

ALASKA DAILY EMPIRE

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JOHN W. TROY, Editor and Manager

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SHIPMENT OF WAR MUNITIONS

Recently a newspaper printed in German at Seattle, referring to the shipment of war munitions to the Allies, said that the United States was the "silent partner of Russia" in the European war.

It is worthy of mention, also, that Jane Addams, called by many authorities the "leading woman citizen of America," and admitted at home and abroad to be one of the strongest of the world's peace advocates, recently returned from Europe with her mind changed about the sale of war munitions to European countries.

President Wilson has said, and he said it after thorough investigation and legal counsel, that if the United States should refuse to permit her citizens to sell war munitions to a foreign country it would be an "unfriendly act" toward the foreign country.

Further than that, if it were wrong for manufacturers to sell munitions of war to a foreign country, the little Nations of Europe would be compelled to disband their armies, because it would be impossible for them to keep in running order factories to make cannon and war munitions so that they would be prepared to defend themselves or their neutrality.

The rule of international law that permits a country to purchase war supplies from countries not at war was made in the interest of economy. War is certainly wasteful enough under any circumstances. It would be much more wasteful if every country—countries like Holland and Switzerland and Denmark as well as those which are larger—were compelled to maintain their own factories to make heavy cannon, field artillery, machine guns, rifles, ammunition, automobiles, copper, cotton, freight cars, aircraft, clothing for soldiers, farms to raise their cavalry horses and work mules, and to provide all the other things that have been classified as contraband of war, it would make it many times more wasteful.

It might be said that it would be better to make it so, but that would bear hardest on the little countries. But, right or wrong, it would be manifestly unfair to change the rules of the game while war is actually in progress. It would not be fair to quit at a time when a change would work to the advantage or disadvantage of one side of the other in war.

Newspapers printed in the United States which constantly berate their own country for maintaining a strict neutrality under the rules of international law are little less than reasonable. In principle, they are no less. They inspire Hoits and other dynamiters to destroy capitol buildings, ammunition factories, ships, bridges, powder cargoes, and to murder American citizens. They are lacking in patriotism, and the qualities of good citizenship.

AMERICA'S CONTROVERSY WITH ENGLAND.

Great Britain's position in her controversy with the United States is not that the United States has no right to complain because she is making money out of the sale of war munitions. She has not criticized the United States for that at all. She does not attempt to "slap the United States in the face," nor to characterize Americans as "trafficking Yankées," whose interest in the war is confined to profits. She says that under the rules of international law our interest in the freight cargoes that have been deflected from their intended destination is measurable in dollars and cents, and that when she offers to make good monetary damages, and does make them good, we have no right to complain.

President Wilson has taken the position that interference with the rights American citizens have to ship non-contraband to Germany and to ship anything that we may desire to neutral nations cannot be measured in dollars and cents.

Great Britain has admitted that she has violated rights of Americans—but insists that the violation consists of monetary damages which she offers to make good. It is practically the same principle that was involved in the Frye case, in which Germany offers to pay the damages. England claims that the American lawful interest in a cargo is to see that the American who sells it gets pay for his cargo and suffers no loss, and that if there is further wrong done it is not to the American shipper but to the foreign purchaser. Grey cites American supreme court decision to sustain his position.

But President Wilson says it is more than that—that the question of the freedom of the high seas is

involved—and that the United States cannot be forced to forgo the right of free use of the high seas, even when her citizens are indemnified against loss on account of the refusal.

We have differed with Great Britain before on the question of the freedom of the high seas. That is what caused the war of 1812. We won our point then. The violations of American rights at that time involved much more than the violations of American rights now involve, but they were based on the world old question of the free seas—and from that we will not recede.

The United States is having her hands full in this work of keeping other countries from fighting. Probably Hayti and Mexico and Santo Domingo are training Uncle Sam as a mediator for the big job that will have to be performed in Europe one of these times.

Political leaders are considering whether there is any way of getting Roosevelt to return to the Republican party without making it look as if the Republican party had returned to Roosevelt.

Facetious references to the great American game of bluff may have given some of the European editors a mistaken impression of this country's temperament.

In spite of certain complications causing anxiety it is expected that the Transgiving proclamation will be issued next fall in the customary terms.

No advisory board could be large enough to accommodate all who feel competent to give advice.

Those seeking a place in the sun might come to Alaska. We have it.

WE STAND UPON THE LAW.

(Chicago Herald)

The American people, speaking through their chief magistrate to the rulers of the German empire, complaining of grievous wrongs and demanding their redress and their cessation, have taken a position logically, legally, and morally impregnable—a position which reason cannot question, which upholds not only American rights but all humanity's rights, and against which only might regardless of right can dare contend.

