

SAFETY FIRST THE ALMA

RUNS ON THE FOLLOWING SCHEDULE TO DOUGLAS, TREADWELL AND THANE

FARE 15 CTS.

Juneau Ferry & Navigation Company

Table with columns for departure times to Douglas, Treadwell, and Thane, including Saturday Night Only and Sunday service.

Leaves Douglas for Juneau... Schedule subject to change without notice.

Smith's Auto Stage To PERSEVERANCE

Leaves Juneau Daily... Special Trips Anywhere by Appointment.

JUNEAU STEAMSHIP CO. United States Mail

STEAMER GEORGIA Juneau-Sitka Route... Leaves Juneau for Douglas, Eagle River, Sentinel Light Station, Etid Rock Light Station, Comat Haines, Skagway every Sunday at 12:01 a. m.

WILLIS E. NOWELL, MANAGER

St. Nicholas

Leaves Young's Float for Douglas, Funter, Gypsum and Torsakes, Tuesday's at 5 a. m. For Charter when not on schedule.

The Modern Way

is to eliminate the dirt, dust and germs, making the home sanitary and comfortable, by using an

ELECTRIC VACUUM CLEANER

You can run your sewing machine for one-fourth of a cent per hour. Life is too short to use up your energy in this way when you can secure electric power so cheaply.

IRON With ELECTRICITY

It saves fuel, time and labor. It is cleaner than other fuels, and absolutely guarantees an even, regular temperature, thus making smoother, better work.

Alaska Electric Light and Power Co.

ZIEGLER'S BRAVES BEAT FICKEN'S LAMBS IN ELKS TOURNAMENT

Table showing scores for Ziegler's Braves and Ficken's Lambs in the Elks bowling tournament.

Table showing scores for Ziegler's Braves and Ficken's Lambs in the Elks bowling tournament, continued.

PACKERS ASK FOR FIGHTER LICENSES

A large number of packing companies have filed application with the Territorial Treasurer for licenses during the past few days, most of which were received on the Alameda. The applications include: Fisheries Alaska Packers Association—Chignik, Kvichak, (2), Nushagak, Naknek, Nushagak, Naknek, Eggegak, Naknek, North Alaska Salmon Co.—Aloch-anach River, Kvichak River, Nushagak river, Eggegak river, Peter M. Nelson, Kvichak River and Eggegak River.

Alaska Packers Association—Wraggell, Loring, Cook Inlet, Allatak, Karluk. Mining J. A. Hazoel, Chiana Creek. Mathison Mining Co., Hope City. Professional Louis K. Pratt, attorney, Fairbanks.

NICHOLSON GETS BUILDING CONTRACT

P. Nicholson has been awarded a contract to build a three-story frame building for MacMillan Bros., operating a grocery store at 359 Lower Front street. Work on the building will begin at once.

Mrs. Hazel G. Kirnise of Skagway is visiting in the city for a few days. She is on her way to California, where she will pass several weeks.

Omer Patten, who has been ill in St. Ann hospital, is improving.

ISLAND FERRY CO. Gas Boat "Gent" 15 CENTS

Table showing departure times for Island Ferry Co. Gas Boat "Gent" to Douglas and Thane.

LEAVE DOUGLAS FOR JUNEAU

Table showing departure times from Douglas to Juneau.

LEAVE DOUGLAS FOR THANE

Table showing departure times from Douglas to Thane.

LEAVE JUNEAU FOR THANE

Table showing departure times from Juneau to Thane.

LEAVE THANE FOR JUNEAU

Table showing departure times from Thane to Juneau.

Commutation Tickets at Rate of 25c the Round Trip Express and Freight Carried Phone Juneau 194 for Special Trips Cole's Dock, Juneau City Dock, Douglas

DO YOU KNOW?

JUNEAU HAS THE BEST Tailor Shop in Alaska

ITS Irving Co., Inc. FRONT AND MAIN STS.

of June 22nd, which was inclosed with my letter to you of June 23rd. To make this present letter to you a complete record in itself I will quote the telegram sent by me from Fairbanks on June 21st, last, and the reply of the Adjutant General, dated June 22, as follows:

Fairbanks, Alaska, June 21, 1915. Adjutant General, War Department, Washington. I submitted November twenty-fifth, nineteen thirteen special report upon subject road work in Alaska with memorandum prepared by Engineer Officer of the Board and additional estimate of seven hundred fifty thousand dollars. Please advise as to record and date same received your office.

RICHARDSON, Washington, D. C. June 22, 1915. Col. W. P. Richardson, Fairbanks, Alaska. Reference your telegram June twenty-one report and estimate received this office Dec. Eighth thirteen and sent by letter to Interior Department January 12, fourteen, copy of that letter was sent you January sixteenth fourteen. Another copy mailed today. McCAIN.

