

ALASKA Railroad Record.



Volume I.

ANCHORAGE, ALASKA, TUESDAY, NOVEMBER 14, 1916.

No. 1

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

The purpose of the ALASKA RAILROAD RECORD is to furnish each week in a concise form current information concerning the operation and construction of the Government railway system in Alaska. The subscription price is \$1 per year for delivery in the United States and its possessions, and in Canada, Cuba, Mexico and Panama. Single copies 5 cents.

For delivery in other countries, to which the paper must be forwarded under foreign postal rates, a charge of 50 cents is added for postage, making the subscription \$1.50 per year.

Yearly subscriptions are entered as beginning at the first of the quarter of the year in which received and expire at the beginning of the corresponding quarter of the following year. When subscriptions are received after the beginning of a quarter the back numbers which have been issued during that quarter will be forwarded when available.

The paper is published free to United States Government departments, representatives of foreign governments, public libraries and employees of the Alaskan Engineering Commission.

Remittances for subscriptions may be forwarded to the ALASKA RAILROAD RECORD at the address below.

Address all Communications:

ALASKA RAILROAD RECORD,
Anchorage, Alaska.

ANNOUNCEMENT.

The primary purpose of the Alaska Railroad Record is the publication of accurate information, based upon official records, concerning all branches of the work of railroad construction in Alaska.

The secondary purpose is to furnish a convenient form for the distribution of official orders and circulars.

The progress of the work in the several construction divisions will be shown week by week and month by month, together with statements of disbursements and expenditures and other tables of statistics. The Land & Industrial Department will make use of this publication as a means of supplying reliable information to the press regarding the resources of the country and the advancement of the work. In addition there will be published from time to time, personal notes and items of general interest concerning amusements, sports and other activities.

All heads of Departments and other interested officials are requested to co-operate with the editor and manager of the Record to the end that this paper may contain useful and reliable information which will be of benefit throughout the progress of the work.

REGARDING OFFICIAL CIRCULARS.

Hereafter all official circulars from the Commissioner's office at Anchorage and other important circulars from the construction districts and department offices will be published in the Alaska Railroad Record.

Department heads and all interested employees are expected to take cognizance of these circulars. It will, therefore, be unnecessary to continue the present practice of sending out mimeographed copies of official circulars in the Anchorage Division, unless in special cases circumstances make it desirable to put out a circular before the date of publication of the next issue of the Record. In this case the circulars will be sent out as formerly but they will be repeated in the next Record published after date of issue.

F. MEARS,
Commissioner.

November 7, 1916.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending Nov. 4:

MAINTENANCE OF WAY.

Tracklaying.

Track was laid on the Matanuska Branch from station 877 plus 25 to 730 plus 53.5, a total distance of 14671½ feet. There was also a siding laid from station 844 plus 70 to 820 plus 80, a distance of 2390 feet, making a total of 17061½ feet of rail laid during the week.

Steam Shovel.

Steam Shovel No. 1 produced 2612 yards of material, distributed as follows:

Filling for water tank foundation at Birchwood.. 180 yds.
Ballasting for Matanuska Branch 2252 yds.
Grading Matanuska Branch 180 yds.

Bridges—Turnagain Arm District.

On Bridge No. 2 the span is completed and 20 per cent

of the decking is completed. Bridges Nos. 4 and 6 are completed.

Bridges—Main Line.

Work has progressed satisfactorily on Nos. 10 and 17. The work on both these bridges is now about 96 per cent complete.

Buildings.

Rapid progress is being made on the construction of the cold storage plant. The carpenter work is about 80 per cent complete.

Very satisfactory work has been done on the three-room cottages, the carpenter work of which is about 90 per cent complete. The work on the five-room cottages has not progressed so well, partly on account of the shortage of material. Work on these cottages is about 80 per cent complete.

The work on Hospital No. 2, on Commissioner Mears' residence and on the Anchorage School House is going ahead slowly, due largely to the lack of suitable material for finishing purposes.

Painting.

No painting has been done on the outside of any buildings and none will be done until spring on account of weather conditions. The Commission forces painted the inside of the Government cottages and Hospital No. 2 as rapidly as the wood-work was completed.

Water Service and Plumbing.

The water service and plumbing forces have done a large amount of miscellaneous work. The plumbing on the Telegraph and Telephone Building has been completed. Plumbing on Cottage No. 24 has been finished; on Cottages Nos. 15 to 25, inclusive, is 55 per cent complete; that of Cottages Nos. 23, 25, 26, 27, 28 and 34 is 60 per cent complete.

The frost-proofing of the main office building is 95 per cent completed. All the other work being handled by this department has progressed satisfactorily.

Steam Heating.

Fair progress was made on the installation of steam heat in the machine shop.

Mechanical Department.

The usual amount of work was done on general repairs to equipment. Work continued on the installation of shop machinery. Considerable work was done making repairs for equipment for the Stores Department.

The two water tank structures for Steam Shovel No. 1 were completed and placed on a flat car.

TURNAGAIN ARM DISTRICT.

Clearing Right of Way.

Clearing has been completed from Anchorage to one and one-fourth miles south of Sheep Creek. There has been cleared in the vicinity of Rainbow Creek two and three-fourth miles of right of way and one mile has been cleared between Falls and Indian Creeks. Clearing contracts have been let to Gust Backstrom & Co. and E. D. Collins & Co. during the week, covering the work between a point just north of Bird Point to one mile north of Glacier Creek. All clearing is now covered by contracts between Indian and Glacier Creeks.

Grading.

Grading is completed from Anchorage to a point ten and one-half miles south.

The steam shovel is doing as well as possible, considering the delays on account of poor steaming coal. The fill is being built narrow so as to discontinue steam shovel work for this season as soon as possible. Connection

should be made with the narrow fill by wheelbarrow work from Little Rabbit to Potter Creek in about three weeks. This will enable rail to be laid to Potter Creek in about four weeks.

The station gang working north out of Potter Creek has connected up with the narrow fill made by wheelbarrow across the flats between Little Rabbit Creek and Potter Creek.

Three station gangs just south of Rainbow Creek on rock work are making good progress.

Buildings.

The foundation for the depot at Potter Creek is practically completed.

The warehouse at Potter Creek is completed except the placing of the windows.

The warehouse at Rainbow Creek is 75 per cent completed.

Culverts.

A contract for two culverts was let to Gust Backstrom & Co. during the week. They will be placed just south of Rainbow Creek. The excavation for this work has been completed.

Bridges.

Bridge No. 1141 across Ship Creek is completed.

The 121-foot span and abutment of Bridge No. 1122, across Chester Creek, is 95 per cent completed.

Bridges Nos. 1121, 1111 and 1102 are completed.

Bridge No. 1081, across Campbell Creek, is completed.

Bridge No. 1031, across Big Rabbit Creek, is completed; as also are Bridges Nos. 1021, 1011 and 1001, the latter being the structure across Potter Creek.

Track.

The track is now laid from Anchorage to 10 1-2 miles south. Ballast has been dumped 6 miles, and the first raise the same distance.

Miscellaneous.

The camp at Potter Creek is about 80 per cent completed; that at Sheep Creek about 70 per cent. McHugh Creek camp is 65 per cent completed; that at Rainbow Creek about 95 per cent.

The shortage of roofing and lumber has delayed the completion of the above construction camps.

Trail.

Work on the trail between Anchorage and Seward will be completed next week. This will open a through trail along Turnagain Arm between the two towns.

TELEGRAPH & TELEPHONE DEPT.

Seward Division.

Wire stringing across Mile 52 Summit has been completed. This was hung first in order to be out of the way of possible snow storms. The crew is now closing the gap in the flats around Mile 34.

Anchorage-Matanuska.

The detour around the "Y" at the Terminal Yards has been completed, and is permanent if there be no more tracks or buildings put in the neighborhood.

The telegraph is now in operation to Matanuska.

Matanuska Branch.

Material has been collected and will be shipped early next week for extending the temporary line to the mouth of the Chickaloon. The non-arrival of the Panama insulated wire has made a change in plans necessary. It will now be necessary to use copper-clad wire and salvage it after the permanent line has been built along the railroad.

Turnagain Arm Line.

It was found necessary to put in a second circuit from Anchorage to Potter Creek and the work is now being done. There will be but little loss of labor, and none in material, as this extra wire would have had to be hung in the spring.

Anchorage Telephone Exchange.

The number of commercial telephones in use is 91; the number of free telephones in use 55, and the number of withheld orders 7.

Electric Light and Power.

Wiring has been in progress on the new school building, and in cottages Nos. 20, 21, 22 and 29. Conduits for power and light in machine shop and power plant are being installed. Work was also done on the power house switch-board and motor installation in the machine shop.

MATANUSKA DISTRICT.**Matanuska Branch Line.**

On November 3 track had been laid as far as the grade had been completed, namely, to King's River. At the latter place work on the construction of a permanent camp is going forward, and a wagon road is being constructed from there to the flats about two miles above King's River, where a winter camp will shortly be located.

A small force is at work rebuilding a portion of the trail near the forks of the Chicaloon and the Matanuska Rivers, so that packing of supplies can be accomplished and a camp at the forks established.

The Matanuska River is almost completely frozen over in its lower stretch, and at a point about three miles above Matanuska the ice freezing from the bottom has forced a channel change and caused the water to overflow into the flat above the town of Matanuska at a point about a mile and a half south of the railroad. It is feared this overflow may cause considerable trouble this winter. It is almost certain that a long dyke will have to be built at this point in the spring to prevent the river from forming a new channel and coming down into Rabbit Slough, or into the small stream flowing under the trestle at Cobb's place.

Residents of this section last winter state that there was no overflow at this point last year, or at any time previous, so far as they know, but that the fall rains stayed well within the limits of the present channel and did not overflow.

Main Line.

All grading on the main line so far as the Knik Wagon Road should be finished by November 20. There are only five station gangs working on this stretch at this time.

North of the Knik Wagon Road the grading should be entirely completed to Camp 166 by December 1.

The Little Susitna River is frozen over and within a day or two will support freight teams.

All right of way contractors north of the Little Susitna River will be entirely finished by November 20.

It is proposed to do all the freighting of supplies and the establishment of caches between the Little Susitna and Willow Creek in the early winter, and to close down the camps on the main line so far as possible, directing the rest of the winter to work on the branch line.

Matanuska Townsite.

The water system at Matanuska is frozen up and has been for some time. It will probably take a week or ten days before arrangements are perfected to give the town a convenient water supply. In the meantime water is being hauled free of charge to the town, people that they may supply their immediate needs.

DISBURSING OFFICE.

The total disbursements of the office at Anchorage for the period November 1 to November 7, totaled \$157,969.18. The payment of salaries and wages amounted to \$87,451.52; for local purchases, \$7,392.51; to contractors, \$61,119.92; other expenditures were \$2,005.23.

TRANSPORT CROOK SAILS.

The U. S. A. Transport Crook sailed for Seattle at 4:45 p. m., November 7, with 118 first class and 406 second class passengers aboard. Nearly all of those leaving were laborers and stationmen who had completed their work here for the season and will spend the winter months in the States.

The Crook has been carrying supplies for the railroad all summer, having been loaned the Commission by the War Department. It is understood that the vessel will be sold in the near future.

BUILDING CONSTRUCTION.

During the past week satisfactory progress was made on the various buildings under construction at the Anchorage terminal. Owing to the necessity for completing the work on the cold storage plant, the building forces engaged on the power plant and machine shop construction were transferred to that structure.

The plastering of Hospital No. 2 was finished on October 27 and work on the interior is now being rushed in order to get the building ready for occupancy without delay.

The cottages on Anchorage townsite are all under roof and work on the interior is going forward rapidly.

The Anchorage school building is now enclosed and the interior is being finished.

All the new buildings at the Anchorage terminal are so near completion that the cold weather is having no deterrent effect.

CONTRACT SETTLEMENTS.

The amounts paid to contractors by the Anchorage Disbursing Office during the period November 1 to 7 were as follows:

D. E. Temiraeff & Co.	\$ 5,602.52
Sherlock & Co.	599.90
M. Olson & Co.	277.90
Kargin & Co.	2,962.30
Geo. Vukelich & Co.	1,536.30
Pappas & Co.	58.95
Jensen & Mayers	247.52
Kamboloff & Co.	4,137.62
Koch & Co.	2,907.28
Rothwell, Ogilvie & Co.	935.69
Gost & Co.	531.98
Joe Carravetta & Co.	2,678.76
P. H. Fitzgerald	105.00
Chas. Peterson & Co.	741.50
Alfred Gustavson & Co.	2,988.04
Delich & Co.	2,607.45
John Lasso & Co.	3,328.07
Frank Pearson & Co.	4,673.41
Dan Digaff & Co.	2,620.28
Swan Adrin & Co.	3,040.38
Victor Bijuzzi & Co.	6,609.25
Chas. Johnson & Co.	2,432.01
Tom Kovac & Co.	3,387.98
Hockey & Co.	3,763.81
Eli Cinkovich & Co.	2,346.02

RAILROAD TRAIN SCHEDULE.

Anchorage, Alaska, Oct. 30, 1916.

Transportation Circular No. 14.

(Supersedes Transportation Circular No. 12, dated September 20, 1916.)

Effective 12:01 a. m., Wednesday, November 1, 1916, a mixed passenger and freight train will be run between Anchorage and Matanuska, and between Matanuska and Moose Creek on the following schedule:

NORTHBOUND	MAIN LINE	SOUTHBOUND
Monday Wednesday and Friday, only. Leave 9:00 a. m.	0.0 Anchorage	Tuesday, Thursday and Saturday, only. Arrive 2:45 p. m.
9:25	4.9 Whitney.	2:30
9:55	7.3 12.2 Kuney	2:10
	9.7 21.9 Birchwood	1:35
11:00	5.6 27.5 Eklutna	1:10
Arrive 11:30 a. m.	9.0 36.5 Matanuska.	Leave 12:40 p. m.
NORTHBOUND	MATANUSKA BRANCH	SOUTHBOUND
Monday, Wednesday and Friday, only. Leave 12:45 p. m.	36.5 Matanuska	Tuesday, Thursday and Saturday, only. Arrive 11:40 a. m.
1:20	6.4 42.9 Palmer	11:10
Arrive 1:55 p. m.	6.6 49.5 Moose Creek	Leave 10:30 a. m.

Mixed train leaving Anchorage northbound will stop just North of road crossing, Terminal Yard, Anchorage. Owing to working conditions this schedule is only tentative, and the Commission reserves the right to change it without notice.

This schedule is NOT in effect as a time card authorizing the movement of trains, and all trains will continue to run extra as heretofore.

F. MEARS, Commissioner.

DAILY WEATHER DATA.

The following table shows the weather conditions daily for the weekly period ending November 7, 1916:

DATE	TEMPERATURE		PRECIPITATION		WIND	CONDITION OF HARBOR
	Max.	Min.	Snowfall	Snow on Ground	Miles per Hour	
Nov. 1	26	-10	none	4.5	5.2	Smooth—Slush Ice.
Nov. 2	20	-1	trace	4.5	6.2	Smooth—Slush Ice.
Nov. 3	22	0	none	4.0	5.2	Smooth—Slush Ice.
Nov. 4	26	2	none	4.0	4.5	Small Ice Floes.
Nov. 5	22	9	trace	3.5	4.3	Small Ice Floes.
Nov. 6	23	-1	none	3.5	4.7	Small Ice Floes.
Nov. 7	24	12	1.0	4.5	4.7	Ice Collecting Fast.

LAND AND INDUSTRIAL DEPARTMENT.

From and after November 12, 1916, the headquarters of the Land and Industrial Department will be changed from Seward to Anchorage. Andrew Christensen, manager, and E. T. Lindner, chief clerk, of the department, arrived at Anchorage on the Northwestern. Their offices will be in the two rooms on the lower floor at the west end of the general office building. The Land and Industrial Department has jurisdiction over all land matters for the Commission, such as rights of way, encouragement of the development of the resources tributary to the railroad, and the dissemination of information to the public. The jurisdiction also includes the survey, appraisal and sale of lots in townsites along the railroad and the management of the towns, as well as all legal phases involved in these matters.

The object in transferring this department to Anchorage is to place it in closer touch with the work in which it is engaged, as well as to have it located at the headquarters of the Commission, which from and after January 1, 1917, will be at Anchorage.

OBITUARY.

T. Aamodt, a laborer working on the Hiltz trail, about two miles south of Rainbow Creek, Turnagain Arm District, met almost instant death on the afternoon of November 7, when he was struck by a boulder which fell from the slope above where he was working and hurled to the bottom of a cliff, a distance of about 50 feet.

With him at the time of the accident were Martin Gilbertson, Charles Carlson and Ole Sanden, all fellow employees of the Commission. When they hurried to the spot where Aamodt had fallen he was breathing his last. The body was carried to their camp and from there brought to Anchorage by sled and train for burial.