The logic of President Wilson's third note to the German government speaks for itself. Only minds dulled by prejudice or chronically perverse can remain unconvinced. We have among our 100,000,000 a very minor fraction of such minds. This is a free country, and it is their privilege in that freedom to remain prejudiced and perverse. Charly demands, however, that caution in expression be suggested to them. Our American liberty is not license.

The law of the communication is equally unquestionable. It is the law founded upon centuries of experience and accepted by all civilized nations. It was not made for this occasion; it was made for all occasions: all the combatants knew it when they began; none has the right to change it without the consent of all the nations whose consent made it. Each of the combatants has sought to bend that law for its own advantage. The United States refused to consent to the bending. We stand by the law.

So standing, our moral position is impregnable. For we pass no judgment upon what either combatant contends are its wrongs at the hands of the other. We know that men in the heat of battle are no fair judges of right or wrong. Their thought is not of justice and equality, but only of victory. What they now angrily demand as their "rights"—what they now angrily denounce as their "wrongs"—we refuse to say are their rights or wrongs. We leave the decision to the sober judgment of mankind when the war madness shall be ended and all mankind becomes again competent to give a personal judgment. We stand upon the definitions of right and wrong made when fairly and judiciously all at peace and competent to reason fairly and judge with equity. We stand upon the law thus made.

What will happen should might regardless of right refuse to conform to the law—should continue its violation? It is not necessary now to decide. It is the duty of statesmanship to provide for all possible eventualities; it is the part of patriotism to stand absolutely behind the statesmanship which has and deserves its confidence. As for the few among us who may seek to undermine our unity, or to persuade us that our confidence has been unworthily bestowed, let them remember that for such silence is the course of safety. Meanwhile, let it be remembered by those fearful souls who quiver lest there be a "break" in our normal relations with some foreign state that we have had such "breaks" before, and the republic has survived them. He is no American who doubts that whatever may be the difficulties or dangers that lie before our republic will still survive, its rights successfully defended and maintained.

With consciences clear before God and man, we Americans stand united, with faith in our cause, with confidence in the guides we have chosen—stand resolved for our country's rights and humanity's rights upon the sea—stand upon the law made by all nations which declares those rights, and there stand immovable.

ALASKA'S CLIMATE IMPROVES.

(Seward Gateway.)

Without a doubt the climate of Alaska has changed for the better within seventeen years. All people seem to think so who have been here for that period. After making every allowance for the possibility that the supposed change may only have been due to our becoming accustomed to the conditions there is still every reason to believe that the climate of Alaska actually is undergoing a change. This is nothing supernatural. It has been gradually dawning on the minds of laymen in the Territory for years and scientists have given voice to the same opinion.

A remarkable thing in this connection is that Amundsen the explorer said the warm ocean currents were changing in such a manner that the climate to the north of Alaska is undergoing constant change for the better. He even said that the ice in the northwest passage was flowing steadily towards the Atlantic and would soon empty itself into that ocean. This statement was made before the Titanic disaster and it is quite possible that the great vessel's destruction was due to extraordinary ice flows into the Atlantic from that passage. Amundsen said those things while he was at Nome after his trip and wrote them afterwards in an outside magazine, so there is no reason at all why old residents of the Territory should doubt the results of their own observations. That the climate of Alaska is becoming milder seems, indeed, to be a positive fact. It was a tropical country before, remember, and, bang it, it is pretty tropical right now.

A member of the Alaska Engineering Commission came overland from Fairbanks to Cordova yesterday, making the trip in three days and 19 hours. This, surely going some, but only demonstrates that whatever is undertaken in this section results in breaking records even if it happens to fall to the lot of a government official to do the trick—(Cordova Times).

Now that Col. Roosevelt says "damn" when he speaks of his antagonists the mollicoddes, it is plain enough that the strike is getting pretty hot. Col. Bryan and Col. Thaw continue to use the language of diplomacy. Why cannot Col. Roosevelt restrain himself?—(New York World.)

This man Lloyd-George must have considerable head to accommodate all the metaphorical laurel wreaths being placed upon it.—(Chicago Herald.)

Isn't it annoying that good advice is always cheap, no matter how high the price of both necessities and luxuries goes?—(Louisville Courier-Journal.)

QUAKER QUIPS

(Philadelphia Record)

The way of the transgressor is hard, although sometimes it seems pretty soft.

When a man has the reputation of being close, distance lends enchantment to the view.

In spite of the influence of environment, lots of good-natured people live in the cross streets.

It's really no fun to loaf unless you have a lot of work to do.

