

The Douglas Island News.

VOL. 12.

DOUGLAS CITY AND TREADWELL, ALASKA WEDNESDAY, AUGUST 31, 1910

NO. 40

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K. of P.
 The North Star Lodge, No. 2, K. of P., meets every THURSDAY EVENING at 8 o'clock in Odd Fellows Hall
 A. B. JEHNE, C. C.
 CHAS. A. HOPP, K. of R. & S.
 Visiting Knights are cordially invited.

Douglas Aerie, No. 117, F. O. E.
 Meets every Second and Fourth Wednesday Night of the month at 8:00 o'clock At the Douglas Fraternal Hall All visiting Brothers invited to attend.
 M. S. HUDSON, W. P.
 JOHN STOFF, Secretary.

Gastineaux Lodge No. 124 F. & A. M.
 Lodge meets second and fourth Tuesdays of each month.
 W. M. STUBBINS, W. M.
 J. N. STOODY, Secy.

Alaska Lodge No. 1, I. O. O. F.
 Meets every Wednesday evening in Odd Fellows Hall Visiting brothers always welcome.
 L. W. KELBURN, N. G.
 JOHN LIVIE, Rec. Sec.

Aurora Encampment No. 1
 meets at Odd Fellows' hall first and third Saturdays, at 8 p. m.
 Brothers of the Royal Purple are cordially invited.
 L. H. BURTSCH, C. P.
 HUGH McRAE, Scribe.

Northern Light Rebekah Lodge No. 1
 meets at Odd Fellows' hall second and fourth Saturdays.
 Visitors are cordially invited.
 MRS. MARY RUSSELL, N. G.

Auk Tribe No. 7, Imp. O. R. M.
 MEETS EVERY MONDAY EVENING at 8 o'clock at Odd Fellows' Hall
 Visiting Brothers Invited.
 W. M. JUHLIN, Sachem.
 W. M. H. KELLY, C. of R.

Treadwell Camp No. 14, A. B.
 ARCTIC BROTHERS MEET EVERY TUESDAY NIGHT, at 8:00, at Fraternal hall.
 J. F. TOMPKINS, Arctic Chief.
 R. McCORMICK, Arctic Recorder.

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The Northland

The Latest News, from Reliable Sources, Concerning the Great North, Condensed.

Information for Everybody.

Men are scarce on the Fortymile. Cordova saloons were closed election day. Duck dinners are now recherche in Whitehorse.

The public school at Skagway started up last week. Judge C. A. Dugas, chief justice of the Yukon, has taken a wife. The public school of Juneau will open Tuesday, September 6th.

A Fort Seward ball team will tackle the Juneau cracks on Labor Day. The Alaska Treadwell G. M. Co. will build a 200-stamp mill at Juneau.

A case of illegal voting at Haines is being investigated by the U. S. attorney. A Whitehorse lady has a fuchsia that is six feet tall and has over 1,000 blossoms.

The dullness of Rampart is being relieved by the installation of a steam shovel. Cordova and Valdez cast exactly the same number of votes at the recent election.

The report is current that Doc Keller recently refused \$14,000 for the Skagway Alaskan. The Whitehorse Star reports an influx of big game hunters in that part of the territory.

The steamer Humboldt still carries mail to Southeastern Alaska points, with the exception of Skagway. The White Pass company will build a new passenger boat to operate between Whitehorse and Dawson.

During the season, thus far, the Tye Whaling company has captured over 100 whales, of which five were sperm whales. Forest fires have been raging this month on Cacroft, Thurlow, Valdez and Lascotta islands, British Columbia.

The nightly slumbers of Whitehorse denizens are disturbed by prowling burglars who seek to rob them of their wealth. The power boat Limit, owned by A. L. Page, won the long-distance race from Ketchikan to Vancouver. She covered the course in 58 hours.

The wireless stations at Katalla and Cordova have been closed down because they didn't pay. Citizens of Katalla are worked up over the matter and will appeal to the government for connection with the outside world. Katalla has no cable connection.

Mr. C. B. Walker, register of the U. S. land office at Juneau, and Miss Maud Thornton, of Lane, Idaho, were married at Juneau, Friday evening, August 26th.

John Rosena, former head of the Guggenheim interests in Alaska, is contemplating constructing sixty miles of railroad into the territory lying northwest of Skagway.

The Tanana Leader says that on the occasion of their first pay day, soldiers shipped from Arkansas got full on booze at 25 cents per, kicked in doors and swore like thunder.

Unless the canneries of Southeastern Alaska make some increased packs, the salmon output of Alaska will be considerably less this year than last. The pack of the nineteen canneries in Bristol bay was 834,000 cases, against 1,147,595 cases last year.

In the case of Phillips vs. the Copper River railway and the Guggenheims, tried at Seward, the jury brought in a verdict awarding \$15,000 damages to the plaintiff. The case grew out of the Keystone canyon racket, in which Phillips was shot in the heel.

Louis Johnson, a young electrician of the Tanana, has invented and practically perfected a system of wireless telephony. He has interested Edison in the contrivance and is now on his way East to perfect his invention in Edison's shops at Newark, N. J.

Nellie Waters, whose real name was Nellie Meyer, who died recently in San Francisco, willed her property and effects to her brother, Daniel Franklin Carlton. The deceased had two cabins on waterfront in Seward, diamonds of much value and other jewelry.—Gateway.

Twenty-seven families of Indians residing at Metlakahla have decided to withdraw from the Father Duncan colony and establish a settlement of their own. They have appealed to the superintendent of native schools in Alaska for a teacher, saying that their children are growing up in ignorance.

