

# SEWARD WEEKLY GATEWAY

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SEWARD, ALASKA, SATURDAY, NOVEMBER 25, 1905.

## ADOPTS MEMORIAL TO PRESENT TO CONGRESS

### Alaska Convention Urges Changes in Federal Mining Laws Applicable to District, Extension of Cable and Telegraph Lines, Construction of Government Roads, and Various Other Reforms.

By Cable to The Daily Gateway.

Seattle, Nov. 21—The Alaska convention last night unanimously adopted the report of the committee on resolutions recommending a form of memorial to be presented to congress. It embodies the recommendations announced yesterday morning as agreed upon.

The preamble to the memorial adopted recites that 60,000 American citizens are represented in the convention. It then proceeds to outline present conditions in Alaska, showing that the district has received far less consideration from the national government than any of the recently acquired tropical possessions, although it yields a far larger revenue to the government than any of them, and its population is chiefly of men trained in the obligations of citizenship.

The preamble demands the application to Alaska of the fundamental principles of self-government, including elective representation in congress. It recites that the people of the district ask no favors but only the right of all American citizens to work out their own destiny. The memorial then presents the following as the most urgent needs of the district:

#### To Reform Mining Laws

First:—The enactment by congress of a statute amendatory of and supplemental to the present federal mining law, to be applicable to Alaska alone and to all of the district, forbidding the location of placer mining claims by power of attorney; a further amendment making it impossible to locate more than twenty acres of placer ground in one claim, or more than two claims on one creek; abolishing groups of claims, which is declared to be a curse to a mining district; making the finding of gold in any quantity upon a placer claim a lawful discovery; substituting a \$25 annual tax or license upon mining claims for the \$100 assessment requirement, and making the failure to pay the license subject the claim to relocation; the fund derived from licenses to be employed in road building in the territory; and an explicit declaration of the law of water rights in connection with placer mining claims.

Second: The appropriation by congress of \$1,000,000 to be expended in building wagon roads and trails in Alaska under the direction of a government commission or supervisor.

## STEAMSHIPS TO COME STRAIGHT TO SEWARD

By Cable to The Daily Gateway.

Seattle, Nov. 24—Three steamers will sail direct from Seattle to Seward by the outside passage next year, beginning March 15. They will be operated by the Northwestern Steamship Company which announced the plan today. The vessels will return by way of Valdez.

The Oregon, Santa Clara and a third Prof. Georgeson of the Alaska agricultural experiment stations tells in his annual report of a thriving herd of Angora goats on Wood Island, owned by Rev. C. P. Coe.

Orders have been received at Northern Pacific car shops in South Tacoma for the immediate construction of 1,000 freight cars. Work will begin on them just as soon as the material arrives.

#### Asks Telegraph Extensions

Third:—The application of all earnings of Alaska cable, wireless and land telegraph lines to the improvement of the lines and the construction of others. A particular recommendation is made for the extension of the cable from Sitka to Wrangell and Ketchikan; and from Seward to Iliamna, Dutch Harbor, and Kiska.

Fourth:—Legislation relieving federal judges of administrative duties and the appointment of United States commissioners, by transferring such power to other federal officials.

Fifth: A re-division of the present judicial districts in Alaska, an increase in the number of judges and the creation of an appellate court in Alaska.

Sixth:—The abolition of the antiquated fee system for public officials, and the substitution of adequate salaries.

Seventh:—The removal of the annual tax upon railroads of \$100 per mile of operated lines, which is declared to be restrictive of railroad construction.

Eighth:—The establishment of base lines and meridians for a permanent survey of government lands throughout Southern and Western Alaska, in order that homesteaders now located or wishing to locate upon agricultural lands for farming purposes may do so upon an equality with homesteaders elsewhere in the United States.

#### Seeking More Light

Ninth:—Provision for more light-houses on the coast of Alaska.