Aamodt was about 35 years of age, unmarried, a native of Norway, and a citizen of Canada. He had been a resident of the United States and Canada about 13 years, coming to Alaska in the spring of 1915. He had been employed by the Alaskan Engineering Commission as laborer at various times since his arrival in Anchorage. His father, Svennung Aamodt, resides at Souland, Tellemerken, Norway.

Personals

Ward Hall, resident engineer of the Matanuska District, after completing his season's work, was a passenger for Seattle on the Admiral Evans.

* * * *

H. F. Dose, district engineer in charge of construction at Talkeetna, arrived in Anchorage on Thursday and will remain at headquarters for several weeks.

* * * *

F. D. Browne, locating engineer in the Talkeetna district during the past season, completed his work for the year and left for his home in San Francisco on the U. S. Transport Crook. He expects to return early next spring to resume his duties.

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O. G. Tubby, chief draftsman, has obtained extended leave of absence and has left for San Francisco to spend the winter with his family. Because of the continued ill health of Mrs. Tubby it is unlikely he will return to Alaska before navigation opens.

* * * *

B. H. Barndollar, examiner of accounts, sailed for the States on the Admiral Evans to be absent several months on business for the Commission. He will spend most of the time while away in Washington, D. C., returning to Anchorage early in the spring.

* * * *

A. Christensen, manager of the Land and Industrial Department, accompanied by Mrs. Christensen and daughter, arrived on the steamer Northwestern from Seward and will remain permanently in Anchorage. E. T. Lindner, chief clerk of the department, and Mrs. Lindner, also arrived on the same steamer. After November 12 the headquarters of the Land and Industrial Department will be at Anchorage.

* * * *

K. K. Kuney, formerly district engineer in charge of Terminal District, returned to Anchorage on the steamer Admiral Watson, accompanied by Mrs. Kuney, to assume the duties of engineer, maintenance of way.

Mr. Kuney was compelled to relinquish his work last spring on account of severe illness, but after a siege of several months has completely recovered his health and is once more physically fit to handle the arduous activities at Anchorage Terminal.

MISSING MEN.

Inquiry has been made of the Alaskan Engineering Commission concerning the addresses of the following persons who are supposed to be in this section of Alaska:

M. A. St. Peter, formerly of 6 1-2 North Water St., Sharon, Pa., and later 835 Monroe St., Chicago, Ill. He is requested to write to Funk & Wagnalls Company, New York.

* * * *

John Kalgraff and Jack Kalgraff, cousins, formerly of Minneapolis, Minn. They are requested to write to Sever Kalgraff, 3956 Forty-third Avenue South, Minneapolis, Minn.

* * * *

James A. Hubbard, formerly of Tacoma, Washington. He is requested to write to his wife at 1722 South L street, Tacoma, Washington.

* * * *

Francis J. Dwyer, formerly of Chicago, Ill. His brother, Thomas Dwyer, of 2200 Hayes St., San Francisco, is anxious to hear from him.

NEW CONTRACTS AWARDED.

Anchorage Division.

On account of the approach of the winter season and the accompanying unfavorable climatic conditions, few contracts were awarded during the month of October, most of them of an emergency character. The list is as follows:

- (1) Delich & Co.—Grade work on main line north of Anchorage—to be completed by October 30, 1916.
- (2) L. A. Thurston—Grubbing roads Anchorage town-site—to be completed by October 18, 1916;
- (3) Olson & Co.—Ditching for water mains, Anchorage Terminal yards—to be completed by October 31, 1916;
- (4) Gost & Co.—Ditching, Anchorage Terminal yards—to be completed by November 10, 1916;
- (5) Jim Kinoff & Co.—Clearing right of way on main line south of Anchorage—to be completed by August 1, 1917.

THE RAILROAD Y. M. C. A.

The plans for the establishment of a branch of the Railroad Young Men's Christian Association of North America at Anchorage have matured, and by December 1, it is expected that the organization will have taken its place in the social activities of the government employees at this place.

As a result of a conference between a local Y. M. C. A. committee and a committee representing the General Welfare Association, arrangements were perfected with the Railroad Department of the International Y. M. C. A. whereby the latter agreed to take over the welfare work and to assume direction of the social service affairs of this division. An active campaign for members resulted in the enrollment of 125 names within a few days, and with this substantial evidence of co-operation, plans were laid for acquiring suitable club-house facilities. An order for a billiard and a pool table, bowling alleys, mats, dumbbells, a punching bag, wall weights and similar equipment was forwarded to Seattle, with instructions to ship as soon as possible. All the equipment arrived on the last voyage of the transport Crook and will be installed as soon as the old hospital building has been remodeled and made ready for occupancy, which, it is expected, will be within three weeks.

In the meantime provisional committees have been appointed for the purpose of acquiring new members. The "Big Membership Campaign" of the 250 railroad associations throughout the United States has been fixed for the ten days between November 14 and 24, during which time it is hoped to add 30,000 new members to the rolls. The Anchorage branch will make a special effort at that time to contribute its quota of these new members.

A request has been received from the International committee at New York City to forward pictures and articles of the Anchorage organization for publication in the Railroad Association Magazine, and the request will be complied with in the near future.

Mr. O. A. Kenyon, of long experience in Railroad Y. M. C. A. work, is in active charge of the branch at Anchorage.

The provisional committees are as follows: Advisory, W. DeLong (chairman), K. K. Kuney, E. P. Hedberg; L. C. McCoy. Executive, A. Christensen (chairman), Captain F. Mears, D. D. Vint, C. W. Palmer, C. D. Pollock, O. A. Kenyon (secretary). Auditing, H. B. Wilkinson (chairman), G. C. Hammond, F. C. Kobely.

WESTERN FREIGHT CLASSIFICATION.

Copies of the Western Classification No. 54, together with the necessary supplements, have been distributed among those departments concerned with freight shipments, and instructions issued to the employees to familiarize themselves with its use.

The Western Classification rules will be adopted by the Alaskan Engineering Commission in the future and all freight will be handled on that basis.

EMPLOYEES' COMPENSATION ACT.

GENERAL PROVISIONS OF NEW LAW.

On September 7 the President approved the act passed by the 64th Congress authorizing the United States Government to pay compensation for the disability or death of a Government employee resulting from a personal injury sustained while in the performance of duty.

The act specifies that no compensation shall be paid if the injury or death is caused by willful misconduct of the employee or by the employee's intention to bring about the injury or death of himself or of another, or if intoxication of the injured employee is the proximate cause of the injury or death.

During the first three days of disability the employee is not entitled to compensation, but he is entitled to all necessary medical treatment free of charge.

If the disability is total the United States shall pay to the disabled employee during such disability a monthly compensation equal to sixty-six and two-thirds per centum of his monthly pay, limited in amount as follows: That the monthly compensation for total disability shall not be more than \$66.67 nor less than \$33.33, unless the employee's monthly pay is less than \$33.33, in which case his monthly compensation shall be the full amount of such monthly pay. The monthly compensation for partial disability shall not be more than \$66.67.

The act provides that if a partially disabled employee refuses to seek suitable work or refuses to work after suitable work is offered to, procured by, or secured for him he shall not be entitled to any compensation.

Immediately after an injury is sustained by an employee while in the performance of his duty, whether or not disability has arisen, and for a reasonable time thereafter, the United States shall furnish to such employee reasonable medical, surgical and hospital services and supplies unless he refuses to accept them. Such services and supplies shall be furnished by United States medical officers and hospitals, but where this is not practicable shall be furnished by private physicians and hospitals designated or approved by the United States and paid for from the employees' compensation fund. If necessary for the securing of proper medical, surgical and hospital treatment, the employee, in the discretion of the commission, may be furnished transportation at the expense of the employees' compensation fund.

If death results from the injury within six years the United States shall pay to the following persons for the following periods a monthly compensation equal to the following percentages of the deceased employee's monthly pay, subject to the modification that no compensation shall be paid where the death takes place more than one year after the cessation of disability resulting from such injury, or, if there has been no disability preceding death, more than one year after the injury:

(A) To the widow, if there is no child, thirty-five per centum. This compensation shall be paid until her death or marriage.

(B) To the widower, if there is no child, thirty-five per centum if wholly dependent for support upon the deceased employee at the time of her death. This compensation shall be paid until his death or marriage.

(C) To the widow or widower, if there is a child, the compensation payable under clause (A) or clause (B) and in addition thereto ten per centum for each child, not to exceed a total of sixty-six and two-thirds per centum for such widow or widower and children. The compensation payable on account of any child shall cease when he dies, marries, or reaches the age of eighteen, or if over eighteen, and incapable of self-support, becomes capable of self-support.

(D) To the children, if there is no widow or widower, twenty-five per centum for one child and ten per centum additional for each additional child, not to exceed a total of sixty-six and two-thirds per centum, divided among such children share and share alike. The compensation of each child shall be paid until he dies, marries, or reaches the age of eighteen, or if over eighteen and incapable of self-support, becomes capable of self-support.

(E) To the parents, if one is wholly dependent for support upon the deceased employee at the time of his death and the other is not dependent to any extent, twenty-

five per centum; if both are wholly dependent, twenty per centum to each; if one is or both are partly dependent, a proportionate amount in the discretion of the commission.

(F) To the brothers, sisters, grandparents and grandchildren, if one is wholly dependent upon the deceased employee for support at the time of his death, twenty per centum to such dependent; if more than one are wholly dependent, thirty per centum, divided among such dependents share and share alike; if there is no one of them wholly dependent, but one or more partly dependent, ten per centum divided among such dependents share and share alike.

(G) The compensation of each beneficiary under clauses (E) and (F) shall be paid for a period of eight years from the time of the death, unless before that time he, if a parent or grandparent, dies, marries, or ceases to be dependent, or, if a brother, sister, or grandchild, dies, marries, or reaches the age of eighteen, or if over eighteen and incapable of self-support, becomes capable of self-support.

(H) According to the express stipulations of the act, the term "child" includes step-children, adopted children and posthumous children, but does not include married children. The terms "brother" and "sister" include step-brothers and stepsisters, half brothers and half sisters, and brothers and sisters by adoption, but do not include married brothers or married sisters. The term "parent" includes step-parents and parents by adoption. The term "widow" includes only the decedent's wife living with or dependent for support upon him at the time of his death. The term "widower" includes only the decedent's husband dependent for support upon her at the time of her death. The terms "adopted" and "adoption" as used in the act include only legal adoption prior to the time of the injury.

If death results from the injury within six years the United States shall pay to the personal representative of the deceased employee burial expenses not to exceed \$100, in the discretion of the commission. In the case of an employee whose home is in the United States, if his death occur away from his home office or outside the United States, and if so desired by his relatives, the body shall, in the discretion of the commission, be embalmed and transported in a hermetically sealed casket to the home of the employee. Such burial expenses shall not be paid and such transportation shall not be furnished where the death takes place more than one year after the cessation of disability resulting from such injury, or, if there has been no disability preceding death, more than one year after the injury.

The act requires that every employee injured in the performance of his duty, or some one in his behalf shall within forty-eight hours after the injury, give written notice thereof to the immediate superior of the employee. This notice shall state the name and address of the employee, the year, month, day and hour when and the particular locality where the injury occurred, and the cause and nature of the injury, and shall be signed by and contain the address of the person giving the notice. The claim for compensation must be written on the forms furnished by the commission and shall be sworn to by the claimant, or by some one acting in his behalf. For any reasonable cause shown the commission may waive the provisions of this section.

All original claims for injury must be made within sixty days after the injury. All original claims for compensation for death shall be made within one year after the death. For good cause shown the commission may allow original claims for compensation for disability to be made at any time within one year.

Immediately after an injury to an employee resulting in his death or in his probable disability, his immediate superior shall make a report to the commission containing such information as the commission may require.

Any assignment of a claim for compensation under this act shall be void and all compensation and claims therefor shall be exempt from all claims of creditors.

A commission has been created by Congress to carry out the provisions of the act, to be known as the United States Employees' Compensation Commission, and to be composed of three commissioners appointed by the President, by and with the advice of the Senate, one of whom shall be designated by the President as chairman. No commissioner shall hold any other office or position under

the United States. No more than two of the commissioners shall be members of the same political party. One of the commissioners shall be appointed for two years, one for four years and one for six years. Each commissioner shall receive a salary of \$4,000 a year. The principal office shall be in Washington, D. C.

Congress has provided a fund of \$50,000 for the expenses of the commission for the fiscal year ending June 30, 1917, and \$500,000 has been appropriated from the Treasury as a separate fund to be known as the employees' compensation fund and to be used to carry out the purposes of the new law.

It is provided that the President may, from time to time, transfer the administration of the act, so far as employees of the Alaskan Engineering Commission are concerned to the chairman of that commission.

OFFICIAL CIRCULARS.

CARLOAD COAL TARIFF.

Department of the Interior,
Alaskan Engineering Commission.

Supplement No. 4 to Tariff No. 4:

Naming Rules on Coal in Carloads from Moose Creek to points between Palmer and Anchorage, inclusive.

Rule No. 5.

Minimum weight, 40,000 lbs., unless marked capacity of car is less, in which case marked capacity of car will govern. In cars of over 40,000 lbs. capacity, 90 per cent of marked capacity of car but not more than 72,000 lbs.

Rule No. 10.

As there are no track scales in this division, weight of coal shipments will be made by measurement. A ton of 2,000 lbs. will be the measure of 33.5 cubic feet.

Rule No. 15.

Weights determined at shipping points will govern in assessing charges on coal, subject to minimum weights named herein.

Rule No. 20.

A charge of ten cents per ton of 2,000 pounds will be made for coal loaded by Commission's forces at Moose Creek. Billing Agents will assess charges accordingly on way bills.

BETWEEN	AND	Rate in Cents per ton of 2,000 lbs.
	Palmer	25
	Matanuska	25
	Eklutna	35
Moose Creek.....	Birchwood	40
	Kuney	55
	Whitney	70
	Anchorage	75

Issued October 30, 1916. Effective, November 1, 1916.

F. MEARS, Commissioner.

WAGE SCHEDULE CHANGES.

Department of the Interior,
Alaskan Engineering Commission.

Supplement No. 23 to Wage Schedule No. 2:

The following rates are authorized for work on this Division:

Foreman.....	General Electrical	\$175.00
Electrician.....	Chief	175.00
Track Walkers		105.00
Clerk.....	Property	180.00
Operator.....	Cold Storage	150.00
Porter.....	Office Car	100.00 & Bd.

Clerks\$170, \$175 and \$180
Issued October 31, 1916. Effective November 1, 1916.
F. MEARS, Commissioner.

WAGE SCHEDULE CHANGES.

Department of the Interior,
Alaskan Engineering Commission.

Supplement No. 10 to Wage Schedule No. 4:

The following rates are authorized for work on this Division:

Timekeeper.....	Chief	\$200.00
Trainmaster		200.00
Surgeon.....	Chief	333.33

Issued October 31, 1916. Effective November 1, 1916.
F. MEARS, Commissioner.

WAGE SCHEDULE CHANGES.

Department of the Interior,
Alaskan Engineering Commission.

Supplement No. 3 to Wage Schedule No. 3:

The following rate is authorized for work on this Division:

Engineer, Civil.....	Assistant	\$200.00
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Issued October 31, 1916. Effective November 1, 1916.
F. MEARS, Commissioner.

NON-EXPENDABLE AUTHORIZATION.

Department of the Interior,
Alaskan Engineering Commission.

Stores Department, Anchorage, Alaska, November 2, 1916.
Supplement No. 8, Bulletin No. 14:

TO ALL CONCERNED:

Effective at once the following named parties are authorized to sign NON-EXPENDABLE Requisitions on the Storehouses within the district in which they are located, for their use in connection with the requirements of the Department shown opposite their respective names:

K. K. KUNEY, Engineer of Maintenance, Headquarters	Headquarters
C. W. JONES, Editor	Headquarters
	W. DeLONG,
	General Storekeeper.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Ship Creek Division as shown by the payrolls on Saturday, October 28, was as follows:

Commissioner's Office, Anchorage	24
Shops and Yards, Anchorage	307
Store and Dock Departments, Anchorage	432
Accounting Department, Anchorage	20
Disbursing Office, Anchorage	7
Hospital Department, Anchorage	16
Townsite Department, Anchorage	33
Telegraph and Telephone Department	115
Turnagain Arm District	536
Matanuska District	242
Talkeetna District	111
Track, Bridges and Ballast Crews—Main Line	426
	2269

Stationmen and Laborers—all Districts

Grand total all employees Anchorage Division ..3111

DIRECTORY OF OFFICIALS.**ALASKAN ENGINEERING COMMISSION.**

Hon. Franklin K. Lane, Secretary of the Interior, Washington, D. C.

Commissioners.