I also quote that portion of the Secretary of War's letter to the Secretary of the Interior which is directly pertinent as follows: "In the opinion of the Road Commissioners and other parties having interest in the matter, the time has come for an expansion of this work of road building to an extent that renders it impossible to consider it a military enterprise by any stretch of the imagination. It is alleged that the present appropriations are sufficient only to maintain roads already built and that for the economic welfare of the Territory of Alaska, a great expansion of this work is essential."

Any expansion of this work cannot properly be handled by this department, and I transmit herewith, as proper for your consideration and such action as you may deem advisable, a letter from the President of the Board of Road Commissioners for Alaska to the Adjutant General of the Army, together with a memorandum prepared by the Engineering officer of the Board concerning the inadequacy of the present road system in Alaska and the need for an expansion thereof.

There is no provision of law in existence authorizing the War Department to place before Congress estimates for funds to carry forward a general system of road building to meet the needs of the Territory, any more than for railroad construction. That is why my special estimate of \$750,000.00 could not be incorporated in the book of estimates. If the Delegate does not know this he is more ignorant than I thought him. This special estimate, with the accompanying memorandum analyzing the road situation in the Territory, was submitted, after failing in other efforts, as a basis and argument for the enactment of some form of law that would permit suitable estimates for general road work to be submitted through the regular channels, and be acted upon by a committee of Congress on the merits of the estimate, without being thrown out on a point of order. Some favorable action was confidently hoped for, but the matter was deferred the first winter and again last winter.

The War Department has been giving approval for several years, upon recommendation of our Board, to moderate estimates incorporated in the army bill under the caption of "Military and Post" roads, as part of the army work in Alaska, along with the military telegraph line and the several Military posts, but with the

OCCIDENTAL HOTEL AND ANNEX

Rates—75c to \$2.50 Per Day Weekly Rates on Request Phone 11

Peerless Concert Hall

Wines, Liquors and Cigars Chas. Craig - Proprietor

The telephone and the want ad. are the two greatest conveniences necessary to modern business. You have the telephone, call THE EMPIRE up and tell us your wants and we will furnish the ad. (16-26)

that Col. Richardson urged appropriations of \$750,000 a year for Alaska roads, and that it was Delegate Wick-ersham who made false charges and that Col. Richardson had told the truth.

The correspondence, taken from the All-Alaska Review, follows, beginning with the letter of Delegate Wick-ersham to the Fairbanks Commercial Club, which contains statements similar to those that were in the letter to the Juneau Commercial Club:

House of Representatives, Washington December 21, 1914. Wallace Cathcart, Secretary Fairbanks Commercial club Fairbanks, Alaska.

My Dear Mr. Cathcart: I have your letter of November 1914 inclosing a copy of a letter sent to the Secretary of War in which you take up the matter of a bridge across Chena Slough at Fairbanks.

I notice that you say in your letter to the Secretary of War that the Alaska Road Commission has never been able to secure the appropriation asked for hence the inability of the Commission to build the bridge at Fairbanks or to do its general road work well. You will remember that I left with you the copy of the Report of the Alaska Road Commission for 1913, showing that the Commission had \$358,000 for the fiscal year or nearly \$1,000.00 a day. Of course, it only had \$125,000.00 appropriation from the government but the report shows that the remainder was that portion of the Alaska fund paid in by the people of Alaska for licenses outside incorporated towns. The point I tried to make when I talked to the members of the Fairbanks Commercial Club was that the Alaska Board of Road Commissioners were getting all the appropriation it asked for.

I send you this day a copy of House Document No. 1394, being "Letter from the Secretary of the Treasury transmitting estimates of appropriations required for the service of the fiscal year ending June 30, 1916." Your attention is called especially to the letter of the Secretary at the front of the book and your attention is then called to the index where under the head "Alaska" you will find reference to all appropriations asked for in support of various Alaskan activities by the Departments. Your attention is called to page 221 of this document where you will find that the War Department asks "for the repair and maintenance of military and post roads, bridges and trails, Territory of Alaska, \$125,000.00." You will notice that the letter of the Secretary of the Treasury on the first page is dated December 7, 1914, and that it is based upon the estimates made by the other departments and presented to Congress through his letter in accordance with the law. In short, the War Department, prior to December 7, 1914, asked for only \$125,000.00 for the fiscal year ending June 30, 1916, for the repair and maintenance of military and post roads in Alaska, and no more. Instead of asking for \$750,000.00 as Richardson has always talked to you about he has only asked for \$125,000 and then he comes out to Alaska and lies to you people by saying that he cannot get the appropriation he asks for.

