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NEW CONTROL OVER RIVERS AND HARBORS

JUNEAU, Feb. 28.—An order just issued by the war department creates a separate rivers and harbors district for Alaska and names Col. James G. Steese as district engineer with Capt. C. S. Ward as district disbursing officer, according to telegraphic advices received by Capt. Ward at Juneau. Juneau will be headquarters for the new district, the order becoming effective on April 1, next.

"The creation of an Alaska rivers and harbors district means that all the improvements on rivers and harbors in the territory will be handled by officials in the territory who are on the ground all the time and not referred to the Seattle district as has been the case for the past 11 or 12 years," said Capt. Ward. "It means also that any question pertaining to navigation in Alaska waters, including navigable inland waters, will be in the jurisdiction of the Alaska district and hearings on such matters will be held in Alaska. For instance, the question as to whether or not fish traps furnish a menace to navigation, which has been considered in the past in hearings in Seattle, should it arise in the future would be handled by the district engineer in charge of the Alaska district," said Capt. Ward.

Capt. Ward said as far as he knew there is at this time but three rivers and harbors projects in Alaska. The Nome harbor and break-water project is an active one which is included in current estimates; the Apoon mouth of the Yukon river is inactive but carries certain estimates annually for maintenance; the third one, Wrangell narrows, is in the isceptive stage. A survey has been made there by Col. Schulz, Seattle district engineer who has submitted a report containing recommendations which are unknown here. Any future work resulting from that report will be in charge of Col. Steese.

"Alaska at one time and up until 1909 was a separate district, but in that year was attached to the Seattle district where it has remained until the present. On April 1, it again becomes a district and will be in the Northern Pacific division under the jurisdiction of Col. James B. Cavanaugh."

The appointment of Col. Steese as district engineer and Capt. Ward as disbursing officer for the district does not alter their present status on the Alaska road commission. Col. Steese will remain as president and Capt. Ward disbursing officer for the commission.

ARRANGING DETAILS OF BIG TIMBER PERMIT

Scott Calhoun of Seattle, attorney for eastern investors connected with the Gastineau pulp and paper project at Juneau, has the papers in his office in connection with a two billion feet permit to cut pulp timber in the Tongass forest reserve on Admiralty Island.

There has been some controversy between the forestry department and the eastern pulp investors over the terms of the contract. As soon as these differences can be ironed out the forestry department will advertise the timber for ninety days, and it is expected the Gastineau company will make a satisfactory bid.

Attorney Calhoun stated he had been informed some weeks ago by both Col. Jackling and B. L. Thane that the financial end of the pulp and paper operations had been arranged and he understood the company is to move part of the Gastineau mine equipment to other properties, if necessary, but he was not entirely clear that the Gastineau company would close mining operations unless it was forced to do so by reason of a demand for power to be used in a more profitable pulp and paper industry.

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BELIEVED TWO MORE MEN DEAD FATED ISLAND

KETCHIKAN, Feb. 28.—Natives reported to customs officials here that they had found the gas boat Vinland a total wreck on the south shore of Mary Island, near here. Apparently the accident occurred about ten days ago.

Nobody was aboard, but papers found in the cabin indicate that the boat, equipped for salmon trolling, left Ballard, Wash., January 1 and Port Townsend four days later.

T. P. Paxton, of Seattle, owner of the wrecked gas boat was not one of them aboard as was at first believed.

Paxton came north on a passenger steamer and is safe in Ketchikan. Harry Loomis and Carl Erickson manned the Vinland, which was equipped for salmon trolling, and both are thought to have perished.

Deputy Marshal Walter B. Sharpe and a companion are making a search of the island, which is the same upon which Leslie Williams of Ketchikan and Lighthouse Keeper Herbert Scott lost their lives from exposure about six weeks ago.

Search if the island so far has failed to reveal any trace of the missing men.

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