Wm. C. Edes, Chairman, Seward, Alaska.
Thomas Riggs, jr., Fairbanks, Alaska.
Capt. F. Mears, U. S. A., Anchorage, Alaska.

A. Christensen, Mgr. Land and Development Dept., Anchorage, Alaska.

B. H. Barndollar, Examiner of Accounts, Anchorage, Alaska.

C. E. Dole, Purchasing Agent, Bell St. Dock, Seattle, Wash.
Leslie Cramer, Special Disbursing Agent, Bell St. Dock, Seattle, Wash.

Lee R. Wilson, Washington Representative, Washington, D. C.

ANCHORAGE DIVISION.

(Headquarters—Anchorage, Alaska.)

F. Mears, Commissioner.
J. T. Cunningham, Chief Clerk.

H. P. Warren, District Engineer.
W. J. H. Fogelstrom, Office and Bridge Engineer.
E. R. McFarland, Superintendent Telegraph Lines.
H. B. Noble, Manager Commercial Telephone Department.

K. K. Kuney, Engineer Maintenance of Way.
C. G. Jones, Roadmaster.
L. C. McCoy, Superintendent Bridge and Building Dept.
E. P. Hedberg, Master Mechanic.
D. D. Vint, Chief Draftsman.

Herbert Gaytes, Electrical Engineer.

G. C. Hammond, Special Disbursing Agent.

H. B. Wilkinson, Chief Accountant.
H. R. Munson, Chief Timekeeper.
H. W. Knight, Traveling Auditor.
J. F. Hemenway, Line Auditor.
E. L. Cassel, Line Auditor.
J. C. Seeley, District Accountant.

J. G. Watts, Manager Anchorage Townsite.

T. L. Murphy, Receiving and Forwarding Agent.
George R. Vause, Supt. River Transportation.
L. R. Moses, Chief Dispatcher.
C. Watson, Trainmaster.
H. G. Lücke, Harbor Master.
Fred Lilyman, Superintendent Employment Bureau.
Charles W. Jones, Editor Alaska Railroad Record.
J. H. Morton, Chief Steward.

Stores Department.

W. DeLong, General Storekeeper.
A. H. Shafer, Storekeeper, Anchorage.
H. B. Wells, Storekeeper, Matanuska.
Wm. Peltier, Storekeeper, Potter Creek.
R. S. Donaldson, Storekeeper, Talkeetna.

Hospital Department.

Dr. E. S. Reedy, Chief Surgeon, Anchorage.
Dr. J. B. Beeson, Surgeon, Anchorage.
Dr. H. W. Stoughton, Surgeon, Moose Creek.
Dr. A. L. Drtina, Assistant Surgeon, Talkeetna.
Dr. H. O. Schaleben, Surgeon, Potter Creek.

MATANUSKA DISTRICT.

(Headquarters—Matanuska, Alaska.)

C. R. Breck, jr., District Engineer.
R. M. McLean, Assistant Superintendent Construction.
L. F. Vaile, Assistant Engineer.
E. O. Archibald, Assistant Engineer.
E. J. Prendergast, Resident Engineer.
F. T. Youngs, Resident Engineer.

G. A. Spangler, Resident Engineer.
Boyd Leedy, Resident Engineer.
A. W. Peck, District Accountant.

TURNAGAIN ARM DISTRICT.

(Headquarters—Potter Creek, Alaska.)

F. A. Hansen, District Engineer.
T. W. Secrest, Assistant Engineer.
Dan Leech, Assistant Superintendent of Construction.
H. C. Davis, Resident Engineer.
F. B. Standiford, Resident Engineer.
E. L. Edes, Resident Engineer.
Carl L. Miller, Resident Engineer.
D. B. Van Derlip, District Accountant.

TALKEETNA DISTRICT.

(Headquarters—Talkeetna, Alaska.)

H. F. Dose, District Engineer.
C. H. Bennett, Superintendent of Construction.
R. L. Kuney, Resident Engineer.
L. C. Porter, Resident Engineer.
M. J. Johnstone, District Accountant.

SEWARD DIVISION.

(Headquarters—Seward, Alaska.)

Wm. C. Edes, Commissioner and Chairman.
R. J. Weir, Engineer in Charge.
T. M. Ward, Engineer Bridges and Building.
George W. Colwell, Assistant Superintendent Construction.
A. L. Tickner, Assistant Superintendent Construction.
Frank Waller, Resident Engineer.
A. W. Monroe, Resident Engineer.
A. D. Estes, Resident Engineer.
J. W. Keller, Resident Engineer.
H. C. DeLine, Special Disbursing Agent.
T. M. Harr, District Accountant.
George Switzer, Chief Timekeeper.

FAIRBANKS DIVISION.

(Headquarters—Fairbanks, Alaska.)

Thomas Riggs, Jr., Commissioner.
Frank H. Bailey, District Engineer.
G. Fenton Cramer, Special Disbursing Agent.
J. C. Williams, Special Disbursing Agent (Nenana).
Frank Doner, Chief Timekeeper.

ORGANIZATION CHANGES.

The following changes in the organization of the Anchorage Division have been made, effective November 1, 1916:

Mr. K. K. Kuney is appointed Engineer, Maintenance of Way, vice Mr. H. P. Warren, transferred to other duties. He will report direct to the Commissioner's office.

* * * *

Mr. W. J. H. Fogelstrom is appointed Office Engineer and Bridge Engineer. He will report direct to the Commissioner's office.

* * * *

Mr. D. D. Vint is appointed Chief Draftsman, vice Mr. Oliver Tubby, resigned. He will report to the Office Engineer.

* * * *

Mr. C. Watson is appointed Trainmaster. He will report to the Commissioner's office.

* * * *

Mr. J. H. Merton, Chief Steward, is transferred from the General Storekeeper's Department. He will report to the Commissioner's office.

NOTICE.

Copies of the Alaska Railroad Record are on sale at the following places in Anchorage:

BAXTER'S NEWS STAND.
Z. J. LOUSSAC.
J. J. WAIBLE.

ALASKA Railroad Record.



Volume I.

ANCHORAGE, ALASKA, TUESDAY, NOVEMBER 21, 1916.

No. 2

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

The purpose of the ALASKA RAILROAD RECORD is to furnish each week in a concise form current information concerning the operation and construction of the Government railway system in Alaska. The subscription price is \$1 per year for delivery in the United States and its possessions, and in Canada, Cuba, Mexico and Panama. Single copies 5 cents.

For delivery in other countries, to which the paper must be forwarded under foreign postal rates, a charge of 50 cents is added for postage, making the subscription \$1.50 per year.

Yearly subscriptions are entered as beginning at the first of the quarter of the year in which received and expire at the beginning of the corresponding quarter of the following year. When subscriptions are received after the beginning of a quarter the back numbers which have been issued during that quarter will be forwarded when available.

The paper is published free to United States Government departments, representatives of foreign governments, public libraries and employees of the Alaskan Engineering Commission.

Remittances for subscriptions may be forwarded to the ALASKA RAILROAD RECORD at the address below.

Address all Communications:

ALASKA RAILROAD RECORD,
Anchorage, Alaska.

ANCHORAGE POWER PLANT.

The power station now in course of construction by the Commission at Anchorage is designed to furnish electricity for light and power in the town of Anchorage and to the buildings, dock, shops and yard of the railroad terminal.

Part of the station equipment, such as boilers, feed pumps, direct current generators and air compressor, was in service on the Panama Canal work and has been transferred to Anchorage.

For economy and convenience in furnishing electric energy, compressed air and steam to the shop, the power house is situated about 50 feet from the machine shop building.

The fuel will be Matanuska coal brought directly from this newly opened field by rail, and dumped from the cars into bunkers whence it will be fed by gravity to the boiler room floor in front of the furnaces.

The boiler plant consists of four water-tube boilers, set in two batteries of two each. The pressure will be 150 pounds, without super-heat. The heating surface of each boiler is approximately 1750 square feet, and the capacity of each is accordingly about 175 boiler horsepower, or a total of 700 horsepower. The stack was built in Seattle, is of sheet iron, weighs 15,000 pounds, is 72

inches in diameter and stands 105 feet above the boiler room floor. An open type of feed water heater is provided with a capacity for heating 15,000 pounds of water per hour from a temperature of 50 degrees to 205 degrees F. Exhaust steam will be utilized for heating the machine shop and this heater is of a type especially designed for use in connection with this service.

Two direct current generators, of 75 kilowatt capacity each, direct connected to tandem compound high-speed engines, will furnish power to the shop for driving the machine tools and traveling crane.

A steam driven two-stage air compressor will furnish the shop with air for the various hand tools and hoists. A steam pipe line will be carried from the power plant to the shop to serve the steam hammers.

The first unit for providing energy for light and for power outside the shop consists of an 100-kilowatt, 2300-volt, 60-cycle three-phase generator, driven at 3600 revolutions per minute by a steam turbine of the Curtis type. A second unit of three times this capacity has been ordered for delivery next spring. The usual switchboard for a plant of this size is provided.

No electric wires will cross any of the railroad tracks in the yard overhead, but instead are being laid in conduits under the tracks, all high tension conductors being lead covered cables. This is necessary to avoid interference with pile drivers and with the booms of the locomotive cranes which are continually moving about the yard in the handling of construction material for the terminal, and for the main and branch lines.

The distribution in the yard and town will be of the usual 2300-volt three-phase three-wire system, with single phase three-wire secondaries. All energy sold will be metered. The distance from the power station to the center of distribution in the town of Anchorage is about 6,000 feet.

UNITED STATES TRANSPORT CROOK.

It is announced that the United States Transport Crook will not make another trip to Anchorage this season. Early next spring the vessel will resume service between this port and Seattle, being under charter to the Alaskan Engineering Commission for another year. During the winter the Crook will undergo extensive overhauling and repairs at one of the Pacific Coast navy yards.

DISBURSING OFFICE.

The total disbursements of the office at Anchorage for the period November 8 to November 14 totaled \$108,122.61. The payment of salaries and wages amounted to \$87,188.85; for local purchases, \$4322.36; to contractors \$16,197.14; other expenditures \$414.26.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending November 11, 1916:

MAINTENANCE OF WAY.

Tracklaying.

No track was laid during the past week. The tracklaying on Matanuska Branch has been completed to Kings River, and no more track will be laid here during the winter.

Steam Shovel.

Steam shovel No. 1 excavated 2344 cubic yards of material, distributed as follows:

Ballasting Matanuska Branch	2140 yards
Filling Birchwood Pump Station	144 yards
Grading Matanuska Branch	60 yards

The steam shovel work on the Matanuska Branch has been completed for the season and the shovel is tied up.

Bridges—Turnagain Arm District.

The bridge work on Turnagain Arm District has been completed for this season.

Bridges—Main Line.

The decking for Bridge No. 10 is 90 per cent completed. All bridge work on the Main Line as far as Matanuska will be discontinued for this season upon the completion of Bridge No. 10, which will be within three or four days.

Bridges—Matanuska Branch.

Pile driving is complete on Bridge No. 4. Bridges Nos. 5, 7 and 8 are completed. The bridge work on the Matanuska Branch will be discontinued for the season upon completion of Bridge No. 4.

Buildings.

Carpenter work on the Cold Storage Plant was completed and the building made ready for the installation of the refrigerating plant, work upon which will be rushed as fast as possible.

The three-room cottages on Anchorage Townsite are about 93 per cent complete. All carpenter work is complete and the plastering is complete on two of these cottages. The other five cottages have one coat of plaster. The five-room cottages are 90 per cent complete; four are plastered.

The Anchorage School House is 50 per cent complete. All exterior work, siding, roofing and window frames are finished.

Cottage No. 21 is 95 per cent complete, and No. 29 is 50 per cent complete and now ready for lathing and plastering. The Chief Surgeon's house is 50 per cent complete and ready for lathing and plastering.

The interior carpenter work of Hospital No. 2 is 50 per cent complete. A large force has been working on this building during the week and making satisfactory progress. The carpenter work on the Machine Shop is complete, except for hanging one large door. The carpenter work on the Power House is about 90 per cent complete, and should be finished in four or five days. Two of the boilers have been bricked in and work started on the other two.

Painting.

The painting of the interior woodwork of the cottages has progressed satisfactorily and at Hospital No. 2 as rapidly as the carpenter work would permit.

Water Service and Plumbing.

The plumbing work on Hospital No. 2 is 95 per cent complete; the plumbing on Anchorage School Building is 70 per cent complete. Plumbing on Cottages Nos. 15, 21, 23, 25, 26, 27, 28 and 34 is 65 per cent complete, and the plumbers are waiting on the carpenters.

The Commission Water Service Department has done the usual amount of miscellaneous work and is working on the cesspool of Cottage No. 29. The water line to the Cold Storage Plant has been installed. A force is at work frost-proofing the Main Office Building, Commissary No. 1 and Bunk House No. 4.

Steam Heating.

One boiler was started at the Central Heating Plant this week. Work on Cottages Nos. 21, 23 and 25, and the Telegraph and Telephone Building was practically completed. Satisfactory progress has been made on Cottages Nos. 20 and 27. The steam heating equipment of Hospital No. 2 is 95 per cent complete.

Mechanical Department.

Engines Nos. 1, 221, 265 and 280 received repairs at the Machine Shop during the week. Progress has been made on the installation of shop machinery. The 26-inch lathe is complete and ready for motor connection. A complete set of new grates was placed in Engine No. 5 and this engine sent to Moose Creek for service at the Doherty coal spur. The shop performed the usual amount of miscellaneous work.

Electrical Department.

Very satisfactory progress was made in the installation of the electrical machinery. The carpenters will be out of the way in the Power Plant within a few days and the electrical forces can then make much better progress with the installation of conduits, switch boards and the other equipment.

MATANUSKA DISTRICT.

Matanuska Branch.

Work on the Matanuska Branch Line has practically closed down for the winter. There still remain about 130,000 yards of rock to be removed by the steam shovel and placed as rip-rap at various points along the line. The ballasting of the track between Moose Creek and Kings River is still to be done. If possible the permanent Granite Creek Bridge will be built during the winter, as an overflow seems likely to be experienced at that point which may cause trouble to the temporary shoo-fly.

The winter camp at Kings River is progressing satisfactorily, and should be completed about November 25. A winter camp at the forks of the Chicaloon, Mile 36 on the Branch Line, is under construction, and should also be finished by November 25.

Within the next week or so, when the wagon road being built through the four-mile stretch north of Kings River is completed, construction on the residency headquarters camp for Residency E, at Mile 28 on the Branch Line, will be begun, and this camp should be completed shortly after the first of December.

The other camps to be established on the Matanuska Branch will be at Mile 32 and at Chicaloon, Mile 38. Work on these camps will not be started for some little time.

The work contemplated for the Matanuska Branch above Kings River includes the letting of 16 contracts for heavy rock work, all of which contracts will mature about July 1, 1917 and cover all the rock work east of Kings River. As soon as camps have been established these contracts will be let and the contractors placed on the work. They will be permitted to establish their camps and do their clearing, although cars, rail and other equipment cannot be furnished them until the Matanuska River freezes, probably about the first of the year.

As soon as the river is frozen freighting will commence on the Branch, with all the equipment available, and sufficient supplies and material cached to complete all work to Chicaloon.

At the present time there are 125 men on the payroll at Kings River and east of that point.

Main Line.

Work on the main line has progressed satisfactorily. There are but two contracts uncompleted south of Knik Wagon Road, and both of these will finish this month. North of the Wagon Road there remain fifteen grading contracts in operation, all but five of which will be completed this month.

The right-of-way contractors north of the Little Susitna River have all finished, with the exception of Hathaway & Co., who will probably finish within the next two weeks. When this contract is completed all right-of-way work will have been finished to a point one mile south of Willow Creek.

Winter camps have been established at Mile 166 and at Mile 174, and as soon as there is sufficient snowfall

freighting north of the Little Susitna River will begin and the establishment of the necessary caches made.

Matanuska Townsite.

At Matanuska the various buildings are being placed in shape for the winter. Four three-room cottages, 20 x 24 feet, are under construction and will be used by the married employees at that place.

TURNAGAIN ARM DISTRICT.

Clearing Right of Way.

Clearing has been completed from Anchorage to a point three-fourths of a mile north of Indian Creek, a distance of 26 3/4 miles, with the exception of one mile in the vicinity of McHugh Creek. Three clearing gangs are making good progress between Indian Creek and one mile north of Glacier Creek.

Grading.

Grading is completed from Anchorage to a point 10 1/2 miles south.

The steam shovel is making good progress in the big cut north of Big Rabbit Creek. The narrow gauge track is completed from Big Rabbit Creek to one-half mile north of Potter Creek and the filling in of the temporary trestle approaches to Big Rabbit Creek is now in progress.

The station gang working out of Potter Creek north has connected up with the narrow grade thrown up by wheelbarrows some time ago and are widening out to full width.