The truth is that he makes no effort to secure any appropriation except merely to keep the work going from year to year and to keep up his commission. He does not want to build the bridge across the slough at Fairbanks and never will build it until the Northern Commercial Co. tells him to. You know and I know and everybody else knows that Richardson and his Road Commission is under the control of the Northern Commercial Company, who want the bridge left where it now is at Turner Street and prefer to have a cheap bridge there than to have a first class bridge at Cushman Street. I have introduced a bill, as I told you I would for the building of a bridge at Cushman street and I send you herewith a copy of it, H. R. 26,106, introduced by me on December 17, 1914, ten days after the Secretary of the Treasury put in the general estimate of \$125,000.00 for road work in Alaska. You will notice that in my bill I have asked for \$750,000.00 and have required the expenditure of \$25,000.00 in the building of a bridge at Fairbanks. I am going to present this bill to the Secretary of War and ask him to either approve or disapprove it and he will then present it to Richardson, who is here in Washington now, and we will see whether they will approve it or not. If Richardson refuses to approve larger appropriations, or if he refuses to do anything about it, it will be sufficient proof that he is playing double faced with the people of Fairbanks. I shall call your attention to the matter as soon as I get some final action from the War Department and Richardson upon the bill.

However, the Book of Estimates shows that the War Department has only asked for \$125,000.00, the same amount which it has asked for each year and Richardson will continue to lie to you by saying that he cannot get a larger appropriation and therefore cannot build the Fairbanks bridge.

I think it is advisable for you people to know the truth about this matter so that you may know how to work to bring those people to time and get the bridge. You may have my permission to make this letter public if you wish for it is a fair

IF YOU have plenty of good coal in the bin these damp days do not interfere with your comfort. LadySmith coal is the best and The Juneau Transfer Co. has lots of it. Another cargo fast in. Get some today. BEST FOR HEATING. BEST FOR COOKING. GOES FARTHER. 8-12-14.

"I Don't Feel Good" That is what a lot of people tell us. Usually their bowels only need cleaning.

Renall Orderlies will do the trick and make you feel fine. We know this positively. Take one tonight.

Wm. Britt, Juneau Elmer E. Smith, Douglas

Richardson Refutes Wickersham Charge

The All-Alaska Review, published at Seward, for October contains a statement from Col. W. P. Richardson concerning a letter written by Delegate James Wickersham to the Fairbanks Commercial Club, concerning the Alaska Board of Road Commissioners, and letters of Col. Richardson in reply to that letter. The statement is followed by the letters, and the War Department that prove themselves. The principal charge in Delegate Wickersham's letter to Fairbanks, and in a similar letter to the Juneau Commercial Club, was contained in a statement that Col. Richardson had not told the truth when he stated in 1914 that he had attempted to secure larger appropriations for road work in Alaska so that the road commission could take up the matter of new projects and thus, among other things, build bridges at Juneau, Skagway and Nome. He charged that the road commission had got all the money it had asked for. Col. Richardson's replies contain telegrams and letters that passed between himself and the War Department that prove

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SAVE TIME USE THE GRAND TRUNK PACIFIC New Short Line. To and from EASTERN CANADA, also EASTERN and SOUTHERN UNITED STATES POINTS via PRINCE RUPERT. GRAND TRUNK PACIFIC RAILWAY AND STEAMSHIPS. Lowest Fares. Unexcelled Dining and Sleeping Car Service. Electric Lighted Trains. Observation Cars.

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Canadian Pacific Railway Company B. C. COAST SERVICE. Sailing from Juneau for Seattle, Vancouver, Victoria, etc., via Prince Rupert, B. C. PRINCESS SOPHIA, South: Nov. 5, 18; Dec. 2, 16; Jan. 1, 13 27. C. P. R. Ticket offices—Orpheum Bldg. and Spickett's Postoffice Store. JOHN T. SPICKETT, Agent.

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Gas Boat Tillicum WILL LEAVE FOR WARM SPRINGS BAY Every Tuesday Morning at 6 o'clock from the City Dock in Juneau and 6:30 from Douglas City Dock. Passengers a Freight. PHONE DOUGLAS 14

KAKE MAIL ROUTE Schedule in Effect Apr 15 to Nov. 30, 1915. The E. A. HEGG sails every Monday at 8 o'clock from the City Dock in Juneau, stopping at Douglas, Delta Harbor, Iditarood, Meziadin, Sleetmoot, Wickersham Bay, Five Finger Light, Fairweather and Kake. GATT, P. MADSEN.