

# THE KETCHIKAN MINER

VOL. I.

KETCHIKAN, ALASKA, SATURDAY, SEPTEMBER 21, 1907.

NO. 34

ANDREW CHILBERG, Pres. J. R. HECKMAN, Vice Pres.

## MINERS & MERCHANTS BANK Of Ketchikan, Alaska

STATEMENT OF CONDITION AT THE CLOSE OF BUSINESS  
SATURDAY, JUNE 29, 1907.

RESOURCES	LIABILITIES
Bills Receivable \$ 80,810.48	Capital Paid In \$ 30,000.00
Furniture and Fixtures 3,995.43	Undivided Profits 9,026.36
Expenses Paid 6,920.40	
Cash in Banks 31,113.23	Demand Deposits \$103,506.82
Vault 153,600.56	Time Deposits 12,763.69
Total \$245,386.87	Total \$245,386.87

M. A. Mitchell Cashier

## Stationery

A Complete Line Just Received

## High-Grade Papeteries

Writing Tablets, Blank Books, Memorandums,  
Office Supplies and Notions

## The Revilla Drug Company

## MILLINERY

FORT

## FALL OF 1907

IS HERE AND

On Display and a Beautiful  
Line It Is. We Cordially In-  
vite You to Come and Look  
It Over. It Will Please You

## J.R. HECKMAN & Co

Rates: \$1.00 to \$3.00  
Room with Bath

Electric Lighted  
Steam heated

## Hotel Stedman

European

Ketchikan

JOHN W. STEDMAN  
Proprietor

Alaska

## The Right Time

To Start Your Savings Account Is  
at the Beginning of

## The Interest Period

A New Interest Period Is Just Starting  
All Accounts Opened Now Draw

## Interest Next January

Send Us Your Deposit By Mail

## DEXTER, HORTON & CO.

BANKERS, SEATTLE

Electric Lighted  
Steam heated

Rates: \$1 to \$2.50  
Per Day

## The Hotel Revilla

European

W. A. Connell, Proprietor

KETCHIKAN

Suites with Bath

ALASKA

## MINING MOVES

What Was, is Now, and Destined  
to Become—A Brilliant Future  
Awaits Work of Development

(From Monday's Daily)

The Henriette, after discharging 155 tons of coal at the Union Wharf, left last night with a small jag left over for the Rush & Brown mine at Karta bay, and is now taking on a cargo of ore at Mt. Andrew for the Britannia smelter at Crofton, B. C.

(From Tuesday's Daily)

The Hadley Smelter started up last Saturday, and is running smoothly and satisfactorily, though the run will not be one long duration, owing to the scant supply of coke on hand. The coke supply arranged for has not begun to be delivered, but it is believed will be sufficient to all requirements when the new coking plant from which it is to be drawn is got into active operation. In the meantime, during the next enforced suspension of smelter operations, the new hot blast, the dust chamber and heater for which are expected to arrive within the next two weeks, will be put in, and the force otherwise employed on improvements now under way, all calculated to increase the efficiency of the smelter and facilitate and reduce to a minimum of cost the handling of ore, coal and coke. Two new dams have been constructed, thus insuring a larger and more reliable water supply, while a steam dredge, or "digger," for the discharge of cargoes of ore, coal and coke from the larger vessels is being put in, the work on which is well on the way to completion. The hot blast, which is the invention of Mr. Thos. Kiddie, the manager, will effect not only a saving of a large percentage of fuel, but at the same time materially increase the output of the furnaces.

(From Wednesday's Daily)

The Henriette cleared yesterday with 1000 tons of Mt. Andrew ore for the Britannia smelter at Crofton, B. C. She had also aboard 85 tons of ore from one of the mines at Whitehorse, Y. T.

(From Thursday's Daily)

The Delhi passed down last evening with a cargo of 1200 tons of marble from the quarries of the American Marble company, at Calder, Prince of Wales island, and 3500 cases of salmon from the Shakan cannery. The marble is consigned direct to San Francisco—the salmon to Seattle.

The Transit, the first of the British Coast Steamship liners, was taking on bunker coal at Nainaimo on the 13th, intending to go from there to Vancouver for a cargo of 1500 tons of powder, lumber, etc., for Prince Rupert and Maple bay, from which last place she is to bring 1500 tons of ore to the Hadley smelter. Though no definite arrangements have been made for it, her management expects to take a full cargo of ore from one or more of our mines to Vancouver island smelters.