Tenth:—Better postal facilities for the district, and especially provision for ample assistance for postmasters in rapidly growing towns.

Eleventh:—The erection of suitable public buildings for the transaction of public business of all kinds in the territory.

Twelfth:—Placing the care and protection of the native population under the direct supervision of the governor of the territory.

The resolutions committee is considering a further report which will be presented later in the day, or tomorrow. The convention passed a resolution of thanks to the Washington delegation in congress for past services rendered to Alaska interests.

Mayor Ballinger of Seattle addressed the convention and promised that Seattle would do everything in the power of its citizens to secure Alaska demands from congress.

steamer, not yet selected, will make the run. A contract was signed today with the Alaska Central Railway Company for the new steamer line, which is arranged to insure prompt delivery of material for the railroad and direct and quick transportation of passengers to Seward.

On the new schedule a steamer will sail every eight days from Seattle to Seward, and also from the other end.

William Clayton sailed on the Oregon. He will visit the Sound and will spend some time at Skagway, looking after that end of his clothing business. He has a large store there, as well as in Seward.

The Eskimos at Nome departed immediately after the big fire with their boats loaded down with loot stolen from the merchants.

## OPEN CUT WITH TEN TON BLAST

### Tunnel Workers Destroy Rock Wall and Move 5000 Yards in one Mass.

Ten tons of dynamite shoved 5000 yards of rock in one mass into Placer river near the first tunnel which will be bored by Rich & Harris on mile 52 of the railroad. The blast was touched off Sunday afternoon and Mr. Harris reported to the railroad office that the operation was entirely successful, to employ a surgical term.

The big blast was on the bank of the Placer river, across from the portal of the tunnel. The track is to cross the river on a bridge and on the farther side it will enter the tunnel. On this side the approach to the river was blocked by a wall of rock sixty feet high which it was necessary to penetrate. Instead of tunneling it was decided to make what is known in railroad engineering as a through cut,—that is, to cut clear to the top of the wall.

Mr. Harris decided that the cheapest way to make the cut was to tear it out with a huge blast. Accordingly he bored nearly fifty feet into the rock wall and planted the ten tons of powder. The blast performed the work with neatness and dispatch.

#### Just Scraped It Off

In a blast of that magnitude there is scarcely any danger from flying rock, as there is in handling small blasts. The tremendous weight above the powder and the long distance to the surface prevent the shattering of the rock. The explosion merely loosens and lifts and tips the huge mass with a movement like an earthquake. In this case the displacement was at the edge of a canyon and the rock rolled down the gorge as easily as a snowslide.

All that remains now is to level the surface where the rock stood and the approach to the bridge will be complete.

The actual work of boring the Rich & Harris tunnels will begin very soon. It is gradually growing colder in that locality and a good deal of snow has fallen. So far it has quickly turned into slush, but a further fall of a few degrees in temperature will soon make a snow road over which heavy loads can be carried on sleds, and the big steam compressor to drive the drills will be taken up.

#### Begin Tracklaying Again

Tracklaying begins again this week but will proceed slowly, as there are several bridges on mile 44 which have to be decked as the rail-laying proceeds. The track now ends a little beyond the 43rd milepost and the next stop will be made about a mile further on. On mile 45, at the summit, some heavy rock work is still incomplete which will require several weeks. When that is finished track will be laid with little delay to mile 49, near the southern portal of the first tunnel.

A large number of men are working on the rocks cut remaining between the end of the track and the tunnel. Part of the men who came up on the Oregon were added to the force there and part were turned over to Rich & Harris to work on their tunnel contract.

The days are getting so short now that the men cannot work full time although they are being paid for full time. It is the intention of Construction Engineer Cameron to place Buckeye lights in the rock cuts as soon as he can install them, so that full time can be put in the rest of the winter.

