

SPEAKING OF ENAMELED WARE

We have just received a very large line of the best Blue and White Ware, triple plated acid proof
AT POPULAR PRICES

BEFORE YOU GO OUT HUNTING
CALL AND SEE OUR LINE OF

Amunition and Sporting Goods

It is the best to be had and we have lots of it

The Treadwell Store



STEAMERS FOR

Seattle, Tacoma

Victoria, Vancouver, Anacortes, Bellingham
Everett, Olympia, Port Townsend, South
Bellingham, Eureka, Santa Barbara, Mexico

San Francisco, Los Angeles, San Diego

C. W. ANDREWS, G. A. P. D. C. D. DUNANN, G. P. A.
113 James St., Seattle 112 Market St., San Francisco

Right reserved to change this Schedule

NEXT SAILINGS WILL BE

Ramona Northbound—July 21, August 2, 14
Southbound—July 24, August 5, 17

City of Seattle Northbound—July 3, 14, 27
Southbound—July 4, 16, 29

For information regarding passenger and freight rates, apply to

R. R. HUBBARD, Agent.

BEST GLASS OF

Rainier Beer on Douglas Island

AT

Douglas Opera House

WINES LIQUORS CIGARS

The Canteen

WINE AND LIQUOR MERCHANTS

AGTS FOR **Olympia Brewing Company**

ALASKA FURNITURE AND UNDERTAKING CO.

LOUIS G. THOMAS, - - MANAGER

Manufactures **Furniture** and **Caskets**
all kinds of.

OUT OF YELLOW CEDAR
Special Articles of Furniture Made and Guaranteed.

...Alaska Flyers...

Between Seattle, Ketchikan, Douglas, Juneau and Skagway.
Due to arrive at Douglas:

Jefferson

July 6, 18 and 30

Dolphin

June 30, July 12, 24

Steamers and sailing dates subject to change without notice. This is the only line of steamers calling regularly at Douglas both North and South bound

Elmer E. Smith, Agent, Douglas, Alaska

The CITY BAKERY

GEO. RIEDI & SON, Props.

We have the reputation of producing the best bread in Douglas

Sanitary Bakery Methods

FREE DELIVERY

Parties supplied with made-to-order dainties.

Your Patronage Solicited

JUNEAU FERRY AND NAVIGATION CO
FERRY TIME CARD

LEAVE JUNEAU
For Douglas and Treadwell:
8:00 a. m. 8:30 p. m.
9:00 a. m. 4:30 p. m.
11:00 a. m. 6:30 p. m.
1:00 p. m. 8:00 p. m.
9:30 p. m. - 11 p. m. 1 a. m.

LEAVE DOUGLAS
For Juneau:
8:15 a. m. 8:30 a. m.
9:15 a. m. 10:45 a. m.
11:15 a. m. 12:05 a. m.
1:15 p. m. 1:45 p. m.
3:15 p. m. 3:30 p. m.
4:45 p. m. 5:05 p. m.
6:45 p. m. 7:05 p. m.
8:15 p. m. 8:30 p. m.
9:45 p. m. 10:05 p. m.
11:15 p. m. 11:35 p. m.
1:15 a. m. 1:30 a. m.

LEAVE TREADWELL
For Douglas and Juneau:
8:25 a. m. 3:25 p. m.
10:35 a. m. 4:55 p. m.
12:00 a. m. 6:55 p. m.
1:40 p. m. 8:25 p. m.
10:00 p. m. 11:30 p. m. 1:25 a. m.
Sundays 8:00 a. m. trips omitted

May Open Coal Mine

Acting on the secretary of the navy's recommendation, Secretary of the Interior Fisher, is considering means whereby the government will open extensive mines in Alaska, to furnish coal for the navy and revenue cutter service, says a Washington dispatch to the Post-Intelligencer.

Secretary Fisher said that he had several plans under consideration. One of these is for the government to superintend the direct operation of its own mine. The bureau of mines is now doing this on a small scale in Pennsylvania, where it operates a mine to try out rescue devices and experiment for causes that lead to explosion. In the second place, the government could dig its own coal indirectly, by leasing the mines, the lessee supplying the government with coal at so much a ton. The third plan is a leasing of the coal lands to operators on a straight royalty basis.

There is no doubt that the popular clamor about the Alaska lands has made itself felt in Washington, and as a result, there is a pretty well crystallized opinion among officials here that Uncle Sam ought to use some horse sense and avail himself of the business opportunities offered by his great northern territory. This feeling received an impetus during the past week when the bureau of fisheries reported that government control of the Pribiloff islands during 1910 netted the government an even \$1,000,000. It is shown that this revenue is \$750,000 more than in 1909, when the government did not have this control. Dr. Everman, in discharge of the new bureau of Alaska fisheries, boldly asserts today, that in eight or ten years these industries would net the government \$20,000,000 instead of \$1,000,000.

So it is with the coal fields. The navy has pointed out to the interior department that 275,000 tons of coal were shipped from the Pennsylvania field in 1910 to Seattle, San Francisco, other California points and Honolulu, for the navy alone, at an average cost of \$4.85 a ton. In other words, the government paid the railroads and navigation companies \$1,250,000. This does not include the coal shipped west for the revenue cutter service and the public buildings.