(From Friday's Daily)

The bunk house at the Moonshine mine was destroyed by fire yesterday morning, necessitating a temporary suspension of mining operations until other accommodations for the men can be provided. Most of the miners came into town last night, but will return to work again as soon as quarters can be made ready for them. The fire, the origin of which is not known, broke out about 10 o'clock while the men were at work, and the first knowledge of it came to them from the discharge of the guns which had been left in the place which, together with everything else were destroyed. The men lost all their clothing, except that which they were wearing at the time. The bunk house was a mere shack, half board shanty and half tent, and the loss, except to the men and the delay to mining operations, is of little consequence.

The steam schooner Washington cleared this forenoon with 650 tons of gypsum, from the Chicago quarries, and 120 tons of copper matte, from the Hadley smelter.

### SMALL POX

Word has been received here and it comes from well authenticated sources, that there is an epidemic of small pox in the Nass river district, and that the natives are fleeing from it, with the chance of scattering the contagion in all directions. Twenty-eight cases are reported on Nass river, nine cases at Metlakahla and three at Port Simpson. A number of canoes with persons from the infected district arrived at Metlakahla last night, and were sent away by Mr. Duncan's orders as soon as he learned from whence they had come. These same canoes and people arrived in the native village here today, where they are now supposed to be.

The report may be more or less exaggerated, but the matter is of such serious import as to demand the immediate and earnest attention of the

town authorities, to the end that all necessary precautions may be taken to prevent infection and the spread of the dread disease among our people. Action cannot be too promptly taken in the premises.

(From Thursday's Daily)

G. W. Gervais, Olympia, and O. J. Smith, and P. S. Norton, Seattle, are registered at the Revilla.

The room in the Revilla lately occupied as a law office, by E. C. Ingersoll is being remodelled and rearranged for the new purpose designed for it—that of a thirteenth extinguishing annex to the hotel.

It is whispered in the breezes gently wafted to us from the south, that there will be an accession next year to the number of canneries doing business in Southeastern Alaska, and that there will be more activity in fishing circles than ever before.

Persons wishing to quench a consuming thirst can now approach the liquid dispenser at the Emerald bar, by passing in through the front door and out at the rear, or vice versa, as the case may be. The new stairway in the rear gives easy and safe exit to the water front to persons who are in search of a witness they cannot find within.

Jimmy Cummings has brought to this office some stalks of wheat, oats and barley he found growing at Caamano point, Cleveland peninsula, which indicate these cereals may be successfully grown in this section, if for nothing else than fodder. It is not likely, however, that they would mature on an average of more than one season in five.

The steam schooner Washington, on her return voyage south will take copper matte from the Hadley smelter to the refinery at Tacoma.

The steamship Jefferson arrived up at one o'clock this morning, and after discharging 60 tons of freight, proceeded on her way north at 3:30. Among her passengers for Ketchikan were, Ed. Scholthan, Kazis Krancunas, Oscar Larsen, W. E. Fulton, Mrs. W. Hopkins and G. W. Gervais.

The skeleton of the pre-historic animal unearthed on Graham island, Queen Charlotte group, is now said to be that of a mastodon, the leg bones of which measure fourteen feet in length. The skeleton is now practically complete, and will soon be on exhibition at the Vancouver Museum. It was unearthed from a depth of eighteen feet and at a distance of three miles from tide water.

(From Friday's Daily)

The Princess Royal carried a large list of passengers south last night clearing from here about 11 o'clock. Among those taking passage from Ketchikan were: Joe Brisbois, John Amer, H. Edwards, Lee McElrath and wife, M. J. Dunn, Frank Stephens and wife, L. G. Griffith, F. A. Bennett, Dr. J. L. Myers and wife, Edwin Nelson, Dave Thomas, Mrs. Boyd Young and Miss Clark.

Mrs. Boyd Young left for her home at Port Simpson last night on the Princess Royal.

Mr. M. J. Dunn, ship's writer on the survey ship Explorer, left on the Princess Royal last night for the Marine hospital at Port Townsend, to which he goes by order of the ship's surgeon.

The big tug Equator, of Seattle, belonging to the Northwest Fisheries company, and which has been doing service as cannery tender at Chignik, touched here on her way to her home port this morning.

S. John's Mission will gladly supply reading matter to any camp desiring it. Bundles of assorted magazines, etc., new and old, will be forwarded upon request as promptly as possible, and by the courtesy of the Union Steamship company, will be delivered free of charge. Requests should be addressed to S. John's Mission, Ketchikan.