Three station gangs just south of Potter Creek and eight gangs in the vicinity of Rainbow Creek are making satisfactory progress. No new station work was let during the week on account of all teams being used to get in winter supplies and thawing weather making it practically impossible to get supplies over the trail between Potter and Rainbow Creeks.

Buildings.

The foundation for the depot at Potter Creek is practically completed.

The warehouse at Potter Creek is completed, except the windows.

The warehouse at Rainbow Creek is completed, except the windows. A storm during the week damaged the overhang and about 25 per cent of the main roof. The roof is now being repaired.

Miscellaneous.

The camp at Potter Creek is now about 90 per cent complete. All of the cottages and the office buildings are ready for occupancy, and the district headquarters will be moved to that place within a few days.

Sheep Creek Camp is about 80 per cent completed. A two-room emergency hospital, size 16 x 32 feet, is under construction at that point.

McHugh Creek Camp is about 80 per cent completed, and Rainbow Creek Camp about 95 per cent completed.

A two-room emergency hospital, size 16 x 32 feet, is under construction at the latter place.

Considerable delay has been experienced in getting the different camps completed on account of the lack of roofing and lumber.

Bridges.

Bridge No. 1122, across Chester Creek, which was reported 95 per cent complete in last week's report, is now finished.

Trail.

The trail between Rainbow and Indian Creeks is practically completed. It is now possible to ride a horse through to Indian Creek.

TELEGRAPH AND TELEPHONE DEPARTMENT. Seward Division.

Construction forces are gradually being reduced, with a view to suspending work for the winter. The recent storm around Turnagain Arm interrupted service but a few hours between Anchorage and Kern Creek. No trouble was experienced where copper clad wire was in service. The linemen frequently find it torn down by trees, but no breaks have occurred so far.

On the night of the election the telegraph operators handled the equivalent of 20,000 words. Outside of Anchorage, bulletins were delivered at Kern Creek, Anchorage Terminal Yards and Matanuska.

Anchorage-Matanuska.

On account of the delay in moving the telephone exchange, the maximum use is not being derived from the new circuit recently strung between Anchorage and Matanuska. A small force of men is engaged in installing telephones in the booths and section houses on this line. Here also the superiority of the copper-clad over the solid copper wire has been proven during the week. The copper wire has been interrupted four times by blasting and by falling trees, while the copper-clad wire was uninjured, although on the same line.

Matanuska Branch.

Men are now en route from the Turnagain Arm District to Kings River where they will push the temporary line to the mouth of the Chicaloon.

Turnagain Arm Line.

The recent storm tore down considerable of this line, but because of the quality of the wire, there were no breaks and communication was restored within a few hours. This line is proving invaluable in maintaining connection with Seward.

Electric Light and Power.

The small plant furnishing light for the general office, general stores and mess building is carrying considerable of an overload at certain hours of the day. The attempt to reduce the number of lights in use has been unsuccessful so far. As the dock-lighting plant will not be needed after close of navigation, consideration of the plan to use it to help out the headquarters' plant is suggested, unless there is need for it elsewhere.

During the week, besides the roughing-in of wiring on the various cottages, work was in progress on Hospital No. 2, Machine Shop and Anchorage Fire House.

Anchorage Telephone Exchange.

The number of commercial telephones in use is 90; the number of free telephones in use 58; and the number of withheld orders 12.

COAL CONTRACT AWARDED.

A contract providing for the purchase of 7000 long tons of coal at \$6 per ton has been awarded to R. G. Doherty by the Alaskan Engineering Commission, delivery to be made at the Commission's coal bunkers at Moose Creek on or before May 1, 1917.

It is stipulated that the coal is to be hand-picked and screened and free from bone, rock, shale and other foreign matter. The contractor has agreed to construct suitable sorting tables and screens in order that all coal may meet the above requirements.

TRAIN SERVICE SOUTH.

A mixed train will leave Anchorage passenger depot at 1:00 p. m. Tuesdays, Thursdays and Saturdays for Rabbit, 10.4 miles south of Anchorage, the end of track. Returning, will leave Rabbit the same day at 1:40, arriving at Anchorage at 2:10 p. m.

NOTICE.

The Alaska Railroad Record is published every Tuesday afternoon. Heads of departments will confer a favor by advising, prior to Saturday afternoon, the number of copies of the succeeding week's issue required. Telephone: Editorial Department 80-Y.

RAILROAD TRAIN SCHEDULE.

Anchorage, Alaska, Oct. 30, 1916.

Transportation Circular No. 14.

(Supersedes Transportation Circular No. 12, dated September 20, 1916.)

Effective 12:01 a. m., Wednesday, November 1, 1916, a mixed passenger and freight train will be run between Anchorage and Matanuska, and between Matanuska and Moose Creek on the following schedule:

NORTHBOUND	MAIN LINE	SOUTHBOUND
Monday, Wednesday and Friday, only. Leave 9:00 a. m.	0.0 Anchorage	Tuesday, Thursday and Saturday, only. Arrive 2:45 p. m.
9:25	4.9 Whitney	2:30
9:55	12.2 Kuney	2:10
10:40	21.9 Birchwood	1:35
11:00	27.5 Eklutna	1:10
Arrive 11:30 a. m.	36.5 Matanuska.	Leave 12:40 p. m.
NORTHBOUND	MATANUSKA BRANCH	SOUTHBOUND
Monday, Wednesday and Friday, only. Leave 12:45 p. m.	36.5 Matanuska	Tuesday, Thursday and Saturday, only. Arrive 11:40 a. m.
1:20	42.9 Palmer	11:10
Arrive 1:55 p. m.	49.5 Moose Creek	Leave 10:30 a. m.

Mixed train leaving Anchorage northbound will stop just North of road crossing, Terminal Yard, Anchorage. Owing to working conditions this schedule is only tentative, and the Commission reserves the right to change it without notice.

This schedule is NOT in effect as a time card authorizing the movement of trains, and all trains will continue to run extra as heretofore.

F. MEARS, Commissioner.

DAILY WEATHER DATA.

The following table shows the weather conditions prevailing at Anchorage for the period November 8 to November 14, inclusive:

DATE	TEMPERATURE		PRECIPITATION		WIND Miles per Hour	CONDITION OF HARBOR
	Max.	Min.	Snowfall	Snow on Ground		
Nov. 8	26	-6	none	4.5	4.0	Ice Floes.
Nov. 9	13	2	none	4.5	3.2	Ice Floes.
Nov. 10	17	-5	trace	4.5	4.5	Ice Floes.
Nov. 11	32	16	none	4.0	3.6	Ice Floes.
Nov. 12	38	30	none	3.0	5.5	Ice well scattered.
Nov. 13	49	35	none	trace	3.3	Thaw—Harbor clear.
Nov. 14	47	26	none	none	4.5	Shores clear of ice.

RAILROAD Y. M. C. A. CAMPAIGN.

An energetic campaign for members for the Anchorage branch of the Railroad Y. M. C. A. is being conducted under the auspices of two rival teams, the "Hustlers" and the "Rustlers." The goal has been set for 200 members and much friendly rivalry is being manifested by the teams to enroll the larger number. The campaign began on November 14 and is scheduled to close on November 24, and by the first week in December it is expected that the Anchorage branch will be in active operation.

The "Rustlers" were leading the race for members at the end of the first five days of the campaign. This team is composed of the following: A. B. Cummings, captain; Ed Oldfin, recorder; E. Werner, G. A. Stanton, Frank Schultz, C. T. Boyles and Roy Trachsel.

The "Hustlers" expect to "rustle" into first place at the finish through the efforts of the following personnel: William Fox, captain; E. G. Hinde, recorder; J. A. Wilkinson, E. McPhee, Charles Patten, J. A. Ince, Dan McInnes, John Lund, Oscar Strande, G. K. Sharples, A. F. Gillissen, A. Bedier, L. G. Hartley and Emmet Mondor.

The rival teams meet every evening at supper at the Anchorage mess hall, where special tables have been reserved for them during the campaign. Placards posted above the tables announce the results achieved by the teams each day, and thus general interest in the contest

is maintained. Pictures of the competing teams will appear in the official organ of the association, the Railroad Association Magazine, together with an article on the work at Anchorage.

The annual dues of the Association are \$5, and the initiation fee fixed at \$2, payable \$3 with the application for membership and \$4 within thirty days thereafter. The membership tickets are to be dated from the time the new club house is occupied by the Anchorage branch, and these tickets will be honored generally by the other associations throughout the United States.

U. S. TROOPS ARRIVE.

A detachment of 40 men, of Companies A and C, 14th Infantry, U. S. A., under command of Lt. C. A. Ross, arrived in Anchorage November 17 by the steamer Mariposa and will be stationed permanently at this place. Temporary barracks have been provided for the troops by the Alaskan Engineering Commission.

SUSITNA LIGHT EXTINGUISHED.

The light at the mouth of the Susitna River, which was installed last summer by the U. S. Light House Service as an aid to river navigation, was extinguished on October 25. It will be relighted as soon as the river traffic opens next spring.

FAIRBANKS DIVISION NOTES.

A report received from Nenana, Alaska, under date of November 11, gives the following general information concerning the progress of the construction work of the Fairbanks Division:

Practically all grading work by stationmen has closed down for this season, the few gangs remaining being engaged on heavy gravel cuts, using steam points for thawing material.

The steam shovel at work on the north side of the river is handling about 700 yards per day. This yardage will be increased later when heavier work is encountered. The common material is being thawed by forty steam points and sweaters. Two dinkeys, each hauling ten four-yard cars, are in use.

The driving of piling for the trestles on the completed grade will start on Monday next, the holes for the piling to be thawed by steam points. A large proportion of the stationmen who were engaged on grade work during the summer are now at work on tie, timber and wood contracts.

The power house at Nenana is completed and will probably be ready to furnish the Commission buildings and the town of Nenana with light by Wednesday next. The commissary, bachelor quarters and the general offices are being heated by exhaust steam. The water mains and sewers have been laid and a telephone system is being rapidly installed. All of these utilities are being provided by the Alaskan Engineering Commission.

Eight miles of grading have been completed south of Nenana, and three miles partially completed. About 70 miles of right-of-way have been cleared and a stretch of 31 miles is about 25 per cent cleared.

The following Division buildings are completed, or sufficiently complete so that they can be occupied: Two warehouses, a mess house, a commissary, general office building, two bunk houses, bachelor quarters, a hospital, power house, barn, cold storage and six cottages. A carpenter shop and a machine shop are now under construction.

On October 9, Commissioner Riggs transferred his headquarters from Fairbanks to Nenana, in order to be nearer the scene of active construction.

The coldest weather experienced so far this year at Nenana was 20 below zero and the weather had moderated to such an extent that on November 11 the residents were complaining of the heat.

A telegram from Nenana, under date of November 19, adds the following:

On Wednesday Miss Lisette Riggs threw the switch that turned on the electric light in the Alaskan Engineering Commission's buildings and the town of Nenana. One 75 K. W. unit is now working and the other will be in operation soon.

The carpenter shop and blacksmith shop, now nearing completion, will be electrically operated.

The mild weather has made travel on the river unsafe. The steam shovel is now getting into a heavy cut and operating to capacity.

Enough tie and timber contracts have been let to complete the road to the coal fields and to Fairbanks.

Eight committees have been appointed for the purpose of making suggestions, subject to the approval of Commissioner Riggs, in the interest of economy and efficiency.

FUNDS FOR ANCHORAGE SCHOOLS.

Authority has been received from the Secretary of the Interior, under date of November 15, permitting the expenditure of funds of the Alaskan Engineering Commission sufficient to maintain the Anchorage public schools until such time as other arrangements for their support can be made by the Alaska school officials.

A temporary shortage of territorial funds for educational purposes necessitated the action of the Secretary in the matter.

TALKEETNA DISTRICT CHANGES.

During the absence of Mr. H. F. Dose, transferred from the duties of District Engineer at Talkeetna to Acting Division Engineer of Anchorage Division, Mr. C. H. Bennett, Superintendent of Construction, will act for the District Engineer in matters pertaining to construction, and will be the responsible official for all Commission property in that district.

Mr. R. L. Kuney, Assistant Engineer, will act for the District Engineer in all matters pertaining to engineering work in the Talkeetna District.

NEW TELEPHONE NUMBERS.

The manager of the Anchorage Townsite Telephone Exchange reports, under date of November 16, the installation of the following telephones since the publication of the current telephone directory:

Commission Telephones.

Chairman Alaskan Engineering Commission,	
Wm. C. Edes	94
City Ticket Office, W. G. Hastings	36-K
Dock Timekeeper, G. Mueller	67-Y
Editorial Department, C. W. Jones	80-Y
Engineer Electrical, Herbert Gaytes	94
Property Clerk, F. C. Kobely	87-R
Stores General—Changed from 32 to	32-R
Stationery Department, H. F. Schultz	87-Y

Commercial Telephones.

Alaska Labor Union	18-K
Anchorage Garage	55-K
Bon Marche	96-R
City Auto Service	89-R
Connors, E. C.	95-K
Chase, R. D.	73-Y
Gentz Reo Service	56-Y
Heaton, Edgar	24-X
Hewitt, E. S. & Co.	78-R
Longacre, J. J.	24-Y
Lawson, Louis	77-R
Montana Auto Service	43-K
McCoy, L. C.	74-K
Pioneer Laundry	96-Y
Universal Taxi and Transfer Co.	43-Y

TALKEETNA MAIL SERVICE.

The following is the schedule for the mail service between Anchorage and Talkeetna, effective at once:

Leave Anchorage Monday.
Arrive Camp 174 Monday p. m.
Arrive Kashwitna, Wednesday p. m.
Arrive Montana Creek, Thursday p. m.
Arrive Talkeetna Friday p. m.
Leave Talkeetna Tuesday a. m.
Leave Montana Creek Wednesday a. m.
Leave Kashwitna Thursday a. m.
Leave Camp 174 Saturday a. m.
Arrive Anchorage Saturday p. m.

NOTICE.

Copies of the Alaska Railroad Record are on sale at the following places in Anchorage:

BAXTER'S NEWS STAND
Z. J. LOUSSAC.
J. J. WAIBLE,

SANITARY REGULATIONS.

The attention of the residents of the Townsite of Anchorage is again called to the sanitary regulations requiring that all ashes and garbage be placed in a covered fly-proof can, the can to be so located as to be easily accessible.

The garbage wagon now operated by the Townsite Office will be continued, and the expense incurred thereby will be recovered by quarterly assessment levied against all lots within the Townsite. The lots within the business district will be charged at twice the rate of lots in the residential district.

It will be the endeavor of the Townsite Department to make collections three times a week in the business district, and once a week in the residence districts. Parties not receiving this service will please notify the Townsite Office. Lot owners will be required to furnish garbage cans of sufficient size to contain their garbage and refuse from one collection to another.

As it is the intention of the Townsite Office to make this garbage collection a permanent service, and to secure a thorough collection of all garbage, the co-operation of all residents of the town will be appreciated.

J. G. WATTS, Townsite Manager.

NEW CONTRACTS AWARDED.

Anchorage Division.

The following contracts for construction work on Anchorage Division were approved during the period November 1 to November 15, 1916:

- (1) Felton & Co.—Clearing main line north of Anchorage—to be completed by November 15, 1916.
- (2) A. L. Adair—Cutting logs—to be completed by January 15, 1917.
- (3) P. R. Strong & Co.—Clearing main line south of Anchorage—to be completed by May 1, 1917.
- (4) E. D. Collins & Co.—Clearing main line south of Anchorage—to be completed by June 1, 1917; also a contract for ties and piling, to be completed by June 1, 1917.
- (5) Gust Backstrom & Co.—Clearing main line south of Anchorage—to be completed by June 1, 1917.
- (6) Gust Backstrom & Co.—Placing log culverts, main line south of Anchorage—to be completed by June 1, 1917.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, November 4, 1916, was as follows:

Commissioner's Office, Anchorage	28
Shops and Yards, Anchorage	209
Transportation Service, Anchorage	36
Store and Dock Departments, Anchorage	358
Accounting Department, Anchorage	21
Disbursing Office, Anchorage	7
Hospital Department, Anchorage	16
Townsite Department, Anchorage	27
Telegraph and Telephone Department	103
Track, Bridge and Ballast Crews—Main Line	361
Turnagain Arm District	543
Matanuska District	254
Talkeetna District	160
	2132
Stationmen and Laborers—All Districts	687

Grand Total all employees Anchorage Division ... 2819

AGRICULTURAL DEVELOPMENT IN ALASKA.

Some interesting statistics have been compiled by the Land and Industrial Department of the Alaskan Engineering Commission relative to the production of crops for the season of 1916 and the commercial demand for agricultural products in towns along the line of the Government railroad in Alaska.