An extremist is a person who either extends the glad hand or points the finger of scorn.

The people who believe in second sight are generally those who fall in love at first sight.

The man who sees his opportunities should be quick about it, or some other fellow will seize them.

You never can tell. Lots of people who are in the swim have some difficulty in keeping their heads above water.

HITS FROM SHARP WITS

Some persons waste experience upon thoughts of what they would have done if they had only had it sooner.—(New York World.)

"Hitth your wagon to a star" is a handsome figure of speech, but it causes some men to go up in the air.—(Albany Journal.)

The boy beginning on tobacco always bites off more than he can chew.—(Deseret News.)

There is a lot of comfort in not having an umbrella when somebody wants to borrow one.—(New York World.)

Slowly disappearing is the fellow who had to have a headache in the morning to convince himself that he had had a good time the night before.—(Toledo Blade.)

Some men have the idea that every vacant office is seeking them.—(Norfolk Ledger-Dispatch.)

Clothes sometimes speak louder than words.—(Nashville Banner.)

Politeness yields large dividends, but it is an investment frequently overlooked.—(New York World.)

Good heads prevent wise men and pigs from going too far.—(Omaha World-Herald.)

FREE SHOW TICKETS. Thane laundry will give a ticket to the Grand theatre with each bundle of laundry brought to our office in Arctic Barber Shop, phone 175. 3144

MINK SETS and Furs of all kinds. Curios and baskets at reduced prices. Inquire at Willis Store. 5-12-1m

NOTICE OF APPLICATION FOR PATENT. S. A. H. A. Serial No. 01608

Notice is hereby given that C. W. Fries a citizen of the United States, over the age of 21 years, whose post office address is Juneau, Alaska, being entitled to the benefits of Sec. 2306 of the revised statutes of the United States, and the amendments thereto, has applied to make entry of the lands embraced in United States non-mineral survey No. 1111 situated on the Northeast shore of Gastineau Channel, one and three-quarters miles southeast of Juneau in the Territory of Alaska, and more particularly described as follows, to-wit:

Beginning at Cor. No. 1 at mean high tide of the Northeast shore of Gastineau Channel, cor. not set, wit. cor. a stone set in ground marked S. 1111 W.C.1 bears north 26 lks dist. U.S.L.M. No. 1 from true cor. No. 1 this survey bears S. 55° 54' W. 63.76 chs dist; thence North from true cor. No. 1, 1.13 chs. to cor. No. 2, a stone set in ground marked S. 1111-C2; thence East 14.03 chs. to cor. No. 3, an iron pipe set in ground marked S. 1111 C-3; thence South 20.09 chs. to road; 12.87 chs. to cor. No. 4, cor. not set, wit. cor. a stone in place marked S. 1111 W.C-4 bears North 56 lks dist; Cor. No. 1 Avalanche lode S. 889 bears S. 40° 05' 30" E. 24.03 chs. dist; thence from true Cor. No. 4 meandering beach of Gastineau Channel at line of mean high tide (1) N. 39° 34' W. 2.23 chs. (2) N. 57° 19' W. 2.32 chs. (3) N. 34° 52' W. 2.11 chs. (4) N. 69° 47' W. 2.74 chs. (5) N. 43° 34' W. 1.97 chs. (6) N. 47° 46' W. 5.55 chs. (7) West 1.10 chs. to true cor. No. 1 the place of beginning. Area 8.98 acres. Variation at all corners 32° 00' E. Latitude 68° 17' N. Longitude 134° 22' W.

As additional to original homestead entries of John R. Copeland and Eliza

ESTABLISHED 1891 INCORPORATED 1914

OLDEST BANK IN ALASKA

THE B. M. BEHRENS BANK

JUNEAU, ALASKA

Six months interest on Savings Accounts Payable July First

PASS BOOKS should be presented for notation of credit

Green, widow of James Green, deceased, H.E. No. 541 and 793 at Little Rock, Arkansas and New Orleans, respectively, and dated March 2, 1887 and May 7, 1889, respectively. And all persons claiming adversely any portion of the above described tract of land are required to file with the Register and Receiver of the United States Land Office at Juneau, Alaska, their adverse claim thereto, under oath, during the period of publication or within 30 days thereafter, or they will be barred by the provisions of the statute.

CONRAD W. FRIES. United States Land Office, Juneau, Alaska, July 31, 1915.

IT IS HEREBY ORDERED that the foregoing Notice be published for the statutory period in the Alaska Daily Empire, a newspaper of general circulation, printed at Juneau, Alaska, the next newspaper said above described claim or survey.

