

GOVERNOR ASKS LIBERAL LAWS FOR COLONISTS

In his annual report to Secretary of the Interior Lane, Governor Strong makes an urgent appeal for aid for homesteaders in the North. He says: "The homesteaders in Alaska should receive every possible encouragement at the hands of the government. The man who reclaims the waste places

and makes them productive is a public benefactor, and in order to make the agricultural areas of Alaska productive the intending farmer should have his path made as easy as possible. Government aid on some substantial basis, safe to the government and fair to the farmer, would not involve the use of a great amount of capital at the beginning and it would people Alaska's millions of waste areas with thrifty producers. The Northwestern provinces of Canada, which have been peopled by hundreds of thousands of farmers from the United States, by their liberal pol-

icy to settlers, have built up a substantial commonwealth within a comparatively few years; the governments of these provinces are repaid their loans to the farmers, in due course of time, and the country is benefited with an industrious citizenship and great prosperity and development naturally result. Some such policy, were it adopted in Alaska, would attract to this territory many citizens of the United States who now yearly become expatriates, by emigrating to Canada.

Railroad All Important. On the early completion of the government railroad the report says: "The completion of the government system of railroads at the earliest possible time is a matter of prime importance to the territory. Although the work on construction may be said to have scarcely begun, there has been a large influx of people to the territory, not all of whom are looking for employment, as many of them have come with the purpose in view of becoming permanent residents. Many farms are being homesteaded in the vicinity of the railroad surveys; the prospectors are abroad in the hills and in the valleys of the interior and the coastal region, which it is expected will be in close touch with the railroads when they shall have been completed. This augurs well, not only for the production of tonnage for the railroad, but it means also the establishment of communities and industrial enterprises. As the railroads of the West were the pioneers of civilization so will the building of railroads of Alaska place the wilderness and now waste places to bloom and blossom. A few months of the present year have demonstrated the wisdom of the government in beginning the development of the resources of Alaska, on a large scale, through railroad construction.

The Big Red Sled A.H. Humphries Perseverance Winter Stage Schedule for December 25, 1915, Until Further Notice LEAVES PERSEVERANCE 8:00 a. m., 12:30 p. m., 6:00 p. m. LEAVES JUNEAU 10:30 a. m., 4:30 p. m., 11:00 p. m. Schedule Subject to Change

YOU CAN RELY ON Rexall Orderlies A Nation's Watchword "BE PREPARED" Rexall Orderlies The laxative tablet with the pleasant taste Guard the home against biliousness and constipation 10¢ 25¢ 50¢ We have the exclusive selling rights for this great laxative. Trial size, 10 cents. WM. BRITT, Juneau and Skagway ELMER E. SMITH, Douglas THE REXALL STORES