In the early part of the summer 426 homesteaders were asked for information as to the crops that would be raised by them. At the same time 107 merchants, mine operators and others were requested to estimate the amount of agricultural products they could use in their business during the current year.

The object of the Commission in obtaining this information was to endeavor to secure a closer co-operation between the farmers and the merchants, for the purpose of having the farmers supply and the merchants purchase from them all the agricultural products they required in their business, instead of shipping these necessities to Alaska from the States. The homesteaders in the past have complained that they could not dispose of their crops to the merchants, since the latter persisted in importing produce that is readily raised in practically every section of Alaska. Seventy of the homesteaders and seventeen of the merchants have so far replied, and from the information furnished by them the following statistics have been compiled:

(The demand in the first nine items below includes the amount used by the Alaskan Engineering Commission. In practically every instance the homesteader has reserved a portion of his crop for his own use.)

Item	Measure	Agricultural Production 1916	Demand by Merchants
Potatoes	(Tons)	922.4	1264.85
Rutabagas	"	95.65	34.78
Turnips	"	80.33	55.20
Cabbage	"	82.42	60.90
Cauliflower	"	3.35	6.25
Turnips	"	4.36	17.60
Carrots	"	55.62	70.30
Beets	"	11.41	14.58
Onions, Dry	"	.26	126.58
Onions, Green	(Plants)	18,360	21,600
Celery	"	30,440	18,150
Lettuce	"	11,380	26,400
Radishes	"	12,200	21,800
Spinach	(Pounds)	745	2,540
Peas, Green	"	3,500	2,830
Rhubarb	"	3,500	9,700
Tomatoes	"	11,000	2,400
Cucumbers	"	1,430	3,965
Strawberries	(Crates)	6.2	290
Raspberries	"	52	165
Cantaloupes	(Number)	300	9,900
Parley	(Tons)	50.42	68.55
Rye	"	6.17	2.
Wheat	"	15.10	56.
Oats	"	118.26	1,311.25
Hay	"	390.37	1,345.
Clover	"	8.75	0.
Alfalfa	"	3.12	104.
Butter	(Pounds)	1,040	224,370
Milk	(Gals. Daily)	15	23
Cheese	(Pounds)	0.	34,200
Eggs	(Doz. Daily)	35	466
Chickens	(Number)	873	1,550
Hogs	"	62	60
Sheep	"	0	110
Calves	"	6	20
Cows	"	9.	0
Horses	"	46	2
Wagons*	"	21	-
Farm Implements*	"	113	-

*Last two items apply to homesteaders, showing the number they have on hand.

The total area which the homesteaders state they have under cultivation is over 540 acres.

From the above statement it is apparent that in practically every instance the demand for agricultural products far exceeds the production. This is evidence of the opportunity awaiting those who contemplate engaging in agriculture in Alaska. The fertile valleys of the Territory can be made to yield a production amply sufficient to care for the needs of Alaska's rapidly-increasing population, as well as to furnish support for a vast number of new settlers. When these lands finally receive the development they so well merit the importation of foodstuffs will become a thing of the past.

OFFICIAL CIRCULARS.**NON-EXPENDABLE PROPERTY.**

Department of the Interior.
Alaskan Engineering Commission.
Circular No. 138. Anchorage, Alaska, Nov. 13, 1916.

TO ALL CONCERNED:

It is noted that in most cases covering losses of non-expendable property, the loss is not reported until such time as a re-check is made by the Property Department, instead of being reported immediately as per instructions issued in Stores Bulletin No. 14, which has been approved by this office.

For the information of all concerned, I desire to advise that in the future all persons who have signed for receipt of non-expendable property and who do not report losses as they occur or within a period of thirty days, can not expect to be relieved of the charge for same unless they can show that they were unable to conform to the regulations governing property accounting, owing to unavoidable circumstances.

It is also frequently asserted when attention is called to shortages that the items in question were never received, even though invoices covering the charges have been made to the Property Clerk signed and no exceptions made. Hereafter this statement will not be considered sufficient to grant relief from responsibility for non-expendable property, as exceptions to charges must be made at the time that receipt is submitted for signature, in order to be entitled to consideration for adjustment.

F. MEARS, Commissioner.

ACTING DIVISION ENGINEER.

Department of the Interior.
Alaskan Engineering Commission.
Circular No. 139. Anchorage, Alaska, Nov. 15, 1916.

TO ALL CONCERNED:

Effective November 20th, Mr. H. F. Dose is appointed Acting Division Engineer. He will take charge of all work in this division during the absence of the undersigned.

F. MEARS, Commissioner.

HOLIDAY ANNOUNCEMENT.

Department of the Interior
Alaskan Engineering Commission
Circular No. 140. Anchorage, Alaska, Nov. 16, 1916.

TO ALL CONCERNED:

Thanksgiving Day, Thursday, November 30, will be observed as a holiday at these headquarters and as far as practical in the various districts in this Division.

F. MEARS, Commissioner.

DAMAGED MESS HOUSE EQUIPMENT.

Department of the Interior
Alaskan Engineering Commission
Circular No. 141. Anchorage, Alaska, Nov. 18, 1916.

TO ALL CONCERNED:

Please use the following procedure in the future in regard to damaged mess-house equipment:

As soon as any heating stove, kitchen range, kitchen utensils, or other paraphernalia pertaining to the mess house is in need of repair, have same shipped to the General Storekeeper, Anchorage, at first opportunity, notifying him of shipment.

The General Storekeeper will immediately take steps to have this equipment put in good repair at Anchorage Shops, and held for re-issue.

At the present moment there are broken stoves and damaged kitchen utensils scattered around in the various construction districts and in the terminal yard at Anchorage, which, with very little work, could be made as good as new.

All heads of departments are directed to give this matter immediate attention. F. MEARS, Commissioner.

ORGANIZATION CHANGES.

Department of the Interior
Alaskan Engineering Commission
Circular No. 142. Anchorage, Alaska, Nov. 18, 1916.

TO ALL CONCERNED:

Effective this date, Mr. Fred Lilyman will take charge of the operation of all bachelor quarters at Anchorage headquarters. The several janitors who are now assigned to the care of bachelor quarters will be transferred from the Chief Steward's payroll to Mr. Lilyman's payroll. Mr. Morton will carry the time of these janitors to and including November 30. Effective December 1 they will be taken up on Employment Bureau's payroll.

F. MEARS, Commissioner.

ANCHORAGE BACHELOR QUARTERS.

Department of the Interior
Alaskan Engineering Commission
Circular No. 143. Anchorage, Alaska, Nov. 18, 1916.

TO ALL CONCERNED:

Employees of the Commission desiring to occupy bachelor quarters at Anchorage Terminal will be required to make regular application for quarters. This application should be approved by the Department Head and referred to Mr. Lilyman for assignment.

Those employees of the Commission who are now utilizing bachelor quarters under the old system will immediately make application through their department offices for the rooms or bunks they are now occupying.

Employees regularly occupying quarters are prohibited from changing their quarters without reference to Mr. Lilyman's office. If any change of assignment is desired, application for same should be made, through their department office, to Mr. Lilyman.

When new employees are engaged in any department, the department office should make it their business to see that necessary arrangements are made to furnish quarters to those entitled to same, following the above outlined procedure.

When any employee occupying bachelor quarters leaves the service the department office interested should notify Mr. Lilyman that the quarters are to be vacated.

F. MEARS, Commissioner.

ELECTRIC LIGHT RATES.

Department of the Interior
Alaskan Engineering Commission
Telegraph and Telephone Department.
Electric Light and Power Tariff No. 1.
Anchorage, Alaska, Nov. 9, 1916.

The following rates for furnishing electric energy are announced effective December 1, 1916:

15c per kilowatt hour for the first 100 kilowatt hours.

12c per kilowatt hour for energy consumed within the month in excess of the first 100 kilowatt hours.

E. R. McFARLAND, Superintendent.

Approved: F. MEARS, Commissioner.

WAGE SCHEDULE CHANGES.

Department of the Interior
Alaskan Engineering Commission
Supplement No. 11 to Wage Schedule No. 4:

The following rates are authorized for work on this Division:

Principal of School, \$200.00.

School Teachers, \$125.00.

Fire Chief, Anchorage Townsite, \$125.00.

Issued November 18, 1916. Effective November 18, 1916.
F. MEARS, Commissioner.

NEW TRANSPORTATION FORMS.

Department of the Interior
Alaskan Engineering Commission

Transportation Circular No. 18.

Anchorage, Alaska, Nov. 16, 1916.

TO ALL CONCERNED:

The following new forms have been received and the necessary supply forwarded to the various agents for their use:

FORM 391—CERTIFICATE OF WEIGHT.

This form will be used by agents in certifying to weights of shipments when requested by officials and other agents.

FORM 392—FREIGHT BILLS SENT TO OTHER STATIONS FOR COLLECTION.

This form will be used by agents in transmitting freight bills from their station to other stations for collection.

FORM 393—REQUISITION FOR TICKETS.

This form will be used in requisitioning tickets, and will be forwarded to the Commissioner's Office.

FORM 394—"SHORT FREIGHT" RECEIVED OR DISPOSITION OF "FREIGHT OVER".

This report to be made by agents to cover short freight received or disposition of freight over.

FORM 395—DAILY REPORT OF CASH REMITTED TO SPECIAL DISBURSING AGENT.

This form to be prepared to accompany remittances made by agents and conductors to special disbursing agents.

FORM 396—TRACER FOR DISPOSITION OF REFUSED OR UNCLAIMED FREIGHT.

This form to be prepared by agents to cover refused or unclaimed freight at their stations and forwarded to the Commissioner's Office.

FORM 398—STATION RELIEF CLAIM.

Prepared by agents requesting relief of charges billed against them.

FORM 399—TRAIN CONSIST.

To be prepared by agents at Terminal Stations and wired to Chief Dispatcher.

FORM 400—FORWARDING AGENT'S NOTICE TO SHIPPER OF FREIGHT UNCLAIMED OR REFUSED AT DESTINATION.

To be prepared by forwarding agents upon advice received from agent at destination of all freight forwarded by them which remains at destination unclaimed.

FORM NO. 401—REPORTS OF CARS PICKED UP OR SET OUT AT STATIONS.

To be prepared by train conductors in accordance with instructions contained on the reverse side of this form.

FORM NO. 402—ORDER FOR DELIVERY OF FREIGHT TO DRAYMEN.

To be prepared by consignees authorizing draymen to receive freight for them. Executed copies of this form to be kept on file in the agent's office.

FORM NO. 403—WEEKLY REPORT OF COMPANY FREIGHT WAYBILLS RECEIVED.

This form to be prepared by agents to cover all company freight waybills received, and transmitted to the Accounting Department.

FORM NO. 404—COPY OF FREIGHT BILL.

To be used when additional copy of the freight bill is requested by consignee.

FORM NO. 405—TRACER FOR DELIVERY OF FREIGHT.

To be prepared by agents upon consignor's request for advice on arrival and delivery of freight.

FORM NO. 407—REPORT OF (Audited or Spot Cash) BILLS RECEIVED FOR COLLECTION.

To be prepared monthly by station agents to cover bills received by them for collection, and forwarded to the Accounting Department.

FORM NO. 408—STATEMENT OF STORAGE ON FREIGHT.

To be prepared monthly by agents to show storage charges accruing on freight received at their stations.

FORM NO. 411—WAYBILL OF REGISTERED PACKAGE LABELS.

To be used by Agents, Train Baggage men and Heads of Departments in handling registered packages. This form, however, will not be put into use until registered labels have been received, Form No. 417.

FORM NO. 413—POSTAL CARD ADVICE TO CONSIGNEES OF FREIGHT RECEIVED AT STATIONS CONSIGNED TO THEM.

To be prepared by agents to cover excess baggage handled by them.

FORM NO. 415—EXCESS BAGGAGE REPORT.

To be prepared by agents to cover excess baggage handled by them.

FORM NO. 416—MONTHLY REPORT OF UNCOLLECTED FREIGHT BILLS, INCLUDING SHORT, PREPAID, AND UNCLAIMED FREIGHT.

To be prepared monthly by agents to cover such items as called for and forwarded to the Accounting Department.

The following forms are prepared in copying ink, and agents will take impression copies of such forms in the proper book kept at their stations for that purpose:

FORMS			
392	398	403	409
394	400	405	413
396	402	407	415
	416		

F. MEARS, Commissioner.

PROPOSAL FOR TIES.

Department of the Interior
Alaskan Engineering Commission,
November 17, 1916.

Sealed proposals will be received until 2:00 p. m. Saturday, November 25, 1916, for the furnishing of 50,000 railroad

ties on the Matanuska Branch north of Kings River; 30,000 railroad ties on the Main Line between Anchorage and Matanuska; 40,000 railroad ties on the Main Line between Little Willow Creek and Sheep Creek. Final delivery to be June 1, 1917. Bids must be enclosed in sealed envelopes and addressed to the General Storekeeper, Anchorage, Alaska, and plainly marked "PROPOSAL FOR TIES." For further information apply at the above office. F. MEARS, Commissioner.

SPUR TRACK INSTALLED.

A spur track 230 feet in length has been placed at station 3584 plus 20, main line north of Anchorage, and leased for one year to Milo Jonovich. This spur will be used by the lessee in making shipments of firewood to the Anchorage market. The lease provides that the track material is to be furnished by the Commission and that the lessee shall bear the expense of the necessary grading and the labor cost of installing both the main line switch and the spur track. The Commission reserves the right to cancel the lease if the number of shipments of firewood falls below an average of two carloads per month.

MISSING MEN.

Inquiry has been made of the Alaskan Engineering Commission concerning the addresses of the following persons who are supposed to be in this section of Alaska:

J. G. Day, formerly of Gloster, Miss, R. F. D. 1. He is requested to write to his family at that place.

* * * *

W. J. Bishop, formerly of Marfa, Texas. He is requested to write to Mrs. Mary Bishop, P. O. Box 305, Marfa, Tex.

* * * *

Peter Bernardo, formerly of Newark, New Jersey. He is requested to write at once to Mrs. Bernardo, 748 Bergen St., Newark, N. J.

* * * *

Carl Hange, a native of Norway, formerly of Everett, Washington. His mother, Mrs. Inga Hange, Box 145, Treadwell, Alaska, is very anxious to hear from him.

NOTICE.

It is desired that all employees having families notify the General Storekeeper of their winter requirements for wood, showing the number of ricks or cords desired, together with length of same. This procedure is necessary in order that the Storekeeper may go ahead on a reasonable basis and have this wood cut and delivered as fast as available.

As soon as the order is completely delivered at any employee's house, the General Storekeeper will request settlement for the same in the usual manner.

F. MEARS, Commissioner.

RETAIL COMMISSARY HOURS.

The retail commissary at Anchorage is open for business from 8 a. m. to 5 p. m. every week day. It is closed all day on Sundays and holidays.

BOATS LEAVE FOR WINTER QUARTERS.

The tugs L. Roscoe and Anne W., with a tow of six barges, left today for Seldovia and Seward where the boats will be placed in winter quarters. The two tugs and the barge Lawrence will remain in Seward, and the other barges will be placed on the ways at Seldovia. Captain J. E. Peterson will have charge of the floating equipment left at Seward for the winter.

ALASKA Railroad Record.



Volume I.

ANCHORAGE, ALASKA, TUESDAY, NOVEMBER 28, 1916.

No. 3

Alaska Railroad Record

Official Publication of the Alaskan Engineering
Commission.

The purpose of the ALASKA RAILROAD RECORD is to furnish each week in a concise form current information concerning the operation and construction of the Government railway system in Alaska. The subscription price is \$1 per year for delivery in the United States and its possessions, and in Canada, Cuba, Mexico and Panama. Single copies 5 cents.

For delivery in other countries, to which the paper must be forwarded under foreign postal rates, a charge of 50 cents is added for postage, making the subscription \$1.50 per year.

Yearly subscriptions are entered as beginning at the first of the quarter of the year in which received and expire at the beginning of the corresponding quarter of the following year. When subscriptions are received after the beginning of a quarter the back numbers which have been issued during that quarter will be forwarded when available.

The paper is published free to United States Government departments, representatives of foreign governments, public libraries and employees of the Alaskan Engineering Commission.

Remittances for subscriptions may be forwarded to the ALASKA RAILROAD RECORD at the address below.

Address all Communications:

ALASKA RAILROAD RECORD,
Anchorage, Alaska.

Seward Division Notes.

A report from Seward, under date of November 23, gives the following general information concerning the work of the Seward Division:

Alaska Northern Railway.

The main line of the Alaska Northern Railway has been relocated from Seward to Mile 45. To date, 22 miles of the old line have been fully reconstructed into a standard roadbed by stationmen and extra gangs, and substantial improvement made both in grade and alignment. Ten station gangs are still at work on line changes between Seward and Mile 59.