In addition to this economy in money the navy points out that with the government mines in Alaska the United States would secure tremendous advantages in case of war on the Pacific.

Again, there is no doubt that the difficulty in transporting coal has been one reason for keeping such a small part of the fleet on the Pacific. With Alaska coal there would be a more equal division and this would mean more mining activity and more business for the Alaska country. With the completion of the Panama canal there would be no reason why the government could not compete with the Pennsylvania fields in supplying the coal for the Atlantic fleet.

The first step that the navy took in its advocacy of government mines in Alaska was to get a report from the bureau of mines on the efficiency of the Alaska coal. This bureau's expert reported that the Alaska coal stands up to the Pennsylvania coal in every test; it has the same keeping quality in storage; the same suitability for force draft; no greater deleterious effect on marine boilers and has a calorific equal to the Eastern coal.

Secretary Fisher, of course, would not say what his recommendation would be. He does say, however, that something will be done at once to relieve the troublesome Alaska situation.

"The government has been sitting on the Alaskan lid long enough. The country is sick and tired of the govern-

ment's inactivity and we propose to hurry matters to a settlement as fast as is consistent with careful administration."

Nome Leads in Gold Shipments

Reversing the record for the calendar year of 1910, the Nome mining district is shown by the report of the United States assay office at Seattle to have exceeded the Tanana or Fairbanks districts in the amount of its gold shipments to the Seattle office. The calendar year of 1910 showed receipts from Nome of \$3,572,067, and from Tanana \$4,414,727.

The fiscal year, ending June 30, last, shows Nome with a total to its credit of \$3,627,032 and Tanana with \$3,249,481. The new Iditarod district has a record for the first year of \$1,051,421.

Other districts sent gold for the year as follows, to June 30:

Circle, \$45,203.41; Cooks inlet, \$113,317.60; Copper river, \$359,835.10; Eagle, \$27,453.71; Koyukuk, \$153,448.74; South-eastern Alaska, \$268,656.69.

The grand total of gold received for the fiscal year is \$10,273,318.05 and of silver, \$89,257.33.

The principal sources of shipment were as follows:

Alaska, gold \$8,922,751, silver \$73,099; Montana, gold \$11,992, silver \$157; British Columbia and Yukon territory, gold \$1,262,569, silver \$13,215.

The total of all deposits is 552,193 standard ounces of gold and 76,705 ounces of silver.

The gold has been purchased at approximately \$20.50 per ounce, and silver at 50 cents to 52 cents per ounce. The coinage value of an ounce of silver is approximately \$1.29 in the coin.

The gold receipts of the United States assay at Seattle for the fiscal year ending June 30, 1910, were \$12,131,742.59; for the fiscal year ending June 30, 1909, \$19,207,851; for the fiscal year ending June 30, 1908, \$15,154,333.30.

Notwithstanding the fact that the raise in assay office charges at Seattle from \$1.25 to \$2.50 per \$1,000 does not take effect until August 1, next, much of this season's shipments from Alaska has gone to San Francisco.

Julius Jensen, the Second street hardware man, has a stock of fireless cookers on display. He takes pleasure in explaining them to his customers. If you never saw one, they are really worth inspecting.

Chimney Blocks made in Seattle of clinkers and cement. Much superior to brick or concrete chimneys. The only block approved by the insurance companies at Seattle and other coast towns. For further information and price, write or call at the Juneau Marble Works. James Hogan.

The Burnside is engaged in repairing the Alaska cable.

NOTICE—All dogs upon which the tax has not been paid, found running at large in the City of Douglas after July 1st, will be shot without further notice, by order of the city council.

I. J. Sharick
WATCHES, DIAMONDS,
JEWELRY
JUNEAU ALASKA

OPEN AGAIN

"THE LITTLE DOUGLAS"

HUDSON & NELSON, Prop'rs
DOUGLAS, ALASKA

Juneau Steamship Co.

U. S. MAIL STEAMER

Georgia

ELECTRIC LIGHTED STEAM HEATED

Juneau-Sitka Route

Leaves Juneau for Funter, Hoonah, Gypsum, Tenakee, Killisnoo, Chatham, Sitka April 3, 9, 15, 21, 27, May 3, 9, 15, 21, 27, June 2, 8, 14, 20, 26, July 2, 8, 14, 20, 26, August 1, 7, 13, 19, 25, 31, September 6, 12, 18, 24, 30.
For Tye and Baranof (Warm Springs Bay): April 9, 27, May 9, 27, June 5, 23, July 8, 26, Aug. 7, 25, Sept. 12, 24.

For Sanitarium (Sitka Hot Springs): April 3, 15, May 3, 15, June 2, 14, July 2, 14, August 1, 13, September 6, 18

Juneau - Skagway Route

Leaves Juneau for Pearl Harbor, Eagle River, Yankee Cove, Comet, Sentinel Light Station, Eldred Rock Light Station, Haines and Skagway: April 1, 7, 13, 19, 25, May 1, 7, 13, 19, 25, 31; June 6, 12, 18, 24, 30; July 6, 12, 18, 24, 30; August 5, 11, 17, 23, 29; September 4, 10, 16, 22, 28.

Returning leaves Skagway following day

WILLIS E. NOWELL, Mgr.