57° 30' W. 580.87 feet to Corner No. 4; thence N. 45° 11' W. 917.86 feet to Corner No. 5; thence S. 60° 50' W. 242.92 feet to Corner No. 1, the place of beginning. Containing an area of 12,256 acres. SOLO LODE Beginning at Corner No. 1, whence U. S. M. M. No. 2 bears N. 59° 09' 11' W. 1839.63 feet distant; thence S. 47° 47' E. 334.46 feet to Corner No. 2; thence S. 47° 01' E. 1149.91 feet to Corner No. 3; thence N. 40° 20' E. 366.19 feet to Corner No. 4; thence N. 47° 48' W. 1484.10 feet to Corner No. 5; thence S. 40° 30' W. 361.88 feet to Corner No. 1, the place of beginning. Containing an area of 12,167 acres. Q LODE Beginning at Corner No. 1, whence U. S. M. M. No. 2 bears N. 59° 14' 50' W. 1079.27 feet distant; thence S. 47° 48' E. 1484.10 feet to Corner No. 2; thence N. 40° 30' E. 322.21 feet to Corner No. 3; thence N. 39° 02' 30' W. 361.80 feet to Corner No. 4; thence S. 51° 26' W. 193.57 feet to Corner No. 5; thence N. 39° 41' W. 1107.60 feet to Corner No. 6; thence S. 40° 30' W. 341.94 feet to Corner No. 1, the place of beginning. Containing an area of 9,704 acres. The names of the adjoining claims are as follows: Martin lodge survey No. 764; Gastineau Millsite survey No. 990; Perseverance Placer survey No. 605; Perseverance Millsite survey No. 319-B; Perseverance No. 3 lode survey No. 605; Moulton lode survey No. 163; Perseverance No. 5 and Perseverance No. 6 lode survey No. 605; Perseverance No. 2, Alta No. 2 and Jumbo No. 2 lode survey No. 319-A; Sweden, Winn, McKinley, Hanna and Fisher Fraction lodes, all of amended survey No. 835, all of the foregoing being patented property of the claimant, also the Glided Age lode survey No. 931, patented to the Alaska Rubicon Gold Mining Company. The conflicting claims are as follows: The Margarite lode of this survey with the Alta No. 2 lode of survey 319-A, the area in conflict being 0.087 acres, as shown by the field notes and plat of this survey. Conflict between the C. lode of this survey and the Alta No. 2 lode of survey 319-A, the area in conflict being 0.146 acres, as shown by the field notes and plat of this survey; these conflicts are excluded from this application. Conflict between the Bess lode of this survey with the Lurvey placer survey No. 113, the area in conflict being 0.031 acres, as shown by the field notes and plat of this survey, which area in conflict is not excluded from this application. Conflict between the Margarite lode of this survey with the Lurvey placer survey No. 113, the area in conflict being 1.475 acres, and with the Lurvey placer survey No. 114, the area in conflict being 1.295 acres, as shown by the field notes and plat of this survey, the said area in conflict is not excluded from this application. Conflict between the A lode of this survey and the Lurvey placer survey No. 114, the area in conflict being 0.087 acres, as shown by the field notes and plat of this survey, which area is not excluded from this application. The location notices and amended location notices of the P. Solo No. 1, Bess, Lady Corson, Margarite, A. V. C. Charlotte, Solo and Q lodes are recorded respectively in Book 23 of Lodes, at pages 48 to 53 inclusive, of the records of the Recorder for the Juneau Recording Precinct, Alaska. This notice was posted on the ground on the 29th day of October, 1915. ALASKA GASTINEAU MINING COMPANY. By B. L. THANE. Its Agent and Attorney in Fact UNITED STATES LAND OFFICE, Juneau, Alaska, November 10, 1915. It is hereby ordered that the foregoing notice be published for the statutory period in the "Empire" a newspaper of general circulation published in the vicinity of the lands applied for. C. B. WALKER, Register. First publication, November 13, 1915. Last publication, January 15, 1916.

SAFETY FIRST THE ALMA

RUNS ON THE FOLLOWING SCHEDULE TO DOUGLAS, TREADWELL AND THANE

FARE 15 CTS.

Table with columns for departure times and destinations: Juneau Ferry & Navigation Company, Leaves Juneau for Douglas, Treadwell and Thane, Leaves Douglas for Treadwell & Thane, Leaves Treadwell for Thane, Leaves Thane for Treadwell, Douglas and Juneau, Leaves Douglas for Juneau, Leaves Juneau for Douglas, Skagway, Eagle River, Sentinel Light Station, Elfrid Rock Light Station, Comut. Fairies, Skagway every Sunday at 12:01 a. m. Returning, leaves Skagway the following day at 12:02 a. m. Twenty-Ride Commutation Tickets For \$2.50

HIT THE TRAIL FOR THE EAST VIA THE "MILWAUKEE" The New Short Line and the Alaskan's Favorite All-steel Trains and a Top-Notch Service where you'll be among friends from start to finish. FOR INFORMATION AND LITERATURE, WRITE OR ASK WILLIS E. NOWELL, E. E. SMITH, Agent, Juneau, Agent, Douglas, A. E. HARRIS, Trav. Pass. Agt., Juneau CHICAGO, MILWAUKEE & ST. PAUL RY.