Six miles of old, second-hand 56-lb. steel rail have been replaced by new 65-lb. and 70-lb. rails, and the remaining eleven miles of 56-lb. steel will be replaced in the spring.

All the old Alaska Northern bridges from Seward to Kern Creek have been inspected and the necessary repairs made to permit the operation of light traffic. A new timber bridge consisting of five 56-foot pony truss spans has been completed across Resurrection River at Mile 3.

About 19 miles of roadbed between Seward and Mile 40 have been ballasted. Contracts have been let to Sweeney and McDonald for the culvert work between Kern and Glacier Creeks, and to J. D. Johnston between Mile 9 and Mile 12.

Seward Dock.

The construction of the Seward commercial dock is progressing satisfactorily, the main part of the dock being about 85 per cent complete. Pile driver and bridge crews are now putting in the railroad and street ap-

proaches. Treated piling exclusively has been used on the work.

Seward Yards.

Additional material and industrial spurs and side tracks have been graded and ballasted within the yard limits, and a rail approach to the Seward dock constructed.

Kern Creek Work.

Station contracts have been let for practically all the clearing and grading between Kern Creek and Glacier Creek. Headquarters for this work have been established at Kern Creek, the end of steel, where a warehouse, powder magazine and camp buildings have been built for the storage and distribution of the construction material and supplies necessary for the winter's work. Communication between Kern and Glacier Creeks has been greatly facilitated by the construction of a sled trail between the two places.

All the timbers and iron for the Kern Creek bridge have been delivered at the bridge site and construction work is moving ahead rapidly. The piling for piers, bents and false work have already been driven.

Force Report.

There were 747 employees on the payrolls of the Seward Division on Saturday, November 18, distributed as follows:

Headquarters Office	10
Engineering	36
Shops and Yards	43
Stores and Dock	22
Track, Grade, Ballast and Bridges	398
Stationmen	186
Stationmen's Laborers	52

ASSIGNMENT OF COTTAGES.

The cottages erected by the Alaskan Engineering Commission on Blocks 16 and 17, Anchorage Townsite, for the use of Commission employees have been assigned as follows:

Block 16.

House No. 23—lot 14	W. DeLong
House No. 24—lot 8	T. L. Murphy
House No. 25—lot 7	J. G. Watts
House No. 26—lot 8	Dr. C. C. Benedict
House No. 27—lot 9	R. N. Moyer
House No. 28—lot 10	R. D. Chase
House No. 34—lot 12	E. O. Arbuckle
House No. 36—lot 11	K. K. Kuney

Block 17.

House No. 16—lot 1	F. U. Mayhew
House No. 17—lot 2	H. B. Wilkinson
House No. 18—lot 3	C. Watson
House No. 19—lot 4	J. H. Robinson
House No. 20—lot 5	F. C. Kobely
House No. 21—lot 6	A. Christensen
House No. 35—lot 7	Fred Lilyman

ANCHORAGE DISBURSING OFFICE.

The total disbursements of the office at Anchorage for the period November 15 to November 21 totaled \$79,216.42. The payment of salaries and wages amounted to \$58,309.87; for local purchases \$898.47; to contractors \$18,501.91; other expenditures \$1506.17.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending November 18:

MAINTENANCE OF WAY.

Tracklaying.

During the week a total of 1703 feet of track was laid in the wye at Kings River. The steel gang will be laid off on Sunday, November 19.

Bridges—Matanuska Branch.

The bridge work on the Matanuska Branch has been completed for the winter, and the bridge gang working there transferred to the jurisdiction of the Matanuska District Engineer for the purpose of driving bridges on the Main Line north of Matanuska.

Buildings.

Machinery has been installed in the Cold Storage Plant and placed in operation, with excellent results.

The contract work on the three-room cottages on Anchorage Townsite is practically completed. The Commission's forces will install the cupboards and other necessary conveniences not shown on the original plans. All of these cottages are now plastered, with the exception of Nos. 20 and 31.

No carpenter work was done on the Commissioner's residence or on the Anchorage School Building during the past week.

A large force has been working on the interior woodwork in Cottage No. 21, which is now practically completed. The work on Hospital No. 2 was hurried as much as possible; the carpenter work at the Power Plant was completed.

Painting.

Difficulty has been experienced in securing a sufficient number of painters to keep up with the finished carpenter work. At the Machine Shop about 75 per cent of the first coat has been applied.

Water Service and Plumbing.

The plumbing of Cottages Nos. 25 and 36 has been completed. A small force has been at work on the other cottages, the plumbing being installed as fast as the carpenter work permitted. At Hospital No. 2, the plumbing work is complete, with the exception of placing three fixtures. During the week five fixtures were installed in the General Office Building and four in Bunk House No. 3.

Steam Heating.

The Central Heating Plant was practically completed and is now in operation. Forces were also at work on Hospital No. 2, Anchorage School Building and on the Commissioner's residence.

Mechanical Department.

Running repairs were made on engines Nos. 1, 221, 265 and 280 during the week. New grates were placed in Engine No. 280.

The heating system piping was taken out of Coach No. 1 and a stove installed. Considerable work was done in connection with the installation of machinery in the Cold Storage Plant. A large number of miscellaneous jobs were finished by the shop during the week.

Electrical Department.

Good progress was made in the installation of machinery at the Power Plant. Two of the boilers were given trial tests and are now ready for service.

Miscellaneous.

The station gang re-sloping and widening the cut from Station 3974 to 3990 have completed their contract.

Work was started on a mess hall for the use of the detachment of the 14th Infantry now stationed at Anchorage. The size of the building is 30 x 40 feet.

MATANUSKA DISTRICT.

Matanuska Branch.

Work on the Matanuska Branch is still confined to the

building of camps and roads and miscellaneous work preliminary to the letting of station contracts.

The camp at Kings River is about 80 per cent complete and construction of Camp 28, about three miles east of Kings River, has been started. At the forks of the Chicaloon and Matanuska Rivers, Mile 36, work on the winter camp is progressing satisfactorily and is now about 50 per cent complete. The wagon road between Kings River and Mile 28 will be completed during the coming week, as will the pack trail over the first two miles west of the Chicaloon forks.

Next week construction of a wagon road from Mile 36 to Mile 38 will be commenced, and when this is finished all the wagon roads planned for this fall will have been completed.

Most of the head stationmen to whom contracts are to be let are now on the ground, accompanied by members of their gangs, and are temporarily engaged building camps and performing miscellaneous force account work. The gangs will be moved to their stations as fast as contracts are let.

Among the station gangs to receive contracts are the following, consisting of 10 to 25 men each:

Erickson & Co., Pappadis & Co., John Furno & Co., Henry Johnson & Co., Aronson & Co., Delich & Co., Kargin & Co., Shedin & Co., Pappas & Co., Henry Hanson & Co., Svarko & Co., Pete Iverson & Co., Jankow & Co., Nick Davis & Co. and Mike Divyak & Co.

Resident Engineer Spangler of Residency F, with headquarters at the mouth of the Chicaloon River, has moved to his work, and Resident Engineer Young of Residency E, with headquarters at Mile 28, will be moved to his work on November 27. Assistant Engineer Archibald, now in the hospital, will probably be able to resume his duties within two weeks.

Main Line.

Owing to open weather, work on the Main Line is progressing very favorably, and by the first of December all but five or six contractors will have finished their stations. It is expected that these latter will complete their work about Christmas.

The camp force at Camp 174 has been reduced to a minimum and Mr. L. F. Vaile's residence party disorganized, releasing him for his duties as Assistant Engineer. Mr. J. E. Prendergast, Resident Engineer at Camp 166, will handle the work on Mr. Vaile's former residency in future and will also take over the uncompleted section of Mr. Young's residency as soon as Mr. Young is transferred to the Branch Line.

Hathaway & Co., the last of the right-of-way contractors at work north of the Little Susitna river, will finish their contract next week.

It is proposed to advertise for bids next month covering right-of-way clearing from the end of the present cleared section just south of Willow Creek to the end of the Matanuska District at Sheep Creek. This contract will be let to an organization with a sufficient number of men to keep them on the work until May 15, 1917. This will dispose of the objection to winter clearing of right-of-way, as the contractors will be able to come back over their work in the spring after the snow is gone and clean up fallen timber covered by snow during the winter.

A camp building outfit is being organized to construct camps on the Main Line north of the Little Susitna River, and this camp construction, as well as the freighting of supplies, will be started as soon as there is sufficient snowfall.

A piledriver gang will begin work early next week, starting north on the Main Line and driving all trestles as they advance. This will prevent any delay to tracklaying in the spring on account of undriven trestles.

Matanuska Townsite.

Practically all work on the townsite has been completed. The streets, roads, culverts and crossings are in fairly good shape. The water system has been completed and should cause no further trouble during the winter.

The four cottages being built for married employees are about 75 per cent completed and should be ready for occupancy by November 30.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

Satisfactory progress is being made with the clearing

of right-of-way between Indian and Glacier Creeks. The stretch from Anchorage to a point three-quarters of a mile north of Indian Creek is practically finished.

Grading.

The steam shovel working in the cut north of Big Rabbit Creek continues to make good progress. The material is being hauled south $1\frac{1}{2}$ miles and used to fill in the temporary trestle just north of Little Rabbit Creek. The temporary approach trestles to Big Rabbit Creek were filled in during the week, the crown of the fill being about 12 feet wide.

The station gang north of Potter Creek, working double shift, is removing about 400 yards of material per day. Three station gangs just south of Potter Creek and eight gangs in the vicinity of Rainbow Creek are doing good work. Tsakamis & Co. will finish their contract at Rainbow Creek within a few days. Next week twelve station gangs will sign contracts for grading work.

Buildings.

The repairs to the warehouse at Rainbow Creek, which was damaged by wind, will be completed as soon as roofing paper is received.

Miscellaneous.

Progress on the permanent camps is slow on account of the difficulty of getting material over the trail. Recent thawing weather has made the trail between Potter Creek and Indian Creek practically impassable for horses.

The district office has been established at Potter Creek, and the office force moved to their new quarters this week.

The field hospitals at Sheep Creek and Rainbow Creek are about 75 per cent completed.

Resident Engineer Edes moved from Big Rabbit Creek to McHugh Creek during the week.

Trail.

The trail has been completed to the connection with the Seward Trail at Indian Creek.

TALKEETNA DISTRICT.

Grading.

All grading contracts in this District have been closed for the season; as have all contracts for clearing right-of-way. The only contracts remaining in force are those for crib logs and firewood.

Camps.

Camps 210, 213, 217 and 232 have been abandoned and all tents and other supplies stored for the winter. Camp 207, at Montana Creek and Camp 223 at Talkeetna have been reduced to caches with only sufficient force left there to protect the supplies. Camp 241 has been converted into an engineers' camp only, with L. C. Porter, Resident Engineer, in charge.

New Camps.

A cache has been established near the mouth of the Kashwitna for mail service, and preparations are under way to convert this cache into a road house to be operated under the direct supervision of a Commission official. Fairly permanent buildings will be erected there, to be used as stopping places by men leaving the upper river during the winter and those returning to work before navigation opens in the spring. Later when construction work in this vicinity is resumed these cabins will serve as store houses.

At Mile 221 a new camp has been established to care for the forces engaged on the crib work, south of Talkeetna. With these changes, shelter and food can be secured at the following places between Kashwitna and Indian River:

- Kashwitna, approximate mile 195, cache.
- Montana Creek, approximate mile 207, cache.
- Bluff Camp, approximate mile 221, camp.
- Talkeetna, approximate mile 223, cache.
- Camp 241, approximate mile 241, engineers' camp.
- Dead Horse Hill, approximate mile 245, camp.
- Engineers' Camp, approximate mile 255, engineers' camp.

Force.

The only camps where provision has been made to accommodate a fairly large force are at Bluff Camp at Mile 221 and at Dead Horse Hill Camp, Mile 245.

It is estimated that a force of possibly 60 men will be employed at Camp 221 in connection with the crib work there during a portion of the winter. At Camp 245, Dead Horse Hill, the force should be considerably less, since only the sawmill crew, and possibly some loggers, will be working out of that place. The headquarters of the Talkeetna District Office will also be located for the winter at Camp 245.

The camps at Mile 241 and 255 (approximately) are resident engineering camps only.

Mail Service.

Regular mail service between Anchorage and Talkeetna has been inaugurated, and it is thought, in view of the good trails and roads prepared during this month, that no difficulty should be experienced in securing a weekly service between these points after December 1st.

TELEGRAPH & TELEPHONE DEPARTMENT.

Seward Division.

Storms and floods between Spencer Glacier and Kern Creek made extra work for the construction force. Owing to a detour in the line at Mile 53, the snow slide at that point did no damage to the wires. When the trestle at Twenty Mile River went out during the recent floods, the brackets holding the through wire pulled loose, fortunately preventing serious interruption.

The Seward wire between Summit and Anchorage experienced a severe sleet storm during the week. The wire, of old solid copper, was covered with from one to three inches of ice and broken in probably fifty places within five miles.

As Summit can get telephonic communication with Anchorage via Indian Creek, it is deemed inadvisable to put more expense on that part of the line between Summit and Whitney's Ranch. With a view to possible abandonment, arrangements for a telegraph circuit via Turnagain Arm are being made in conjunction with other work in that direction.

Anchorage-Matanuska.

All the telephones on this line have been cut in on the copper-clad metallic pair, and the new circuit is giving excellent service. The single copper wire heretofore used as a grounded telephone circuit has been changed into a telegraph, and will also be used for trunking telephone calls from beyond Matanuska to Anchorage when the other telephone circuit is busy.

Matanuska Branch.

A force of four men and one foreman is engaged on temporary construction between Kings River and Chicaloon. This will be a difficult piece of work owing to the necessity of running the wire near the Matanuska River and on the cliffs, so that it may be reached by the numerous construction camps along there next season.

Turnagain Arm Line.

Contacts for three wires have been provided for from Anchorage to within one mile of Potter Creek.

Electric Light and Power.

The roughing-in of wiring in the Government cottages has been completed. Work was done on the Anchorage Fire Hall, fixtures hung in Hospital No. 2 and Bunk House No. 4, and there were some changes made in the wiring of a few of the cottages.

Preparations are under way for moving the electric lighting plant from the dock, where it is not needed during close of navigation, to support the small plant now in operation near the general office building.

The electrical part of the construction in the machine shop and power plant is keeping abreast with the other work.

On the outside plant, nearly all the poles have been set ready for cross-arming and but a few anchors remain to be planted.

Townsite Telephone Exchange.

The exchange service for the past week has been very unsatisfactory, due principally to the work of changing the switchboard from the temporary quarters in the general office building to the telegraph and telephone building on Fourth Avenue.

The number of commercial telephones in use was 90; Commission telephones in use 58; and the number of withheld orders 17. No telephones were installed during the week.

RAILROAD TRAIN SCHEDULE.

Anchorage, Alaska, Nov. 18, 1916.

Transportation Circular No. 19.

(Supersedes Transportation Circular No. 14, dated October 30, 1916.)

Effective 12:01 a. m. Wednesday, November 22, 1916, a mixed passenger and freight train will be run between Anchorage and Matanuska, Matanuska and King and between Anchorage and Rabbit on the following schedule:

NORTHBOUND		MAIN LINE		SOUTHBOUND	
Monday Wednesday and Friday, only.				Tuesday, Thursday and Saturday, only.	
Leave 9:00 a. m.		0.0 Anchorage		Arrive 2:45 p. m.	
	9:25	4.9	Whitney.		2:30
	9:55	7.3			2:10
	10:40	12.2	Kuney		1:35
	11:00	9.7			1:10
Arrive 11:30 a. m.		21.9	Birchwood	Leave 12:40 p. m.	
		5.6			
		27.5	Eklutna		
		9.0			
		36.5	Matanuska.		
NORTHBOUND		MATANUSKA BRANCH		SOUTHBOUND	
Monday, Wednesday and Friday, only.				Tuesday, Thursday and Saturday, only.	
Leave 12:45 p. m.		36.5 Matanuska		Arrive 11:40 a. m.	
	1:20	6.4			11:10
	1:55	42.9	Palmer		10:30
	2:32	6.6			9:35
Arrive 2:40 p. m.		49.5	Moose Creek	Leave 9:30 a. m.	
		9.2			
		58.7	Granite		
		1.9			
		60.6	King.		
SOUTHBOUND		MAIN LINE		NORTHBOUND	
Tuesday, Thursday and Saturday, Only.				Tuesday, Thursday and Saturday, Only.	
Leave 1:00 p. m.		0.0 Anchorage.		Arrive 2:10 p. m.	
	1:15	5.0			1:55
Arrive 1:30 p. m.		5.0	Campbell.	Leave 1:40 p. m.	
		5.4			
		10.4	Rabbit.		