The voting in the piano contest has dwindled down to a seemingly inappreciable quantity. For the week ending the 18th inst. only 749 votes were cast, all for the Odd Fellows.

Dr. J. L. Myers and wife left on the Princess Royal last night for an extended trip east. They will go first to Kansas City for a brief sojourn at the doctor's old stamping ground, thence to Cedar Rapids, Iowa, Mrs. Myers' former home, and from there will go to New York and Philadelphia, where the doctor will inquire into the medical schools with a view to future post graduate work which he has in contemplation. Returning, they will stop at Chicago for the purpose of making additions to the doctor's laboratory and office equipment. They expect to be absent about three months.

Mrs. H. E. Heckman and son, of Loring, are in town visiting friends and relatives.

G. Nygard, the mayor and common council of Sealevel, all in one, is at the Stedman, feasting his hunger and snoring the snooze of the just.

San Francisco, Sept. 19.—The flour manufacturers, a trust combination, have advanced the price of flour 5 cents per sack and have notified all wholesale and retail dealers that they must follow suit.

## KETCHIKAN

Local Happenings of the Past  
Seven Days Tersely  
Told.

(From Monday's Daily)

H. W. Fullerton and T. S. McPherson, of Victoria, are at the Revilla, intent on a trip of observation to Unuk river mineral fields.

S. J. Goodro, the Karta mine owner and operator is in town.

Mrs. R. Boyd Young, a former resident of Ketchikan, now of Port Simpson, where her husband is in business, arrived up on the Princess Royal this morning, and is registered at the Stedman.

Capt. John Irving, of Victoria, was a passenger north this morning on the Princess Royal, bound for Whitehorse, Y. T. He stopped off only long enough to exchange greetings with his old time sailor tillieum, Capt. Connell, mine host of the Revilla hotel.

Among the late arrivals at the Stedman are the following: Vinton L. Mitchell, San Francisco; A. C. Watnee, Thos. Hedley, W. H. Starr, Portland; H. C. Graves, Washington, D.C.; Carl A. Sutton, Anacortes; Mrs. R. Boyd Young and Ida M. Clarke, Port Simpson; J. Johnson and wife, Wrangell; Otto Herbst, Maple Bay.

Thos. Hedley, a government contractor in the lighthouse service, arrived here this morning from Wrangell narrows where he has completed the construction of a dozen or more concrete beacons. He brought with him the nucleus of a crew with which to commence work on similar beacons on Spire island and Hogback reefs, in Revillagigedo channel, on one or both of which lights will be placed. Work will be commenced as soon as scows now in Wrangell narrows can be brought here to be used in conveying the cement and other material from here to the place where it is to be used.

The good ship Eurus, Capt. Thompson, made a trip to Sunny Point yesterday with a party, among whom, the skipper says, there was only one crank, and he did nothing calculated to disturb the general harmony and good feeling which prevailed throughout the entire voyage.

Mr. J. R. Heckman has received advice to the effect that he has been granted a U. S. patent on his floating salmon trap, the great practical value of which has been thoroughly demonstrated during the latter part of the past fishing season. All other attempts in the same direction have proved failures, though thousands have been expended in efforts to devise and perfect something of the kind that would effect a material saving of time and money. Mr. Heckman's invention has, without doubt solved the problem, and is destined to come into general use in the taking of salmon in these, and in fact all other waters. That it will put money—a whole heap of it—into the pocket of the inventor is practically certain, and will be nothing less than his deserving.

The remains of Albert Lillevieck, the man who was drowned, were interred in the Pennek Island cemetery yesterday with appropriate ceremonies by the Fraternal Order of Eagles, of which the deceased had been a member. At 2 o'clock the remains were escorted to Red Men's hall by the Eagles in a body where after the usual religious services, and a wholly appropriate and feeling address by Rev. J. A. Chapman, the brief but solemn ceremonies prescribed by the laws of the order were performed, immediately after which the remains were escorted to the grave where they were consigned to Mother Earth with the further and concluding ceremonies prescribed by the ritual of the order. The Eagles desire, through The Miner, to return their sincere thanks to Rev. J. A. Chapman, not only, but to the ladies and gentlemen, one and all, who so kindly assisted him in the conduct of the services at the hall.