#### Lost Big Money in Fares

The steamers Portland and Excelsior each passed up a chance to make upward of \$2000 in passenger fares by not going to Seldovia on their last trips. The Bertha will get this as she is the first boat out. The men who have been waiting nearly all the month to get out are about as sore as men can be, although they are feeling better since they reached Seward. Some of them say that if they could get to Seattle without patronizing either steamship company they would do it.

## OUTSIDE KEEPS EYE ON SEWARD

### Coast Cities Well Posted and H. A. Ingalls Predicts Big Rush Here This Winter.

Seward has found a place on the maps in use in Pacific coast cities. It was not so a few months ago when the Seattle newspapers were shipping the cargoes of the Alaska Central to Valdez. Men have been coming here this fall from other parts of Alaska and from the states who said that they had just learned that the town was in existence and all agree that Seward is rapidly becoming the most talked of Alaska town. H. A. Ingalls, the Nome mining man who was here two months ago and bonded Falls creek quartz property and who returned on the Oregon Saturday, said this week:

"I expect a big rush to Seward this winter from all parts of the Coast. I was in San Francisco a few days while I was outside and they were talking Seward down there. It is the same way all along the Coast."

Mr. Ingalls is a reticent person, who talks very little about his own business and not much more concerning matters of general interest. His simple statement that he is looking for a rush means that the opinion is based upon tangible information.

The Oregon brought up several young men who had never been here but who came because of what they had recently heard concerning opportunities here. Other parts of Alaska draw their immigrants in the spring but Seward is beginning to get them the year around.

L. F. Shaw, formerly of the Nome Nugget, who is interested with Mr. Ingalls, has said repeatedly since he came here a month ago that all Seward needs is advertising and the town will draw from all of Alaska because of its milder climate and the fact that it is an open port every day of every year.

## TELLS OF ROAD

### WORK IN ALASKA

#### Maj. Richardson of Army Board in Charge Predicts Extensive Building Next Year.

By Cable to The Daily Gateway.

Seattle, Nov. 18—Maj. Richardson, president of the U. S. army board which is managing the construction of government roads in Alaska, arrived here today. He says the work this year has been confined mainly to the organization of the offices at Skagway, Fairbanks and Nome for superintendence of the work.

Little actual road building has been done this year, but Maj. Richardson says he expects active work next year and the quantity of work will be limited only by the appropriation from congress. One job which will be rushed to completion will be the trail from Valdez to Fairbanks. Improvements will also be made upon the roads from Circle City to Rampart; from Nome to Council City; and from Nome to several interior points on Seward peninsula.

#### Sunrise Trail Very Bad

The Sunrise trail is almost impassable in places. The snow in spots is four feet deep. This report is brought by several men who arrived in town Tuesday. Fred Haefs, who is carrying the Sunrise mail, says it is about the worst he ever saw.

Butler & Company now have nearly 6000 feet of pipe laid on their Lowell creek power line, and expect to have it finished and the water running before the end of the month.

The new Chichagoff district near Sitka is still drawing prospectors, and the Sitka papers publish "heap talk" from them.

## SELL CROW CREEK MINING PROPERTY

### Boston Company Given \$200,000 Option on Famous Hydraulic Claims Which Will be Taken up December 15—Arrangements for Transfer Made by Representative Now in Seward:

Boston capital has taken an option on the fifteen claims of the Crow Creek Mining Company on the north side of Turnagain Arm, by the terms of which it must take the property by December 15.

That the company will take over the property is a certainty because a highly favorable report has been made by C. W. Parington, the noted mining expert who wrote the government report on Alaska mining resources which was published a few months ago, and who is regarded as an authority on the subject.

Mr. Parington is now in Seward. He came in Tuesday night with several members of the company and the necessary documents to consummate the deal are to be exchanged here. Mr. Parington went up late in September to see the property and made a careful investigation. He was clothed with authority to make a bargain if his judgment dictated the acquisition of the property, and has done so. Further than that he will make no admissions, saying that it is not his function to do any talking for his employers. The main facts regarding the deal were obtained from the other side.