Mixed train leaving Anchorage northbound will stop just North of road crossing, Terminal Yard, Anchorage. This schedule is NOT in effect as a time card authorizing the movement of trains, and all trains will continue to run extra as heretofore. However, for the information and guidance of all concerned, the trains covered by this schedule will not leave any station at which time is shown ahead of the designated time.

Owing to working conditions this schedule is only tentative, and the Commission reserves the right to change it without notice.

F. MEARS, Commissioner.

DAILY WEATHER DATA.

The following table shows the weather conditions prevailing at Anchorage during the period November 15 to November 21, inclusive:

DATE	TEMPERATURE		PRECIPITATION		WIND Miles per Hour	CONDITION OF HARBOR
	Max.	Min.	Snowfall	Snow on Ground		
Nov. 15	42	31	none	none	3.7	Very little ice.
Nov. 16	44	34	none	none	3.7	Harbor clear.
Nov. 17	41	32	2.0	1.5	5.6	Harbor clear—Calm.
Nov. 18	40	29	0.5	1.5	4.6	Harbor clear—Calm.
Nov. 19	42	28	none	1.0	6.5	Smooth water.
Nov. 20	34	23	1.5	2.5	6.3	Smooth water.
Nov. 21	26	11	1.0	3.0	5.4	Slush ice appears.

ALASKA NORTHERN SCHEDULE.

A mixed passenger and freight train leaves Seward for Kern Creek and way stations every Monday, Thursday and Saturday at 7 a. m., returning to Seward the same day.

MAILING POINTS FOR TELEGRAMS.

The mailing point for telegrams addressed to Susitna and Knik is Anchorage, as the team carrying the mail to these places does not go via Matanuska.

Telegrams for Talkeetna should be mailed to Matanuska, care of the District Engineer, who will make delivery to the mail carrier.

STATION BUILDING AT KING.

A suitable station building is to be erected by the Commission at King, the end of track on the Matanuska Branch Line. The structure will provide accommodations for the handling of freight and passengers and also serve as a residence for the station agent soon to be placed at that point.

PERSONAL

M. P. Cotter, of the Anchorage Disbursing Office force, left on Monday for Talkeetna to deliver the pay checks to the employees of that district.

Gerald F. Gill, of the Drafting Department, Seward Division, leaves next week for San Francisco. After spending the holidays in California he will make a trip East.

James E. Roper, of the Seward Division engineering force, will leave on the S. S. Alameda for his home at Washington, D. C., to spend the holidays.

H. P. Warren, formerly Engineer Maintenance of Way at Anchorage, has been transferred to the Seattle office of the Commission. He left on Friday to assume his new duties.

Commissioner F. Mears left on Friday morning for Seward, en route to Seattle, and Washington, D. C., on business for the Commission. He expects to return to Anchorage in February.

RAILROAD Y. M. C. A.

The ten-day campaign for members inaugurated by the Anchorage Branch of the Railroad Y. M. C. A. closed on November 24, and resulted in the enrollment of 136 names and the collection of \$598 for dues and initiation fees. It is expected that at least 200 members will have been secured before the close of the year.

The annual fee for non-resident members has been fixed at \$3. This should appeal especially to the large number of employees stationed at the various construction camps and who only visit Anchorage occasionally. It is intended to reserve the second floor of Hospital Building No. 1 for the use of transient members. Lodging will be furnished at a reasonable price, and the revenue so derived will be applied to the reimbursement of the Commission for furniture, bedding and other supplies furnished and for the expenses of the upkeep of the rooms.

ANCHORAGE RIFLE CLUB.

The employees of Anchorage Division are manifesting much interest in the recently organized Anchorage Rifle Club. Already 32 members have been enrolled and many others have signified their intention to join the organization. Lt. C. A. Ross, of the 14th U. S. Infantry, has volunteered to act as instructor and to furnish coaches for the individual members. Seventeen rifles have been received from the Benicia Arsenal for the use of the club and more will be forwarded later.

The Anchorage club has affiliated with the National Rifle Association of Washington, D. C., and will be governed by the rules and regulations of that body.

Applications for membership may be made to any of the following:

August Cohen, president; G. A. Stanton, vice-president; C. D. Pollock, treasurer; O. A. Kenyon, Secretary.

NOTICE.

A large number of people have gone to Kings River and Chicaloon for the purpose of squatting or staying for the land. All such persons are hereby notified by the Land and Industrial Department that they should secure a permit to occupy any railroad lands from District Engineer C. R. Breck, Jr., at Matanuska. No one will be allowed to occupy any Commission ground at these points without such permit.

EMBANKMENT WALK CLOSED.

To avoid the possibility of accident to pedestrians, the walk across the Ship Creek trestle and along the railroad embankment at Anchorage Terminal has been closed. The necessary signs have been erected along the right-of-way warning the public not to trespass.

MISSING MEN.

Inquiry has been made of the Alaskan Engineering Commission concerning the address of the following persons who are supposed to be in this section of Alaska:

John V. Beal, formerly of Seattle, Wash. His mother is very ill and desires to hear from him.

William M. Sells, formerly of Boise, Idaho. His sister, Mrs. Ruth Murdock, of Fallbridge, Washington, requests him to write.

NEW CONTRACTS AWARDED.

The following contracts for cutting wood for camps of the Anchorage Division were approved during November:

- (1) Lidstrom & Co. at Camp 174,
- (2) A. G. Swanson at Camp 148,
- (3) Weiss & Co. at Camp 148,
- (4) Miskolin & Co. at Camp 156,
- (5) Lindberg & Co. at Camp 156,
- (6) Frank E. Lee at Camp 221,
- (7) D. McDonald at Camp 166.

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchorage Disbursing Office during the period November 8 to 21, 1916 was \$34,699.05, as follows:

Jankow & Co.	\$ 280.10
Tom Kelly & Co.	201.60
Delich & Co.	517.43
W. Sahlstrom & Co.	666.47
Frank Healy & Co.	2232.70
Joe Pelletier & Co.	542.00
Charles Gavassi & Co.	4681.73
C. David & Co.	736.18
P. McCormick & Co.	4461.46
Huzzy & Co.	1877.47
Walton & Co.	3675.60
Jim Kinoff & Co.	719.76
Jim Kinoff & Co.	118.05
L. Cox	83.00
Frank Antonvich & Co.	1150.22
W. Sahlstrom & Co.	1293.67
Swan Swanson & Co.	237.29
Seaburg & Co.	6264.73
C. Manthou & Co.	1763.40
Coffey & Stowe	1788.29
Tampakis & Co.	1407.92

WEEKLY FORCE REPORT.**Anchorage Division.**

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, November 11, 1916, was as follows:

Commissioner's Office, Anchorage	28
Shops and Yards, Anchorage	209
Transportation Service, Anchorage	34
Store and Dock Departments, Anchorage	251
Accounting Department, Anchorage	18
Disbursing Office, Anchorage	5
Hospital Department, Anchorage	17
Townsite Department, Anchorage	25
Telegraph and Telephone Department	91
Track, Bridge and Ballast Crews—Main Line	301
Turnagain Arm District	400
Matanuska District	268
Talkeetna District	173

1820

Stationmen and Laborers—All Districts

642

Grand Total all employees Anchorage Division ... 2462

OBITUARY.

Andrew Grossley, aged 27, a laborer employed by E. Swanson & Co., stationmen at Camp 156, Matanuska District, died at Anchorage Hospital at 6:30 p. m., November 21. The immediate cause of death was tetanus.

On November 10 Grossley was struck by a mass of frozen dirt which rolled down from the face of the cut where he was working. He received a compound fracture of the right leg and was injured internally.

Grossley arrived in Anchorage on the Transport Crook on September 8, and had been employed by E. Swanson & Co. since September 10. He is survived by his mother, Mrs. Mary Grossley, a resident of Dobrceva, Darach, Austria.

NEW TELEPHONE NUMBERS.

The following Commission telephones were installed at Anchorage Terminal during the week ending November 25, 1916:

Central Heating Plant	93-Y
Refrigerating Plant	93-R
Dock Watchman	93-K
Dose, H. F.—Changed from 94 to	49

PHOTOGRAPHIC PLATS.

The Land and Industrial Department announces that it has a supply of photographic plats of the Anchorage townsite and of the Federal and Cliff Additions to the town of Seward, Alaska, for disposition to the public. The regulations require that these plats be sold for 25 cents each. Anyone remitting that amount will be furnished with the plats desired.

OFFICIAL CIRCULARS.

PREPARATION OF FORM 121.

Department of the Interior
Alaskan Engineering Commission

Circular No. 144.

Anchorage, Alaska, Nov. 22, 1916.

TO ALL CONCERNED:

In preparing Form No. 121, "Recommendation for Increase in Pay or Force," the following instructions will be carried out in showing information, in the space provided for "Date First Employed":

When the employee is first engaged the date of such engagement will be shown in this space.

When an employee has left the service and re-enters, the date first employed should be shown if it is known by the parties making out the papers; if not, leave the space blank so that the information can be inserted by the Chief Timekeeper's Office.

H. F. DOSE, Acting Division Engineer.

GOVERNMENT TELEGRAPH MESSAGES.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Nov. 22, 1916.

Circular No. 145.

TO ALL CONCERNED:

In the future in sending messages by telegraph which are forwarded over lines other than the Alaskan Engineering Commission or Signal Corps, it will be necessary to mark such messages as follows:

"PAID—OFFICIAL BUSINESS; GOVERNMENT RATE.
"Charge Alaskan Engineering Commission."

This is required in order that originals of all telegrams can be used in making settlement of claims rendered by telegraph companies for telegraph service.

H. F. DOSE, Acting Division Engineer.

COUPON BOOK MODEL FORMS.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, Nov. 22, 1916

Circular No. 146.

TO ALL CONCERNED:

The following models for filling out coupon book covers are published for the benefit and guidance of all concerned:

A. E. C.—32

DEPARTMENT OF THE INTERIOR
ALASKAN ENGINEERING COMMISSION

MEAL TICKET NO. 40193

VALUE \$7.00.

Issued to John Smith, Ch. No. 1740

Good Only at the Mess Houses on the Anchorage Division
(Camp 101—Turnagain Arm)

NOT TRANSFERABLE

A. E. C. Form 32

DEPARTMENT OF THE INTERIOR
ALASKAN ENGINEERING COMMISSION

MEAL TICKET NO. F1879

VALUE \$15.00.

Issued to John Brown, Ch. No. 1820

Good Only at the Mess Houses on the Anchorage Division
(Telg. & Telp. Dept.)

NOT TRANSFERABLE

A. E. C.—28 b

DEPARTMENT OF THE INTERIOR
ALASKAN ENGINEERING COMMISSION

The Coupons of This Book When in the Hands of
William Smith, Ch. No. 1892

OR THE MEMBERS OF HIS FAMILY, ARE GOOD FOR

FIVE DOLLARS (\$5)

IN MERCHANDISE

AT THE STORES OF ANCHORAGE DIVISION.
(Camp No. 207, Talkeetna Dist.)

A. E. C. 28 c

No. 4674 C

DEPARTMENT OF THE INTERIOR
ALASKAN ENGINEERING COMMISSION

The Coupons of This Book When in the Hands of
C. David & Co.

OR THE MEMBERS OF THE FAMILY, ARE GOOD FOR

TEN DOLLARS (\$10)

IN MERCHANDISE

AT THE STORES OF ANCHORAGE DIVISION.

(Camp No. 148—Matanuska Dist.)

Numbers of books have been received without the proper information on book covers. Timekeepers will use care to see that all information such as Name, Camp Number, District and Division is properly filled in.

H. F. DOSE, Acting Division Engineer.

ISSUANCE OF COUPON BOOKS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Nov. 22, 1916.

Circular No. 147

TO ALL CONCERNED:

It is apparent that the timekeepers and clerks who are charged with the duty of issuing commissary coupon books and meal ticket coupon books to employees are not

using good judgment in selecting the size of the coupon books in these various issues.

I desire that particular attention be given to this matter and that, effective this date, the following procedure be followed:

The \$30.00 meal ticket book should be issued to permanent employees, such as supervising officials, members of the permanent clerical staff at Division Headquarters and the various district officers. The personal wishes of these men in regard to the use of a \$7.00 book or \$15.00 book need not be considered. They should be required to take the \$30.00 meal ticket book in accordance with these instructions.

An employee who continues in the service from month to month should anticipate his wants and provide himself with meal tickets and coupon books in sufficiently large denominations to carry him through that month. The present practice of continually drawing books in the smaller denominations only results in unnecessary clerical work.

At the same time, timekeepers will use care in issuing books to new employees. Books of large denominations should not be issued to an employee who might be considered working in a temporary capacity. When there is any question about an employee continuing in the service, a book of the smaller denomination should be issued.

Objections have also been received from the Store Department in regard to the practice of married employees' families drawing commissary books in small denominations. Due to the general practice of asking for \$5.00 books, the supply has become exhausted. The \$20.00 commissary books contain five-cent, ten-cent, fifty-cent, and one dollar coupons, and it is just as useful to make small purchases as for larger orders. Married employees enjoying the commissary privilege are requested to provide themselves with sufficient \$20.00 books to cover their monthly requirements, and avoid the present practice of drawing several \$5.00 books during the month.

Timekeepers will carefully consider the above instructions and make their issues accordingly.

H. F. DOSE, Acting Division Engineer.

ASSISTANT CHIEF CLERK.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Nov. 23, 1916.

Circular No. 148.

TO ALL CONCERNED:

Effective this date, Mr. R. N. Moyer is appointed Assistant Chief Clerk and will have general supervision over inside office, and all work in connection with records, contracts, general correspondence, etc.

H. F. DOSE, Acting Division Engineer.

LAND CLAIMS AND LEASES.

Alaskan Engineering Commission
Department of the Interior
Anchorage, Alaska, Nov. 23, 1916.

Circular No. 149.

TO ALL CONCERNED:

Mr. A. Christensen, the Manager of the Land and Industrial Department, has now established his headquarters at Anchorage. He will hereafter handle all matters affecting the settlement for damages caused by the right-of-way for the railroad, or by station lay-outs and terminal grounds.

The heads of departments and district engineers will make reports of such matters direct to this office as before, when they will, in turn, be referred to the Land Department for settlement.

When any case is so reported, the name of the claimant should be given, together with any and all information concerning his title to the land, such as the kind of entry or location, date of location and settlement, the date of filing, and the recording of the notice of location and filing of application to enter in the Land Office.

The Land and Industrial Department also has jurisdiction in the matter of leasing tracts for warehouses and industrial sites, and all applications for such sites will, in the future, be referred to it for consideration and action.

H. F. DOSE, Acting Division Engineer.

MOOSE CREEK YARD LIMITS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Nov. 21, 1916.

Transportation Circular No. 20.

ALL CONCERNED:

Yard limits have been established on either side of Moose Creek, as follows: Beginning at station 1380 on the Matanuska Branch line (a point about three-quarters of a mile south of Moose Creek) and extending north to include Doherty's coal spur and Moose Creek passing track, to station 1293 (a point thirteen hundred feet north of the north switch of passing track.)

The Maintenance Department will have the necessary yard limit boards established immediately, and all trains will observe the usual rules within these yard limits.

F. MEARS, Commissioner.

BAGGAGE REGULATIONS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Nov. 23, 1916.

Transportation Circular No. 21.

TO ALL CONCERNED:

Effective November 27, baggage will be checked on trains operating between Anchorage and King.

Baggage consisting of ordinary wearing apparel and not exceeding 150 pounds will be carried free on each full ticket; 75 pounds on each half-fare ticket. Baggage in excess of 150 pounds will be charged at the rate of 10 per cent of the full-fare ticket per 100 pounds, but no piece weighing more than 250 pounds will be received as baggage, but must be sent by freight.

Station agents will way-bill all out-going train baggage on form 224 and secure the signatures of the train baggageman for such baggage delivered. All baggage delivered by train baggagemen at agency stations will be handled in the same manner and receipt given for such deliveries.

Where baggage is checked to a non-agency station, the passenger will be required to present baggage-check to train baggageman before reaching destination, who will strip the baggage. If check is not presented, baggage will be carried to next regular agency station.

Baggage received at non-agency stations will be checked by baggageman on trains.

Baggage received at stations, whether under check or not, and not removed within twenty-four hours, is subject to a charge of twenty-five cents per piece for the second twenty-four hours or fraction thereof, and ten cents for each succeeding, twenty-four hours or fraction thereof, thereafter; except, that baggage received at any time Saturday will be held until the same hour Monday, without charge. For this exception, legal holidays shall be considered in the same light as Sundays. It is held at owner's risk from the time of its arrival at destination.

A charge of fifty cents will be made for lost baggage checks.

Trainmen will see that passengers check baggage and do not carry it in the coaches, in order that aisles will not be blocked and unnecessary space taken up.

A record will be kept by all agents and train baggagemen of all baggage received and delivered and they will render weekly report to Commissioner's Office covering the above, with used baggage checks.

