

SAFETY FIRST SAFETY FIRST

Commencing Saturday morning, September 4th, we will permanently inaugurate a 15-cent rate for passenger transportation between Juneau and all Channel points.

The Juneau Ferry & Navigation Company

GERMANS WOULD LIKE TO SELL INTERRED SHIPS

NEW YORK, Sept. 2.—It is stated here that banks affiliated with the German financial institutions are anxious for the United States to provide for the purchase of the German ships that are interned in American waters. It is stated that the proceeds of the sale would be left in the United States and expended in this country if the sale could be made, the German government caring for the German stockholders.

That there would be plenty of American bidders for the German vessels in case they were guaranteed an American register is stated by those who are urging the acceptance of the ships.

It is stated that the American line would take several of the German passenger ships if they could use the same as American ships.

It is believed here that if the ship purchase bill is passed by Congress next winter, that the American government would buy several German vessels that would be satisfactory to the South American trade, and that would result finally in the sale of the big passenger ships to Americans for the European trade.

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BIG COASTWISE STEAMSHIP LINE IS NOW FORMING

BOSTON, Sept. 2.—The Boston Post says that Timothy E. Byrnes, former vice-president of the New Haven road, is planning the organization of a new \$12,000,000 steamship line—Boston owned and Boston controlled—to run to the principal ports of the Pacific coast via the Panama Canal. The plan calls for the building of 11 steamships from 10,000 to 11,000 tons, and weekly sailings from Boston to San Diego, Los Angeles, San Francisco, Portland and Seattle, the vessels to carry freight and passengers.

Mr. Byrnes says: "There is a wonderful opportunity for such a line of steamships. It costs less to ship goods from Chicago to Boston and then by water through the Panama canal from this city than all the way by rail from Chicago to San Francisco. Such a line as I contemplate would have all the New England states and the Middle West to draw upon."

WEEKS IN HIGH FAVOR FOR PRESIDENT

BOSTON, Sept. 2.—An official of a large Boston industrial corporation, just back from a trip to the Pacific coast, says:

"Everywhere I found a very strong undercurrent in favor of Senator Weeks of Massachusetts as a second choice for President. Almost every state has a 'favorite son' who is being groomed for first choice, but there is a surprising unanimity of opinion that the Massachusetts Senator should be the Republican candidate if the local man cannot win."

"I believe that the tide is running strongly toward the disadvantage under which he labors in being a resident of an Eastern State."

"In the extreme West, Wilson stock is away below par, chiefly because of the Panama canal toll and the La Follette shipping bills."

"All the News All the Time."

PROTEST CLOSING OF RADIO STATION

SEATTLE — Officials of steamship companies operating to Alaska ports, and cannerymen of the North, have been protesting against the action of the navy department in dismantling the government wireless station at Unalga.

About two months ago, in the middle of the cannery season, this station was abandoned, navy department officers explaining that a more powerful station would be erected on St. Paul Island, in Bering sea.

With the closing of the Unalga station the station at Kodiak is burdened with all of the wireless business from the Seward peninsula and the Aleutian Islands of Western Alaska.

The large number of messages have caused the Kodiak station to get from three to four days behind in the handling of wireless business, causing great inconvenience to steamship

lines, with vessels plying to Nome, St. Michael, Kotzebue sound and ports in Western Alaska.

The Unalga station was of great value to vessels on the Nome and St. Michael route, and to canneries in Western Alaska, on the Seward peninsula and on Bering sea, which have wireless stations for the handling of business messages.

The steamers Santa Ana, Victoria, Senator, Redondo, Pavlov, Windy, Cordova and Seward worked with the Unalga station, which relayed their messages to the North Head station, on the Oregon coast. The cannery stations of the Alaska Packers, Libby, McNeil & Libby and the Columbia River Packers usually worked with the Kodiak station, which relayed their messages to North Head.

The government is building a 25-kilowatt station at Cordova, but it will not be completed this season. The chief objection to the abandonment of the Unalga station is that the government did not wait until after the new station on St. Paul Island was completed.

where the ceremony was held.—(Seattle Post Intelligencer.)

KENNECOTT MAY PAY \$3 ANNUAL DIVIDENDS

NEW YORK, Aug. 25.—President Stephen Birch and engineers who have been inspecting the mines of the Kennecott Copper Company in Alaska are expected home within the next week or so. Interests in control of the company say that development work which has uncovered the most wonderful copper deposits in the history of the mining world add materially to the life of the mine. When the Kennecott company was organized it was anticipated that dividends might be started at the rate of \$3 annually. As the result of recent development work, enlarged production and earnings, it is admitted that the rate will be considerably in excess of \$3 a share annually.

PROSPECTOR IS DROWNED.

FAIRBANKS, Aug. 1.—W. B. Connell, an Alaskan prospector, was drowned recently while attempting to swim across the Koyukuk river near the settlement of Wiseman, miner in the district attending. Connell was an oldtime miner in the district. He has some relatives in the States, but it is not known where.

A Compromise

Uncle (to nephew playing a war game with a chum)—If you take the fortress within a quarter of an hour I'll give you a quarter.

Youngster (a minute later)—Uncle, the fortress is taken, now let me have the quarter.

Uncle—How did you manage to take it so soon?

Youngster—I offer the besieged ten cents, and they capitulated.—(Christian Science Register.)

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JUNEAU DEPOT FOR MECCA FIZZ

DOLPHIN SAILOR GETS A FINE GOLD WATCH

SEATTLE, Aug. 23.—Just before the steamer Dolphin, of the Alaska Steamship Company, left her berth at pier 2 last night bound for Southeastern Alaska ports, there was an interesting ceremony on board, the presentation of a gold watch and chain to Victor Peterson, a member of the crew for heroism in the saving of the life of one of the vessel's passengers on her last voyage.

While the Dolphin was at Haines on August 7, Miss Helen Kepner, of Denver, Colo., fell from the pier and was in danger of being drowned when Peterson leaped from the deck of the steamer and rescued her. In the fall Miss Kepner's head struck on the rail of the steamer and she was so badly stunned by the blow that she would have lost her life had it not been for the quick work of Peterson.

Passengers of the Dolphin on the way back to Seattle took up a collection and appointed a committee, consisting of Ben. Blewett, of St. Louis; Stephen Knight, of Denver; John R. Bell, of Greeley, Colo.; and H. V. Kepner, of Denver, a brother of Miss Kepner, with instructions to purchase a watch and chain for Peterson.

The presentation was made last night aboard the vessel at pier two by Kenneth C. Kerr, editor of the Railways and Marine News, who was selected to represent the Alaska Steamship Company by John H. Bunch, general freight and passenger agent. Under orders from Supt. R. R. Pierson, the ship's company, including Capt. John Livingston, the officers and crew assembled in the vessel's dining room.

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