C. B. WALKER, Register. First publication, July 31, 1915. Last publication, September 20, 1915.

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. 8:00 p.m. 8:00 p.m. 8:30 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. 1:30 p.m. 7:10 p.m. 7:10 a.m. 2:10 p.m. 8:10 p.m. 8:10 a.m. 6:10 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. 8:15 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. 8:25 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. 8:35 p.m. 8:35 p.m. 8:35 a.m. 4:35 p.m. 10:05 p.m. 9:30 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.

KAKE MAIL ROUTE

Schedule in Effect April 1 to Nov. 23, 1915. The E. A. BEGG sails every Monday at 6:00 a.m. from Young's Float, stoppage at Douglas, Taku Harbor, Limestone, Scotchman, Sundum, Wiedman Bay, Fire-Tiger Light, Fairbanks and Kake. CAPT. P. MADSEN.

JUNEAU STEAMSHIP CO. United States Mail STEAMER GEORGIA

Juneau-Sitka Route Leaves Juneau for Douglas, Funter, Hoonah, Gypsum, Tenakee, Killisnoe, Chatham and Sitka every Wednesday at 12:01 a. m.

Juneau-Skagway Route Leaves Juneau for Douglas, Eagle River, Scenic Light Station, Eldrid Rock Light Station, Comet, Haines, Skagway every Sunday at 12:01 a. m. Returning, leaves Skagway the following day at 12:02 a. m.

WILLIS E. NOWELL, MANAGER

THANE AUTO-STAGE SCHEDULE.

Leave Juneau Leave Thane 9:00 a.m. 9:20 a.m. 10:30 a.m. 10:50 a.m. 1:30 p.m. 1:50 p.m. 2:30 p.m. 2:50 p.m. 4:00 p.m. 4:20 p.m. 5:00 p.m. 5:20 p.m. 6:00 p.m. 6:20 p.m. 9:00 p.m. 9:20 p.m. 11:00 p.m. 11:20 p.m.

Car stars from Goldstein's, Burford's and Alaskan Hotel. Private Car for Hire any Hour at Alaskan Hotel, Phone Single 0. Night Phone, 105.

"REX" DOUGLAS-JUNEAU FERRY

15 Cents Leaves Juneau A.M.—6:00 8:30 10:30 11:30 P.M.—12:30 1:30 2:30 3:30 4:20 6:45 7:30 8:30

Leaves Douglas A.M.—7:15 9:00 10:00 11:00 P.M.—12:10 1:00 2:00 3:00 4:00 5:35 7:00 8:00 9:00

Leaves Young's Float, Near City Dock, JUNEAU Leaves City Dock, DOUGLAS

THE ADMIRAL LINE Pacific Alaska Navigation Co. Puget Sound-Alaska Route, Seattle to San Francisco, connecting with SS Yale and SS Harvard for Southern California ports.

For Seattle, Prince Rupert, Ketchikan, Wrangell and Petersburg. For Skagway and Haines. City of Seattle, Aug. 5, 17, Spokane, Aug. 11, 23 connects at Skagway for Dawson and all Yukon River points.

Canadian Pacific Railway Company B. C. COAST SERVICE. Sailing from Juneau for Seattle, Vancouver, Victoria, etc. via Prince Rupert, B. C.

The Route of Comfort THE WHITE PASS & YUKON ROUTE Speed Service Safety. Through tickets to and from Dawson, Fairbanks, and all Interior Alaska and Yukon River points.

ALASKA STEAMSHIP COMPANY. Safety, Service, Speed. Tickets to Seattle, Tacoma, Victoria and Vancouver. Through tickets to San Francisco.

HUMBOLDT STEAMSHIP CO. The Alaska Flyer S. S. HUMBOLDT The Alaska Flyer. Leaves Seattle, Aug. 3rd. Arrive Juneau, Aug. 7th. Sail South, Aug. 8th.

THE BORDER LINE. LOW RATES TO PUGET SOUND. S. S. AL-KI Every 12 Days. S. S. DESPATCH Every 14 Days. S. S. NORTHLAND Freight and Explosive.

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DISSOLUTION OF PARTNERSHIP. Notice is hereby given that the partnership heretofore existing between D. B. Femmer, Lloyd Ritter and Fred Broughton, under the title and firm name of Femmer & Co., was by mutual consent dissolved on the 23d day of July, 1915, Fred Broughton retaining, D. B. Femmer and Lloyd Rit- ter succeed as sole owners of the business and accounts duo, and assume all indebtedness of the firm. Dated Juneau, Alaska, July 22, 1915. D. B. FEMMER, FRED BROUGHTON, LLOYD RITTER. First publication July 23, 1915. Last publication August 14, 1915.