The Alaska Grill FULL ORCHESTRA MUSIC DURING DINNER HOUR THE BEST APPOINTED PLACE IN TOWN Best of Everything Served at Moderate Prices

extended use of the product were known that all canned salmon was packed under strict governmental supervision and inspection. Aids to Navigation The commerce of Alaska is growing rapidly and many additional steamers are being added to the transportation fleets, for passenger and freight service. The importance of thoroughly safeguarding the navigable waters of Alaska's coast is again emphasized. Shipwrecks, with perhaps great loss of life, may be expected to be chronic each year until the waterways are adequately lighted and charted. Beside the lamentable loss of life that has occurred from time to time, these marine disasters have the effect of increasing the expense of shipowners and merchants doing business in the territory. I wish to repeat the statement made in my report for the last fiscal year, that the perils which confront the traveler in these waters are not found in storm or hurricane, for these are unknown on the "inside route" to Alaska; the danger lies in the lack of lights and other aids to navigation, and especially in the hidden rocks and reefs that have hitherto escaped notice, and which, therefore, have not been charted, but which have been too frequently found by vessels navigating the intricate mazes presented by Alaska's fjords, bays, sounds and channels.

Beginning at Corner No. 1, on line 2-3, Solo No. 1 lode, whence U. S. M. M. No. 2 bears North 53° 38' 52" West 3499.10 feet distant; thence South 45° 52' East 1439.00 feet to Corner No. 2; thence N. 40° 30' E. 5.52 feet to Corner No. 3; thence N. 54° 59' E. 308.92 feet to Corner No. 4; thence N. 54° 45' W. 1477.31 feet to Corner No. 5; thence N. 35° 20' W. 21.40 feet to Corner No. 5; thence S. 54° 59' W. 83.00 feet to Corner No. 1, the place of beginning. Containing an area of 6,329 acres. SOLO NO. 1. Beginning at Corner No. 1, whence U. S. M. M. No. 2 bears N. 53° 53' 32" W. 3555.81 feet distant; thence N. 40° 30' E. 593.30 feet to Corner No. 2; thence S. 45° 53' E. 1485.55 feet to Corner No. 3; thence S. 40° 30' W. 600 feet to Corner No. 4; thence N. 45° 30' 30" W. 1137.47 feet to Corner No. 5; thence N. 47° 12' W. 349.50 feet to Corner No. 1, the place of beginning. Containing an area of 20,276 acres. BESS LODE Beginning at Corner No. 1, whence U. S. M. M. No. 2 bears N. 42° 05' 52" W. 2216.46 feet distant; thence N. 40° 25' E. 593.20 feet to Corner No. 2; thence S. 47° 01' E. 1149.91 feet to Corner No. 3; thence S. 47° 12' E. 349.50 feet to Corner No. 4; thence S. 40° 25' W. 575.00 feet to Corner No. 5; thence N. 47° 12' W. 577.97 feet to Corner No. 6; thence N. 47° 42' W. 660.24 feet to Corner No. 7; thence N. 47° 50' 30" W. 261.40 feet to Corner No. 1, the place of beginning. Containing an area of 20,276 acres. LADY CORSEN LODE Beginning at Corner No. 1, whence U. S. M. M. No. 2 bears N. 53° 11' W. 783.09 feet distant; thence N. 40° 25' E. 593.15 feet to Corner No. 2; thence S. 25° 31' E. 673.76 feet to Corner No. 3; thence S. 23° 38' E. 437.04 feet to Corner No. 4; thence S. 46° 35' E. 523.24 feet to Corner No. 5; thence S. 47° 47' E. 334.46 feet to Corner No. 6; thence N. 40° 25' W. 593.20 feet to Corner No. 7; thence N. 47° 50' 30" W. 328.99 feet to Corner No. 8; thence N. 46° 35' W. 52.24 feet to Corner No. 9; thence N. 28° 35' W. 1113.36 feet to Corner No. 1, the place of beginning. Containing an area of 18,415 acres. MARGARITE LODE Beginning at Corner No. 1, whence U. S. M. M. No. 2 bears N. 33° 49' 25" W. 3040.05 feet distant; thence S. 40° 10' E. 714.82 feet to Corner No. 2; thence S. 42° 46' E. 227.67 feet to Corner No. 3; thence S. 33° 08' 29" E. 450.77 feet to Corner No. 4; thence N. 60° 50' E. 350.84 feet to Corner No. 5; thence N. 46° 30' W. 1411.10 feet to Corner No. 6; thence S. 60° 50' W. 307.49 feet to Corner No. 1, the place of beginning. Containing an area of 9,823 acres. A LODE Beginning at Corner No. 1, whence U. S. M. M. No. 2 bears N. 33° 33' 02" W. 3075.01 feet distant; thence S. 46° 25' E. 1411.10 feet to Corner No. 2; thence N. 60° 50' E. 352.02 feet to Corner No. 3; thence N. 45° 11' W. 521.92 feet to Corner No. 4; thence N. 36° 59' W. 133.52 feet to Corner No. 5; thence N. 47° 54' W. 124.20 feet to Corner No. 6; thence N. 47° 47' W. 577.07 feet to Corner No. 7; thence S. 60° 50' W. 293.27 feet to Corner No. 1, the place of beginning. Containing an area of 8,824 acres. V LODE Beginning at Corner No. 1, whence U. S. M. M. No. 2 bears N. 37° 17' 26" W. 5375.85 feet distant; thence S. 58° 51' E. 305.50 feet to Corner No. 2; thence N. 60° 50' E. 4.95 feet to Corner No. 3; thence N. 37° 34' W. 705.50 feet to Corner No. 4; thence S. 60° 50' W. 299.48 feet to Corner No. 1, the place of beginning. Containing an area of 2,437 acres. C LODE Beginning at Corner No. 1, whence U. S. M. M. No. 2 bears N. 41° 01' 42" W. 4477.55 feet distant; thence S. 37° 34' S. 1401.10 feet to Corner No. 2; thence N. 60° 50' E. 600.00 feet to Corner No. 3; thence N. 60°

