4 of 1 per cent of its merchant fleet, a serious loss of course, but one which does not yet threaten the extinction of the fleet.

But from the standpoint of the American shipbuilder that important fact is that the war has put up the wage of British mechanics almost on a par with that of the American laborer. After the war we shall have the competition of the British yards to reckon with, but unless Britain can accomplish the liquidation of labor, which is much in odubt, we shall compete more nearly on even terms.—(Boston News Bureau.)

DEVELOPERS AT WORK ON WINDHAM CLAIMS

Gudmund Jensen and a crew of men are at Windham bay, where they are developing the Fred Trampf claims. The work of trenching the property is in progress.

BUILD NEW HOME.

Robert F. Hawes is plannig to build a new home on his property at Tenth and E streets, Casey-Shattuck addition. He will erect a small house this year, but expects to construct a handsome residence later.

Mr. and Mrs. L. D. Mulligan have moved to Treadwell. Mr. Mulligan having taken a position in the Mexican mine. He formerly worked in the Alaska-Juneau mine here.

New line of black and White stripe neckware at Goldstein's. 6-21-tf

SUMMONS FOR PUBLICATION

Number 1265—A.

In the District Court For the District of Alaska, Division Number One:- At Juneau

ELIN CARLSON, Plaintiff;
vs.
FRED CARLSON, Defendant.

To FRED CARLSON, Defendant, GREETING:

In the name of the United States of America, you are hereby commanded to be and appear in the above-entitled court holden at Juneau, Alaska, in said division of said District, and answer the complaint filed against you in the above-entitled action within Thirty (30) days after the completion of the period of publication and service of this summons upon you, and if you fail so to appear and answer, for want thereof the Plaintiff will apply to the Court for the relief demanded in said complaint, a copy of which complaint is filed with the clerk of the above-entitled Court.

The relief prayed for in said Complaint is a dissolution of the bonds of matrimony existing between plaintiff and defendant.

The order for publication of this summons was made and dated May 27, 1915, and the period of publication is six (6) weeks, the first publication to be made on May 28th, 1915, and the last publication July 9th, 1915. The time in which you are required to appear and answer is on or before August 9th, 1915.

IN WITNESS WHEREOF, I have hereunto set my hand and seal of the above court this 27th day of May A. D., 1915.

J. W. BELL, Clerk.
Z. R. CHENEY, Esquire,
(Seal) Attorney For Plaintiff.
First publication, May 28, 1915.
Last publication, July 9, 1915.

MINING APPLICATION

No. 01795

In the U. S. Land Office for the Juneau Land District

Juneau, Alaska, April 7th, 1915.

Notice

Notice is hereby given that the Alaska Gastineau Mining Company, a corporation organized and existing under the laws of the State of New York, and qualified to do and doing business as a corporation, at Juneau, Alaska, has made application for patent for the "F.G." lode mining claim, Survey No. 1020, which said claim is situated on the summit of the range of mountains separating the water sheds of Gold Creek and Sheep Creek in the Harris Mining District, Alaska, in Latitude 58° 17' 30" N. and in Longitude 134° 19' 20" W., and particularly described as follows:

Beginning at Cor. No. 1, identical with Cor. No. 5, of the Wolf lode, survey No. 986; whence U. S. M. M. No. 2 bears N. 34° 14' 16" W. 7972.59 feet distant; thence N. 53° 50' E. 35.40 feet to Cor. No. 2, identical with Cor. No. 6 of said Wolf lode; thence S. 37° 34' E. 81.09 feet to Cor. No. 3; thence S. 53° 50' W. 4.26 feet to Cor. No. 4; thence N. 58° 22' W. 87.57 feet to Cor. No. 1, the place of beginning, containing an area of 0.037 acres. Mag. Var. 31° 40' East.

The names of the adjoining claims are the Norway lode mining claim, patented, Survey No. 935, and the Wolf and Apex lode mining claims, Survey No. 986, all belonging to the Alaska Gastineau Mining Company. So far as is known there are no conflicting claims.

The location notice of the "F.G." lode mining claim was filed for record on Nov. 12, 1912, and recorded in Book 20 of Lodes at Page 478 of the Records of the Recorder for the Juneau Recording precinct, Alaska.

This notice was posted on the ground on the 21st day of April, 1915.

ALASKA GASTINEAU MINING COMPANY,
By B. L. Thane,
Its agent and attorney in fact.

It is hereby ordered that the foregoing notice be publish d for the full period of 60 days in the Alaska Daily Empire, a newspaper of general circulation published at Juneau, Alaska.

C. B. WALKER, Register.
First publication, May 4, 1915.
Last publication, July 5, 1915.

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MARIPOSA, North	July 3	South	June 6, 25, July 13
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DOLPHIN, North	June 19	South	June 8, 20

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SCHEDULE

Juneau Ferry & Navigation Company

Leaves Juneau for Douglas, Treadwell and Thane		
6:00 a. m.	1:00 p. m.	7:00 p. m.
7:00 a. m.	3:00 p. m.	8:00 p. m.
8:00 a. m.	4:00 p. m.	9:30 p. m.
*9:00 a. m.	6:00 p. m.	11:15 p. m.
11:00 a. m.		

Saturday Night Only—12:00 P. M.
*9:00 A. M. Trip Does not go to Thane

Leave Douglas for Treadwell & Thane		
6:10 a. m.	1:10 p. m.	7:10 p. m.
7:10 a. m.	3:10 p. m.	8:10 p. m.
8:10 a. m.	4:10 p. m.	9:40 p. m.
11:10 a. m.	6:10 p. m.	11:25 p. m.

Leave Treadwell for Thane		
6:15 a. m.	1:15 p. m.	7:15 p. m.
7:15 a. m.	3:15 p. m.	8:15 p. m.
8:15 a. m.	4:15 p. m.	9:45 p. m.
11:15 a. m.	6:15 p. m.	11:30 p. m.

Leave Thane for Treadwell, Douglas and Juneau		
6:25 a. m.	1:25 p. m.	7:25 p. m.
7:25 a. m.	3:25 p. m.	8:25 p. m.
8:25 a. m.	4:25 p. m.	9:55 p. m.
11:25 a. m.	6:25 p. m.	12:15 a. m.

Leave Treadwell for Douglas & Juneau		
6:35 a. m.	1:35 p. m.	7:35 p. m.
7:35 a. m.	3:35 p. m.	8:35 p. m.
8:35 a. m.	4:35 p. m.	10:05 p. m.
9:20 a. m.	6:35 p. m.	12:25 a. m.
11:35 a. m.		

Leaves Douglas for Juneau		
6:40 a. m.	1:40 p. m.	7:40 p. m.
7:40 a. m.	2:40 p. m.	8:40 p. m.
8:40 a. m.	4:40 p. m.	10:10 p. m.
9:25 a. m.	6:40 p. m.	12:30 a. m.
11:40 a. m.		