Mr. Strong, of the Ketchikan Steamship Co., who has been in Seattle for several days, is trying to make arrangements there regarding the coal supply which, if successfully carried out, will be of great benefit to the residents of Ketchikan this coming winter. Last winter the local dealers had no regular contracts, and as a result the prices of coal in Seattle were raised four times during the shortage. Mr. Strong will try to enter into contracts for a sufficient quantity of coal to be delivered here in shipments at stated times during the winter to keep the town supplied. He will endeavor to close the contract with the Seattle dealers at a low figure, as it is his intention to put the coal on the local market at a price lower by \$2 per ton than it can be bought for in any other place in Alaska. This he can do by closing his contracts at the present time and before the advance in price that is sure to follow the first cold spell. The Seattle dealers refuse, under any circumstance, to sell coal except for cash, since they must pay cash for it at the mines. For this reason, and because of the margin with which he is handling the fuel, Mr. Strong states that in placing the coal on the

local market he will be obliged to do so on a strictly cash basis. It is to be hoped that his efforts in Seattle will meet with success, since it would remove the uncertainty concerning the fuel supply that attended last winter's severe weather.

(From Tuesday's Daily)

C. D. Bacon, superintendent of the Moonshine mine, is in town today on business.

This begins to look like the beginning of the melancholy days, the saddest of the year.

Mr. and Mrs. J. E. Ryus went on the Humboldt this morning, for a visit of a week or two with Mr. and Mrs. C. C. Baker at Wrangell.

Harry Raymond, he of commercial fame, was an arrival on the Humboldt this morning, and stopped off here to feel the pulse of the Ketchikan retail trade.

Lee McElrath and wife, late of Hadley, where Mr. McElrath was employed in the Mamie mine, are at the Revilla, and will depart for the south on the Princess Royal, Thursday.

T. S. Jones, the machine drill manipulator, than whom there is none more accomplished in his line in this district, returned from the north on the Dolphin, and is registered at the Revilla.

The scow Great Eastern is being loaded with square timber at the Ketchikan Power company's mill, for the new cannery at Excursion inlet. She will be towed to her destination by the tug Novelty some time this week.

The Alaskan arrived over from the west coast early this morning laden with ore from the Red Wing mine, and 300 barrels of salt salmon from Grace harbor, Dall island. She will take on a lot of empty casks and tanks here and then clear for Seattle.

Tony Kengly, late proprietor of the Occidental Hotel at Juneau, was a south bound passenger on the Dolphin last night. As a boniface Tony appears not to have been an entire success, and a good many people will not be sorry to learn that Johnny Olds is again host at the old Occidental.

The new steamship now being built for the Ketchikan S. S. Co. is promised for completion ready to be turned over to the new owners early in December, the work having been delayed by the inability of the contractors to secure the labor necessary to finish it by the time originally agreed upon, or indeed for some months later. She will have a carrying capacity of 750 tons, and will be fitted with gear for towing a barge of equal carrying capacity. She will have accommodations for a small number of passengers, but will not solicit or cater to the passenger traffic. She will be christened the Northland.

Newt. Casperson and party, consisting of John Raber, Alderman Cope and Billy Forss, returned from their hunting expedition to Tolstoi bay, Ratz harbor and Smugglers cove, and report having shot crabs innumerable, which they are dispensing with a liberal hand to their friends, though noticeably reticent when the question of big game is broached to them.

Carl A. Sutter, manager of the Fidalgo Island Packing Co., with headquarters at Anacortes, Wn., has been in the city on a visit for a day or two. Mr. Sutter is combining a trip of pleasure with business and is carefully investigating the country and its possibilities. He left on the Humboldt this morning, and will continue his investigations at Juneau and other points of interest.

Albion S. Howe, Esq., a mining engineer of ability and long practical experience in his profession, arrived up on the Humboldt this morning, and proceeded without delay to Kiam for a visit with H. W. Turner, of the Omar mine, who is an old friend and confidant of his. The Miner does not know that Mr. Howe has in contemplation a connection with any of our mines, or the development of the mineral resources of the district, but should he become so connected or enlisted, it is quite certain the district will be made a distinct gainer thereby.

Mr. H. C. Strong arrived home on the Humboldt this morning, and informs The Miner that he believes he has effected an arrangement that will enable him to carry out the promise made in his advertisement, to be found elsewhere in this paper, of supplying the home demand for coal. While it is altogether probable that there will be a general prevailing shortage throughout the winter, he believes that the arrangement he has effected will serve to protect this community not only from anything approaching the fuel famine of last winter, but from any advance in prices being necessitated by a pressur of demands on the collieries against which he has not been able to protect himself and patrons.