SAVE TIME USE THE GRAND TRUNK PACIFIC New Short Line To and from EASTERN CANADA, also EASTERN and SOUTHERN UNITED STATES PORTS VIA PRINCE RUPERT GRAND TRUNK PACIFIC RAILWAY AND STEAMSHIPS Lowest Fares. Unexcelled Dining and Sleeping Car Service. Electric Lighted Trains. Observation Cars. For full information apply to H. R. SHEPARD & SON, Ticket Agts. Phone 217, Juneau, Alaska.

Halibut Shipping Conditions Southeastern Alaska's trouble in getting rates for the shipping of fish to the Eastern marts over the Grand Trunk Pacific railroad is best explained in the following paragraph from the Governor's report, with the remedy recommended: "The recent opening of the Grand Trunk Pacific Railway from Prince Rupert, British Columbia, direct to the East may lessen the quantity of halibut handled through Ketchikan, which is the principal center of that industry in Alaska. It is not so much a question of individual or independent fishermen suffering any serious loss as the result of the bid which Prince Rupert is making for the control of the halibut industry, for the fishermen may sell their catch where they may obtain the best price, but it is however, the concerns buying and rearing halibut in Alaska, that may be hurt as a result of being forced to compete with the Prince Rupert companies, which have a distinct advantage in the matter of transportation to the markets of the East. The merchants of Southeastern Alaska, who feel in supplies used by halibut fishermen will feel to a certain extent also, the loss of trade, although it is not believed that this will be serious or will be felt as much as may be apparent at this time. The privilege of shipping in bond are such that fish may be sent through Prince Rupert to points in the United States duty free. The granting of terminal rates by the Grand Trunk Pacific railway to shippers of halibut at Ketchikan 70 miles distant, would do much toward insuring the retention of the business to Southeastern Alaska, but the granting of such rates and privileges can hardly be expected in the immediate future."

The Herring Waite. With other subjects the report deals as follows: "For years the Alaska Oil and Gas Company has made extensive use of herring in the preparation of oil and fertilizer at Killisnook, Southeastern Alaska. There has been much agitation as to the propriety of permitting the use of herring in the manufacture of these products, it being argued that herring should be used solely for food purposes. It has been further charged by some that the activities of this plant have resulted in a decrease of the number of herring in the waters of Southeastern Alaska. It is hardly probable that any serious depletion has resulted from the use of herring in the Killisnook plant, but in view of the popular clamor for a discontinuance of the practice of using herring for the manufacture of fertilizer and oil, it is believed advisable and proper to prohibit the further use of herring for such purposes, a reasonable amount of time being given in the concern to close up its affairs.