Joseph E. Hubbard, a boy of fourteen, left his home in Dorchester, Mass., with the avowed intention of doing missionary work among the Indians. Now he is lost, and his distraught mother thinks he may be in Alaska. Joe is a skookum lad, 5 ft. 5 in. tall, dark hair and eyes, and weighs 120 pounds.

There is a rumor that the steamer Corwin may change hands. Since she left the North, residents of Nome, St. Michael and Kotzebue have already sent letters of inquiry regarding her future movements, declaring that they miss her regular 10-day mail calls. The Corwin has carried the mails between Nome and Kotzebue for five years.

Sir Wilfred Laurier, premier of Canada, paid Prince Rupert a visit on the 20th inst. He was greeted by five Indian bands playing and 6,000 citizens of Northern British Columbia. The new city, which owes its existence to the railway policy of the premier, who declared that the building of the Grand Trunk Pacific was the crowning dream of his life, was handsomely decorated in honor of the visit.

Historic Bonanza creek is presenting greater activity this season than for years. Not only are all of the giant gold saving machines of the Yukon Gold company, which means five dredges and three of the finest modern electrical elevators at work, but more of the company hydraulic properties are being operated than at any time heretofore, and, besides, there is no small amount of individual mining being carried on.

L. L. Bales, who boasts an exhaustive knowledge of the Northland, writes the Seattle chamber of commerce that the Kuskokwim river is navigable at the present time for ocean-going vessels of 1,000 tons burden, and will be open to much larger vessels when the river is properly surveyed and marked. He reports several new strikes in that country this season, one sixty miles above Bethel. An immediate survey of the river is urged.

The street rumors that the Copper River & Northwestern railway would likely close down this winter since the price of securing coal from British Columbia and the outside would cause it to run at a considerable loss, was put to route yesterday by Chief Engineer Hawkins declaring that the road would operate every day, weather permitting. The company expects to get the mail contract to Chitina. It is building additional snowsheds and does not anticipate any serious trouble in keeping the road open all winter.—North Star.

The fool statement being made by General Maus, of the United States Army, who made a trip of inspection down the Yukon and to all the posts in Alaska, since returning to the outside are wonderful to contemplate. Among other things he says 5,000 people will starve in the Iditarod the coming winter unless they are aided by the government; also, he advocates pensioning Malamute and Husky dogs worn out in the military service. Taking his vaporings as a whole, people who do not know that General Maus was in the Philippines for a season, would infer that his military training was obtained from the Scranton, Pa., correspondence school. His stories sound like the cheehaco yarns of 13 years ago.—Whitehorse Star.

As the result of an interview with an official of the Alaska Treadwell Gold Mining company, C. J. Jones, traffic manager of the Alaska Steamship company, says that there is no truth in the report that the mining company is to establish a boat service to handle all its own traffic and compete for the Alaska business. It was rumored that the Alaska Treadwell company was to absorb a smaller line, presumably the Humboldt, and add several new boats. "I talked the matter over with a Mr. Bradley, of San Francisco," said Mr. Jones. "I have mislaid his card, but I believe he was a vice president of the company. At any rate, he controls considerable stock and is an official in the company ranking above the general manager. He assured me that the company was not contemplating going into the steamship business, had not even considered it, in fact."—P.-I.

One reason why it is difficult to draw a definite line dividing mines from prospects is the fact that practically every mine is in part a prospect. Until all the ground included in a mining property and likely to contain commercial ore has been opened up and developed, the mine is a prospect to the extent of its undeveloped ground. There may be, and very often are, good reasons for expecting to find ore in the undeveloped ground, but this ground is nevertheless a prospect, and that part of the price which the undeveloped ground represents is a more or less speculative venture.—Mining Science.

The most striking example of what railroad transportation can do for Alaska, and will do in the next ten years, is furnished by the Copper River & Northwestern railway, which is a pioneer in the field of Alaskan development and has already constructed 102 miles of high-class road, and will have completed 198 miles by the close of the present year. Not only has this railroad constructed one of the most beautiful scenic lines on the American continent, but at the same time it is building a commercial railroad, with water level grades, light curvatures, fully ballasted roadbed, immense steel bridges, and all of the best working details of railroads to be found in the Western half of the United States.

The official visit of Judge Cushman and his party to the west, Alaska's long-neglected region, has had a splendid influence for good, according to reports which reach Seward. Many petty cases were disposed of which would not justify the large expense involved in trying them in Valdez. New citizens by the score were taken in under the American flag, adequate instructions given to United States commissioners, and the voyage of the officers of the law has had a wholesome effect generally. This is not meant to imply that residents of the west are less orderly and less law abiding than those living in other parts of the country. On the contrary, considering the cosmopolitan population of the region and its remoteness from courts and court adjuncts, the prevalence of crime is very small indeed.—Seward Gateway.

The Cordova North Star, in its Katalla notes, says: Chief Engineer Gabriel, of the Ryan company at Pile-driver point, has doubled his engineering party within the past week and is now working in the vicinity of Stillwater and the Cunningham coal properties. It is generally believed here that the Ryan company is a subsidiary Morgan-Guggenheim company. The local company, in addition to building a railroad to the coal fields, plans to dredge a deep channel from Kanak harbor, which, according to U. S. chart issued March 10, 1910, is second to none on the Pacific coast, to the grass flats opposite Chilcat. This will do away with the building of a three-mile trestle and the materials removed will prove of more value for filling the terminal grounds than the cost of dredging. It seems to be the prevailing opinion that the government will soon inaugurate a more just policy in Alaskan affairs, hence the renewal of activity in the Ryan camp.