

EVERYTHING
YOU NEED

The Treadwell Store

A Miner's Tribute to His Dog

Under the modest heading of "A Miner's Tribute to His Dog," J. W. Park, of Klondike Hill, writes to the Dawson News a brief, yet eloquent, tribute to the Yukon miner's greatest friend and fellow-pioneer. Mr. Park did not ask to have his name given in connection with the little eulogy, but it is so touching and no doubt will so appeal to Yukoners everywhere, who have fought the grim battle on the trail with their faithful dogs, that the story is here given with full credit:

"Poor, faithful Jack is dead. Though old and full of years, his master is sad and grieved that he is gone. No more will his voice be heard along the sluice box lines in the deep, dark cuts, to give notice that he was on guard while his master slept. No longer will his voice be heard on the hill and in the Klondike vale, to give warning to the snow shoeer that he was hot on his trail. No more will he be watchful and vigilant lest some harm befall his master.

"If a man die, he shall live again." If a man's dog die, shall he live again? Who shall say? Faithful Jack, ere the sear and yellow leaf of age had overtaken him, made many a long trip over the Northland's winter trails. He was a pioneer dog, having been brought to the Klondike from the States in the early days. He had helped to the best of his dog ability in the development of this golden Northland, and now his work is done and he sleeps peacefully under the snow. When the springtime comes we shall bury him on a little knoll overlooking his favorite hunting ground and inscribe on his tombstone: "Here Lies Faithful Jack, a Pioneer of the Klondike."—Dawson News.

The White Pass & Yukon Railway company, which has \$1,000,000 worth of Canadian steamers lying in its boneward on the Yukon, relics of the Klondike days, but well preserved in the dry climate of the Yukon basin, has awarded a contract to Nilsen & Kelez, of Seattle, for the construction of two Yukon river steamboats to ply between the Canadian Yukon and the American Yukon. American boats are permitted to operate between Fairbanks and Dawson, which is a Canadian support. The United States has refused to make Fairbanks a support, and Canadian steamers ply only between Dawson and Whitehorse. The new steamers which will be knocked down and shipped to Skagway by steamer as freight, will be hauled by rail from Skagway to Whitehorse and there put together. As American vessels they can navigate the water of both countries. A rate war between the White Pass company and the Northern Navigation company on both passengers and freight is expected to begin as soon as the great river opens. The White Pass & Yukon Railway company is a West Virginia corporation.

Contradictions

"The more the merrier." Not so. One hand is enough in a purse. "Nothing hurts the stomach more than surfeiting." Yes, lack of meat. "Nothing but what has an end." Not so. A ring has none, for it is round. "Money is a great comfort." Not when it brings a thief to the gallows. "The world is a long journey." Not so. The sun goes over it every day. "It is a great way to the bottom of the sea." Not so. It is but a stone's cast. "A friend is best found in adversity." Not so, for then there is none to be found. "The pride of the rich makes the labor of the poor." Not so. The labor of the poor makes the pride of the rich.

A special writer in the Boston Post says that he has just had a talk with Miss Charlotte W. Hawes, the poet and composer of songs of peace and patriotism, who was the friend of Emerson, Luck Larcum and other great literary light. Miss Hawes has just composed words and music of a song which may be destined to become the state song of Alaska, as she has also been the composer of the state songs of several other commonwealths.

Capt. E. P. Berthoff, commanding the United States revenue service, in his annual report sent to congress, recommends the construction of a vessel to replace the Perry, which was lost in the Bering sea during the summer of 1910, and appropriations for three vessels to replace the Woodbury, Manhattan and Winona, all old and unseaworthy. He says that the wireless apparatus now on all sea-going revenue cutters should be replaced by the most modern mechanism obtainable and a constant radio watch should be maintained. The current appropriation, he points out, permits only two wireless operators on each cutter and three are necessary for continuous service. Vessels, cargoes and derelicts saved by the revenue cutter service during the year were valued at \$10,711,748. Fifty-five derelicts and other dangerous obstructions to navigation were removed or destroyed. "For every dollar the government invested in the maintenance of the revenue cutter service," says Capt. Berthoff, "there has been a return of \$4.36 in the form of property saved from the sea, and this in addition to lives saved and other beneficial acts performed in the interests of mankind."

After twelve years of ceaseless effort, two Alaska coal claims have at length been patented. We hope this is the thin edge of the wedge, and from now on other claims will be allowed and the situation relieved, says the Pacific Mining Journal. The claims now opened to use will be of little benefit in relieving the coal famine, as they are both small ones, and produce lignite. One is a 50-acre claim near Homer on Kenai peninsula. There is abundance of coal, such as it is, but the grade is poor. A number of years ago the Southern Pacific railway experimented with this product, but found it unavailable for their use as it contained particles of fossil resin that were unconsumed in the locomotive fire boxes and were sent out from the stacks and set fire to the forests. The other claim now patented is lignite also, not a thick vein, consists of 127 acres and is in the east side of Admiralty island. It is not likely that this property either will produce a coal that will be commercially available on any considerable scale. We do not wish to be hasty, but it looks as though the letter of our demands had been complied with in a very small way and the substance of them denied. We have asked for bread and they have given us a stone.

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Southbound—February 20, March 5, 17, 29

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Leaves Juneau for Fanner and Chatham 8 a.m., Oct. 24, Nov. 17, Dec. 11, Jan. 4, 28, Feb. 21, March 17

Leaves Juneau for Tyeo, 8 a.m.—Oct. 24, Nov. 13, Dec. 25, Jan. 22, Feb. 21, Mar. 23

Juneau - Skagway Route
Leaves Juneau for Pearl Harbor, Eagle River, Yankee Cove, Comet, Sentinel Light Station, Eldred Rock Light Station Haines and Skagway: 8 a. m. Oct. 16, 22, 28, Nov. 3, 9, 15, 21, 27, Dec. 3, 9, 15, 21, 27, Jan. 2, 8, 14, 20, 26, Feb. 1, 7, 13, 19, 25, Mar. 3, 9, 15, 21, 27

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FERRY TIME CARD

LEAVE JUNEAU
For Douglas and Treadwell:
8:00 a. m. 4:30 p. m.
9:00 a. m. 6:30 p. m.
11:00 a. m. 8:00 p. m.
1:00 p. m. 9:00 p. m.
3:00 p. m. 11:00 p. m.

LEAVE DOUGLAS
For Treadwell: For Juneau:
8:15 a. m. 8:30 a. m.
9:15 a. m. 9:30 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. 5:30 p. m.
6:45 p. m. 7:05 p. m.
8:15 p. m. 8:30 p. m.
9:15 p. m. 9:30 p. m.
11:15 p. m. 11:30 a. m.

LEAVE TREADWELL
For Douglas and Juneau:
8:25 a. m. 4:55 p. m.
9:25 a. m. 6:55 p. m.
12:00 a. m. 8:25 p. m.
1:40 p. m. 9:25 p. m.
3:25 p. m. 11:25 p. m.

Leaves Juneau for Sheep Creek daily, except Saturday, at 11 a. m. and 4:30 p. m.; Saturdays at 11 a. m., 4:30 p. m. and 11 p. m. Returning (on Saturdays) leaves Douglas for Juneau at 5:30 p. m. and 11:50 p. m.

Sundays 8:00 a. m. trips omitted