A New Cable Needed There have been numerous interruptions of the military cables between Alaska and Puget Sound during the fiscal year due to breakages. As a matter of fact, the cables are steadily deteriorating through age and attrition, and breakages may be expected to increase. The cableship Burnside has been more actively engaged in repair work during the past year than for any former period since these cables were laid. New cables should be laid in the near future and an additional cable connecting the various coast towns with Puget sound should be provided. The population of Alaska is now increasing rapidly in the coastal towns and districts served by the military cable system, and the volume of commercial business promises to increase largely in the coming years.

Border Line Transportation Company THE JUNEAU LINE We do not go to the North or to the West. JUNEAU is our terminal. Your interests are our interests. S.S. 'Aiki', S.S. 'Despatch', S.S. 'Northland' C. W. YOUNG CO., Agents Phone 217

IN THE DISTRICT COURT, For the District of Alaska, Division No. 1, at Juneau George R. Noble, Plaintiff, Vs. Dora Construction Co., Hallum, Gold Mining Company, The C. O. Holding & Development Co., et al. Summons, Cause No. 1409-A. The Dora Construction Company, Hallum Gold Mining Company and C. O. Holding & Development Co., corporations, defendants, GREETINGS: IN THE NAME OF THE UNITED STATES OF AMERICA, you and each of you are hereby commanded to be and appear in the above entitled court, holden at Juneau, Alaska, in said First Division of said Territory, and answer the complaint filed against you in the above entitled action within 30 days from the 21st day of February, 1916, the date of the completion of the publication of this summons, an affidavit you fail so to appear and answer for want thereof, the plaintiff will apply to the Court for judgment against you for the sum of thirteen thousand, seven hundred and seventy (13770) dollars, with interest, together with his costs and disbursements. This action is upon a contract expressed for the direct payment of money for salary and expenses and also upon an assigned claim for salary by Rose Hurt and Viola Sage, as appears by the complaint on file herein. The order of service of summons by publication is dated January 8th, 1916 and the period of publication is once a week for six successive weeks. First publication of summons is on January 10, 1916, and the last publication is on February 21, 1916. IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the above entitled court, this 10th day of January, 1916. (Seal) J. W. BELL, Clerk. First publication Jan. 10, 1916. Last publication, Feb. 21, 1916. NOTICE. MINING APPLICATION No. 02929. UNITED STATES LAND OFFICE, JUNEAU, ALASKA, November 10, 1915. Notice is hereby given that the Alaska Gastineau Mining Company, a corporation duly organized and existing under and by virtue of the laws of the State of New York, and qualified to do and doing business as a corporation in Juneau, Alaska by B. L. Thane, its agent and attorney in fact, has made application for patent for the P. Solo No. 1, Bess, Lady Corson, Margarite, A. V. C., Solo, Charlotte, and Q. lode mining claims, survey No. 1029, situated on the Northwest side of the mountains, forming the South-east end of Silver Bow Basin, about 4 miles from Juneau, Alaska, Harris mining District, Territory of Alaska, and to the following corners: Beginning at Corner No. 1, whence U. S. M. M. No. 2 bears N. 53° 53' 32" W. 3555.81 feet distant; thence N. 40° 30' E. 593.30 feet to Corner No. 2; thence S. 45° 53' E. 1485.55 feet to Corner No. 3; thence S. 40° 30' W. 600 feet to Corner No. 4; thence N. 45° 30' 30" W. 1137.47 feet to Corner No. 5; thence N. 47° 12' W. 349.50 feet to Corner No. 1, the place of beginning. Containing an area of 20,276 acres. BESS LODE Beginning at Corner No. 1, whence U. S. M. M. 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THE ADMIRAL LINE Pacific Alaska Navigation Co. Puget Sound-California Route, Seattle to San Francisco, connecting with S.S. Yale and S.S. Harvard for Southern California ports. ADMIRAL EVANS Westbound Jan. 14. ADMIRAL FARRAGUT Westbound Jan. 18. Our meals and the attention of our employees to Hugh P. Gallagher, Agt. your wants have pleased others. Theyought to please you. Phone "Ad. Line"