The work of lowering the Ketchikan Light, Water and Power company's viaduct across the creek to a level with Grant street is progressing favorably and will soon be completed. The new eight-inch water main will then be laid, thus reducing the line to a grade which it is hoped and believed will minimize the danger of obstruction by frost in the coldest weather to which this section is subject.

(From Wednesday's Daily)  
Frank Stevens and wife of San Diego, California, are at the Revilla. The Steamer Alaskan sailed for Seattle at 3 o'clock yesterday afternoon.

The Novelty brought in another raft of fine logs for the Ketchikan Power company's mill last night.

The Jefferson is reported to have sailed from Seattle at 10 o'clock Monday night and should therefore arrive here early tomorrow morning.

The survey ship Explorer came in again last evening from Dixon's entrance, and is taking on coal at the Union wharf today, completing which she will return to her work.

Billy Powers, the prospector and miner, returned last evening from the southeast side of Prince of Wales where he and associates have been doing representation work on some promising mineral locations owned by them.

Though they have no large jobs on hand at present, the Northern Machine Works have enough work to keep the entire force steadily employed and putting in full hours. The work turned out from this concern gives general satisfaction, and there is, seemingly, no job too large for them to handle with prompt dispatch. They are a great convenience to the mining and shipping interests of the district—one which is beginning to be appreciated at its full value.

The friends of Mrs. J. R. Heckman will regret to learn that she is seriously ill at her rooms in Ketchikan, though not dangerously so.

Mr. and Mrs. D. C. Abrams returned last night from their outing at old Kasan, with sketches of enough totem poles to form the nucleus of a whole picture gallery. Mrs. Rogers and Miss Delaney who accompanied them not being great admirers of the native style of wood sculpture nor particularly fond of the festive mosquito, did not linger to the end, but came home on the Alert Saturday.

A stowaway, giving the name of John A. Weir, was taken off the Dolphin Monday evening by Deputy Marshal Campbell, on complaint of the ship's officers, and is being held for hearing on her return to this port. The fellow has the appearance of being a working man, but is evidently a hard case, judging from the fact that though having the best part of a hundred dollars on his person he refused either to pay fare or work his passage down. He had the effrontery to offer the pursuer one dollar, however, in full payment, and preferred being taken into custody to paying more. He will be dealt with on a charge of vagrancy, the result of which will likely be the equivalent to a confiscation of more of his money than his fare would have amounted to.

The Eurus left last evening for the purpose of towing two government scows from Wrangell narrows to this place for use in connection with the erection of beacons and lights on Spire island reef and the Hog rocks, Revillagigedo channel. Mr. Hedley, who will have charge of the work, went to the scene of the contemplated work this morning to make the preliminary preparations for the commencement of operations.

The Transit, first of the British Coast company's steamers chartered for the northern British Columbia and Southeastern Alaska trade, expected to arrive in a few days, is a Norwegian ship 275 feet long, 38 feet beam, and 60 feet depth of hold, and was built last year. She is therefore a new vessel, and is in every respect a modern steamship, fitted with a specially installed system of ventilators, connected from the upper decks to the lower hold. For this reason the vessel is well adapted for carrying cattle and was built under special charter to engage in that trade, wherein she was employed for one year before going out to the China coast. The ship is a three deck vessel with twelve decks, main deck and spar deck. All decks are steel sheathed with three inch plank hard wood floors. The vessel is lighted throughout by power generated from her own dynamo. She has first-class accommodations for thirty first-class passengers and the state rooms are upholstered in red plush and the wood work of the cabins finished in mahogany. For the accommodation of passengers there is a comfortable smoking room, dining room, dining saloon, and social hall. Second cabin accommodations are equipped for taking care of fifty passengers, additional for those cared for first-class. She will steam at a speed of twelve knots and maintain that speed for average running time upon a fixed schedule in coast wise trade.

(From Thursday's Daily)

T. J. Templeton, the commercial traveler, is among the latest arrivals at the Stedman. The Drigo, escaping the eye of the vigilant reporter, passed down two days ago with 600 barrels of salt salmon from the Sunny Point saltery and 17,000 cases of canned salmon from the Chilkat and Taku harbor canneries.

Mrs. M. B. Peterson, of Shakan, came over on the Delhi, and is a registered guest at the Stedman. The steam tug Artic went to Loring today with all the knock-down salmon boxes she could stow aboard.