#### Value Widely Known

The Crow creek property is known to be one of the richest hydraulic mines in Alaska. It is a surprise to Seward people that the present owners have decided to sell, but as they are old Alaska sourdoughs it is supposed that a yearning to hunt new pastures has seized them.

The property which the Crow creek company has agreed to sell consists of fifteen claims. Seven of these are along the bed of Crow creek and seven are

bench claims paralleling them. The fifteenth claim is at the junction of Crow creek with Glacier creek. In the course of the work already done the pay taken out has ranged from 6 cents a yard to 86. It varies greatly, but practically every yard carries colors in paying quantity. The mine has ample water supply and where the company has been working the face is 140 feet high and about the same width. The miners simply turn a stream from the flume against this face and wash it down. The flume takes water from the creek at the upper end of the property.

#### Owners Come to Seward

Four members of the Crow creek company came over with Mr. Parington to Seward. They are T. Fenstermacher, the secretary of the corporation, W. G. Jack, G. W. Davies and Paul Buckley. They give no reason for selling the property except that they have done well on it and are willing that somebody else should make something.

Work on the mine will proceed steadily, regardless of the pending transfer, but it is assumed that when the eastern syndicate takes it over operations will be conducted on a vast scale, as it is the policy of mining capitalists to work their property to the utmost. This company has mining interests in many states.

The attention of the syndicate which has purchased the property was directed to it last summer by one of their engineers, Mr. Radford, who was here in June. He recommended it to the company as one of the most remarkable bonanzas he had ever seen. Mr. Parington was then sent up with authority to buy it if his opinion coincided with that of Mr. Radford.

## RAILROAD WILL BUILD TRAIL TO TANANA

By Cable to The Daily Gateway.

Seattle, Nov. 24—At the annual meeting of the directors of the Alaska Central Railway Company in this city yesterday it was decided to rush construction of the line to Knik Arm, 142 miles from Seward, before winter next year, and during the summer to build a trail from Knik to Kantishna and Fairbanks, for the accommodation of freight and passengers bound for the Tanana.

This trail will be built over the route

of the railroad so that traffic can be carried constantly to the end of the track and then placed directly upon the trail. As the country is mostly level little work upon the trail will be necessary beyond bridging the streams.

Official reports show that since January 1, the railway company has expended \$1,999,000 upon the road.

President A. C. Frost came from Chicago to attend the meeting. Nearly all the directors were present.

#### THUNDER AND LIGHTNING

### All Kinds of Weather Took a Whack at Seward this Week

Thunder and lightning formed a rare feature of the bunch of weather which was handed out to Seward this week. This is almost a phenomenon on the southern coast of Alaska. Snow, rain, hail, sleet and the rest of the mixture surprised nobody. The combination couldn't be worse if the town had a government weather bureau.

Since the middle of the week the weather bureau has reformed, and two days of sunshine with the mercury along in the thirties has made life very pleasant from a climatic standpoint.

Dr. Applewhite, who has been one of Dr. Burns' assistants on the railroad hospital force for seven months, went out on the Oregon to spend the winter at his old home in Portland, Oregon. He will return in the spring.

#### LEFT TRAIL OF CHECKS

### Goodall Passed Forged Paper all the Way to Sioux City

Wallace Goodall, the clever forger who passed several spurious checks on local business men and made his exit safely, has left a trail of bogus checks as far as Sioux City, Iowa. More remote places have not yet been heard from. F. G. Hale, president of the Bank of Seward, says Goodall's checks are coming in on every boat.

The local bank has lost nothing as all the forged checks went through indorsers before reaching there. The check in favor of Booth & Watson and stolen from the letter to them by Goodall, was cashed by him at Seattle bank. He also cashed other checks in that city.

It has been suggested that the young plunger ought to change his name to Goodhaul.

A Masonic temple is to be built at Nome to cost about \$15,000.