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For Seattle, Prince Rupert, Ketchikan, Wrangell and Petersburg. SENATOR connects at Skagway for Dawson and all Yukon River points. For Skagway and Haines SENATOR January 12th connects at Skagway for Dawson and all Yukon River points. SENATOR SAN FRANCISCO, LOS ANGELES, SAN DIEGO and all California Points Through tickets sold everywhere in United States and Canada. LOW RATES—Largest and finest passenger steamers on P. C.—UNEXCELLED SERVICE. For full particulars apply to H. BRANTZ, C. A. P. D., Seattle, Wash. & H. EWING, Agents, JUNEAU, ALASKA. RIGHTS RESERVED TO CHANGE SCHEDULES

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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, 19; Dec. 2, 16; Jan. 1, 13 27 C. P. R. Ticket offices—Orpheum Bldg. and Spickett's Postoffice Store. JOHN T. SPICKETT, Agent.

Watches, Diamonds Jewelry, Silverware I. J. Sharick Jeweler and Optician The McKanna Transfer FREIGHT—COAL—BAGGAGE SADDLE HORSES FOR RENT Light and Heavy Hauling of all Kinds Office 127-129 Front St., phone 55 Phone 355 Strictly First Class Juneau Construction Co. Contractors Store and office fixtures. Wood turning, hand sawing, JUNEAU, ALASKA When you want something—anything—in Printing that is really fine, let The Empire do the work for you.

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JUNEAU STEAMSHIP CO. United States Mail STEAMER GEORGIA Juneau-Sitka Route

Leaves Juneau for Douglas, Fairbanks, Hoonah, Gypsum, Tenakee, Killisnook, Chatham and Sitka every Wednesday at 12:01 a. m.

Juneau-Skagway Route

Leaves Juneau for Douglas, Eagle River, Sentinel Light Station, Elfrid Rock Light Station, Comut. Fairies, Skagway every Sunday at 12:01 a. m. Returning, leaves Skagway the following day at 12:02 a. m.

WILLIS E. NOWELL, MANAGER

St. Nicholas

Leaves Young's Float for Douglas, Fairbanks, Gypsum and Tenakee, Tuesday's at 8 a. m. For Charter when not on schedule.

KAKE MAIL ROUTE

Schedule in Effect April 1 to Nov. 30, 1915. The E. A. HEGG sails every Monday at 8 o'clock a. m. from Alaska Supply Co's float, stopping at Douglas, Taku Harbor, Limestone, Stettin, Sandum, Windham Bay, Five-Finger Light, Fanshaw and Kake. CAPT. P. MARSH.

ISLAND FERRY CO. Gas Boat "Gent" 15 CENTS

Table with columns for departure times and destinations: Leave Juneau for Douglas, 6:00 A. M. 2:30 P. M., 7:30 A. M. 3:30 P. M., 8:30 A. M. 4:30 P. M., 9:30 A. M. 5:00 P. M., 10:30 A. M. 6:40 P. M., 11:30 A. M. 7:50 P. M., 12:30 P. M. 8:30 P. M., 1:30 P. M. 10:00 P. M. (Saturday only) 11:30 P. M. Leave Douglas for Juneau, 7:00 A. M. 3:00 P. M., 8:00 A. M. 4:00 P. M., 9:00 A. M. 5:25 P. M., 10:00 A. M. 6:25 P. M., 11:00 A. M. 7:00 P. M., 12:00 Noon 8:00 P. M., 1:00 P. M. 9:00 P. M., 2:00 P. M. 10:30 P. M. (Saturday only) 12:00 P. M. Leave Juneau for Thane (via Douglas), 6:00 A. M. 4:20 P. M. Leave Douglas for Thane, 6:10 A. M. 1:25 P. M. Leave Thane for Juneau (via Douglas), 6:30 A. M. 5:05 P. M.

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