A report of excess baggage collections will be made on Form No. 415. This form will include, until such time as proper form is received, all collections made on account of storage charges on baggage.

H. F. DOSE, Acting Division Engineer.

MATANUSKA DISTRICT CHANGES.

Department of the Interior
Alaskan Engineering Commission
Matanuska, Alaska, Nov. 18, 1916.

TO ALL CONCERNED:

Effective November 20, 1916, Mr. L. F. Vaile is appointed Assistant Engineer in charge of engineering and construction on the Main Line Division of the Matanuska District, and will report to the undersigned.

C. R. BRECK, Jr., District Engineer.

Approved, F. MEARS, Commissioner.

WAGE SCHEDULE CHANGES.

Department of the Interior
Alaskan Engineering Commission
Supplement No. 24 to Wage Schedule No. 2.

The following rate is authorized for work on Anchorage Division:

Engineers, Heating Plant, \$125.00.

Issued Nov. 21, 1916.

Effective Nov. 21, 1916.

H. F. DOSE, Acting Division Engineer.

MINIMUM ELECTRIC TARIFF.

Department of the Interior
Alaskan Engineering Commission.
Telegraph and Telephone Department.
Anchorage, Alaska, Nov. 21, 1916.

Supplement No. 1 to Electric Light & Power Tariff No. 1;
The minimum charge for electric light and power will be \$1.00 per month.

E. R. McFARLAND, Superintendent.

Approved: H. F. DOSE, Acting Division Engineer.

EXECUTIVE ORDER.

[No. 2476]

ALASKA—Eliminating certain lands from Executive Order No. 1.

Under and pursuant to the provisions of the Act of Congress, approved March 12, 1914 (38 Stat., 305), entitled: "An Act to authorize the President of the United States to locate, construct and operate railroads in the Territory of Alaska, and for other purposes", it is hereby ordered that the following described lands, withdrawn by Executive Order No. 1, Alaska, dated April 21, 1914, and reserved for townsite purposes under said act, be, and the same are, hereby eliminated from said order, to-wit:

T. 17 N., R. 1 E., Seward Meridian, Alaska;

W $\frac{1}{2}$ NW $\frac{1}{4}$ and S $\frac{1}{2}$ Sec. 15, and N $\frac{1}{2}$ Sec. 22.

Said elimination shall not affect the withdrawal of any other lands by said Executive Order No. 1, dated April 21, 1914.

WOODROW WILSON.

The White House, 22 October, 1916.

POLITICAL ACTIVITY OF EMPLOYEES.

The provisions of the law relative to political activity on the part of Federal employees, and which was made the subject of Circular No. 129, dated October 21, 1916, is reprinted for the information of all concerned:

DEPARTMENT OF THE INTERIOR

Washington, September 27, 1916.

TO ALL OFFICERS AND EMPLOYEES OF THE DEPARTMENT OF THE INTERIOR.

Your attention is directed to the following rules and provisions of law concerning the political activity of Federal officers and employees, and the explanation by the Civil Service Commission:

WARNING AGAINST ACTIVITY IN POLITICS BY FEDERAL OFFICERS AND EMPLOYEES.**1. Political Activity.**

Rule I, section 1, of the civil-service rules reads as follows:

No person in the executive civil service shall use his official authority or influence for the purpose of interfering with an election or affecting the result thereof. Persons who by the provisions of these rules are in the competitive classified service, while retaining the right to vote as they please and to express privately their opinion on all political subjects, shall take no active part in political management or in political campaigns.

(1) The first sentence of the rule applies to all persons in the executive civil service, irrespective of the method of appointment. Presidential appointees are forbidden by statute to use their official authority or influence to coerce the political action of any person or body, to make any contribution for a political object to any other officer of the United States, or to solicit or receive contributions for political purposes or to discriminate among their employees or applicants for political reasons. Otherwise a Presidential appointee will be allowed to take such a part in political campaigns as is taken by any private citizen, except that he will not be permitted—

1. To hold a position as a member or officer of any political committee that solicits funds.
2. To display such obtrusive partisanship as to cause public scandal.

3. To attempt to manipulate party primaries or conventions.
4. To use his position to bring about his selection as a delegate to conventions.
5. To act as chairman of a political convention.
6. To assume the active conduct of a political campaign.
7. To use his position to interfere with an election or to affect the result thereof.
8. To neglect his public duties.

The second sentence of the rule applies to all persons holding positions in the competitive classified service, whether the appointment be permanent or temporary in character, and by departmental action has also generally been made applicable to unclassified laborers. The following are some of the forms of activity which have been held to be forbidden to this class of employees:

Service on political committees; service as delegate to county, State, or district conventions of a political party; service as officer, representative or delegate of a political club, or as chairman of a political meeting; activity at the polls on election day; publication of political articles bearing on qualifications of different candidates; the publication or editing of a newspaper in the interests of a political party; the distribution of political literature; making speeches before political meetings or political clubs; circulation of petitions having a political object; service as inspector of elections, ballot clerk, ballot inspector, judge of election, or member of election board; candidacy for or holding of elective office. (See circular of U. S. Civil Service Commission giving information concerning political activity, issue of May, 1916.) It is not to be assumed that other forms of political activity are permissible because they are not mentioned.

2. Political Assessments or Contributions.

The civil-service act provides that "no person in the public service is for that reason under any obligation to contribute to any political fund, or to render any political service, and * * * he will not be removed or otherwise prejudiced for refusing to do so." Section 118 of the Criminal Code provides that no Federal officer or employee shall, directly or indirectly, solicit or receive, or be in any manner concerned in soliciting or receiving, any political assessment, subscription, or contribution from any other Federal officer or employee. Section 120 of the Criminal Code prohibits the discharge, promotion, or degrading of any officer or employee for giving or failing to make any political contribution. Section 121 of the Criminal Code prohibits any Federal officer or employee from making any such political contribution to another Federal officer or employee, and Section 119 prohibits the solicitation or receipt of any political contribution in any room or building occupied in the discharge of official duties by any officer or employee of the United States, or on other Federal premises, by any person whatsoever, whether in the public service or not. In connection with this latter provision the Supreme Court has held that a solicitation by letter or circular addressed and delivered by mail or otherwise to an officer or employee is a solicitation within the meaning of the law, the solicitation taking place where the letter was received. Section 122 of the Criminal Code provides that whoever shall violate any provision of the four sections mentioned above shall be fined not more than \$5,000, or imprisoned not more than three years, or both.

While persons not in the competitive classified service are not subject to the prohibitions of section 1 of Rule I, the statutes concerning the solicitation or receipt by one officer or employee apply with equal force to all who serve the United States, whether classified or unclassified. By thus serving in the capacity of a treasurer of a political club any officer or employee receiving from another officer or employee who is a member of the club any fees or dues or other contributions for a political purpose thereby renders himself liable to prosecution for violation of Section 118 of the Criminal Code of the United States, and the member so paying him such fees or dues or other contribution for a political purpose violates Section 121 of the Criminal Code.

The Department of the Interior will heartily co-operate with the Commission in punishing those who fail to obey the civil-service law or rules promulgated pursuant thereto.

BO. SWEENEY,

Acting Secretary.

ALASKA Railroad Record.



Volume I.

ANCHORAGE, ALASKA, TUESDAY, DECEMBER 5, 1916.

No. 4

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

The purpose of the ALASKA RAILROAD RECORD is to furnish each week in a concise form current information concerning the operation and construction of the Government railway system in Alaska. The subscription price is \$1 per year for delivery in the United States and its possessions, and in Canada, Cuba, Mexico and Panama. Single copies 5 cents.

For delivery in other countries, to which the paper must be forwarded under foreign postal rates, a charge of 50 cents is added for postage, making the subscription \$1.50 per year.

Yearly subscriptions are entered as beginning at the first of the quarter of the year in which received and expire at the beginning of the corresponding quarter of the following year. When subscriptions are received after the beginning of a quarter the back numbers which have been issued during that quarter will be forwarded when available.

The paper is published free to United States Government departments, representatives of foreign governments, public libraries and employees of the Alaskan Engineering Commission.

Remittances for subscriptions may be forwarded to the ALASKA RAILROAD RECORD at the address below.

Address all Communications:

ALASKA RAILROAD RECORD,
Anchorage, Alaska.

CONSTRUCTION AND OPERATION OF THE ALASKA RAILROAD AND THE DEVELOPMENT OF THE RE- SOURCE TRIBUTARY.

On March 12, 1914, President Wilson approved the Act authorizing the construction and operation of railroads by the Government in the Territory of Alaska. The law directs the President

"to designate and cause to be located a route or routes for a line or lines of railroad in the Territory of Alaska not to exceed in the aggregate one thousand miles, to be so located as to connect one or more of the open Pacific Ocean harbors on the southern coast of Alaska with the navigable waters in the interior of Alaska and with a coal field or fields so as best to aid in the development of the agricultural and mineral or other resources of Alaska, and settlement of the public lands therein, and so as to provide transportation of coal for the army and navy, transportation of troops, arms, munitions of war, the mails, and for other governmental and public uses, and for the transportation of passengers and property; to construct and build a railroad or railroads along such route or routes as he may so designate and locate with the necessary branch lines, feeders, sidings, switches and spurs."

It declares that it is the intent and purpose of Congress to authorize and empower the President of the United States

"to do all necessary acts and things in addition to those specifically authorized in this Act to enable him to accomplish the purposes and objects of this Act."

On May 2, 1914, the President directed the Secretary of the Interior to proceed with the survey of routes for such railroads, and conferred upon the Secretary the

power and authority to do any and all acts necessary thereto.

The Alaskan Engineering Commission was created by presidential appointment on the recommendation of Secretary Lane, the members named for service on the Commission being Wm. C. Edes, chairman; Frederick Mears and Thomas Riggs, Jr., members.

Mr. Edes, prior to his appointment, had for many years been in the employ of the Southern Pacific Railway as location and construction engineer, and just prior to his appointment had charge of the Northwestern Pacific Railway through Mendocino and Humboldt Counties in California. Mr. Mears was formerly General Superintendent and Chief Engineer of the Panama Railroad under the general supervision of Colonel Goethals; he also had other railroad experience in the Northwestern States. Mr. Riggs was formerly in charge of the Alaska Boundary Survey.

On May 8, 1914, the Secretary of the Interior authorized the Alaskan Engineering Commission to proceed with the work of survey, to select and appoint its assistants and to take any and all steps necessary to carry out the wishes of the President.

The Commission immediately proceeded to Alaska and made a survey of two general routes from the Coast to the interior of Alaska. The eastern route started from Cordova or Valdez and extended north via the Copper, Tonsina and Delta Rivers to the Tanana Valley in the vicinity of Fairbanks, and the western route started from Portage Bay or Seward, along the north shore of Turnagain Arm and the east shore of Knik Arm, thence northward through the Susitna Valley over Broad Pass, down the Nenana River to its junction with the Tanana, and thence to Fairbanks.

This work was accomplished during the summer of 1914 by eleven parties, each in charge of a competent engineer, under the general direction of members of the Commission. Messrs. Edes and Mears established temporary headquarters at Ship Creek (now Anchorage), and were in immediate charge of the location and survey of the line from Seward and Portage Bay to Broad Pass. Mr. Riggs went to Fairbanks and at that point directed the survey of the line from Fairbanks to Broad Pass.

The result of these surveys and the investigation made by the Commission in Alaska during the summer of 1914 was compiled upon the close of the field season and full report made to the President on February 11, 1915. By Executive Order dated April 10, 1915, the President, pursuant to the provisions of the Railroad Act, announced the selection of the route as follows: The main line commences at Seward on the westerly shore of Resurrection Bay; thence in a northerly direction through the Kenai Peninsula; thence along the north shore of Turnagain Arm and the east shore of Knik Arm across the Knik and Matanuska Rivers in a northwesterly direction through the Susitna Valley, across Broad Pass and down the Nenana River and thence to Fairbanks. A branch line is designated to start from a point about two miles north of where the railroad crosses the Matanuska River, running thence in an easterly direction into the Matanuska coal field. The President in the announcement also authorized the purchase of the Alaska Northern Railway running from Seward to the head of Turnagain Arm, a distance of 71 miles, and he directed the Secretary of the Interior to proceed with the construction of the railroad.

Railroad Construction During 1915.

Pursuant to directions of the Secretary of the Interior,

the Alaskan Engineering Commission proceeded with the work of construction and the making of additional surveys. Mr. Edes, as chairman of the Commission, was designated the Chief Engineer, and placed in general charge of all the Commission's activities, with headquarters at Seward, at which point it was decided to locate the administrative offices, the heads of all divisions reporting to him there.

The first payment of the purchase price of the Alaska Northern Railway was made in August, 1915, and considerable work of rebuilding the railroad was started. In December, 1915, Mr. R. J. Weir was placed in immediate charge of this work with headquarters at Seward.

Mr. Mears was placed in charge of the work on the new line from Ship Creek northward. He left Seattle on April 18, arriving at Anchorage on April 26, and proceeded with the work of construction. During the summer 34 miles of the line were cleared and graded and by the end of 1915 20 miles of track laid.

Mr. Riggs proceeded to Fairbanks and additional surveys and relocations of the line were made between Fairbanks and Broad Pass during the summer. There was no construction work on the north end in 1915.

Railroad Construction During 1916.

In the spring of 1916 active work on the rebuilding of the Alaska Northern Railway was continued. The work consists of rebuilding bridges, elimination of high trestles by fills, improvement in the alignment and some slight reduction in the grades. Seventy-five thousand new ties have been laid and it is contemplated that before the work of rejuvenation is finally completed to mile 71, over 200,000 ties will have been laid. A machine shop has been built at Seward to replace the one burned during the summer of 1915, and repairs are now being made in that shop.

The construction work from Anchorage under Mr. Mears is proceeding as rapidly as funds will permit. The work is divided into four separate districts, all of which report to the head office at Anchorage. These are:

The Terminal District at Anchorage, which has charge of the laying of all new track, the ballasting and maintenance of the constructed line, as well as the operation of trains and the construction and maintenance of terminal facilities at Anchorage, such as machine shops, round houses, water supply, material yards, electric light and telephone, employees' quarters and office buildings;

The Matanuska District, with headquarters at Matanuska, which has charge of the construction of the line from Matanuska to Chickaloon on the Matanuska Branch (38 miles), and from Matanuska, Mile 148, to Sheep Creek, Mile 200, on the main line;

The Turnagain Arm District, with headquarters at Potter Creek, which has charge of construction from Anchorage, Mile 114, south to Glacier Creek, Mile 75, a point four miles from the northern terminus of the Alaska Northern Railway;

The Talkeetna District, with headquarters at Mile 245, which has charge of the construction of the main line from Sheep Creek, Mile 200, to Broad Pass, Mile 312.

Seventy-two and one-half miles of track have been laid in the Anchorage Division, which includes thirty-eight miles of main line north of Anchorage; ten and one-half miles south toward Turnagain Arm and twenty-four miles on the Matanuska Branch. The right-of-way has been cleared on the main line from Matanuska, Mile 148, to Mile 183, within a mile and a half of Willow Creek. The grading on this same section will be practically complete from Matanuska, Mile 148, to the Little Susitna River, Mile 174, by December first.

In the Talkeetna District sixty-two miles of right-of-way have been cleared and twenty-three miles of roadbed graded. The grading in this district will continue next spring and it is possible that the entire roadbed from Sheep Creek, Mile 200, to the Susitna Crossing at the mouth of Indian River, Mile 262, may be ready for the steel by next fall, and that all the right-of-way in this district will be cleared next year. This will complete the clearing of the entire right-of-way in the Anchorage Division, from Kern Creek to Broad Pass, including the Matanuska Branch, a distance of approximately 280 miles.

Mr. Riggs reached Fairbanks in June, 1916, having been preceded by F. H. Bailey, District Engineer, who commenced the construction of a dock and other terminal

facilities at Nenana as soon as navigation opened. Clearing and grading of the right-of-way from Happy Station, nine miles south of Fairbanks, south to Nenana is well under way. Nenana was made the construction base for the Fairbanks Division and contracts have been let for clearing and grading from this point northward to Fairbanks and south to the Nenana coal fields. The laying of rails commenced at Nenana on October 24, 1916, the first spike being driven by Mrs. James Duke, who was the first white woman at Nenana.

(To be continued next week)

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, November 18, 1916, was as follows:

Commissioner's Office, Anchorage	28
Shops and Yards, Anchorage	208
Transportation Service, Anchorage	30
Store and Dock Departments, Anchorage	199
Accounting Department, Anchorage	19
Disbursing Office, Anchorage	5
Hospital Department, Anchorage	17
Townsite Department, Anchorage	25
Telegraph and Telephone Department	101
Track, Bridge and Ballast Crews—Main Line	25
Turnagain Arm District	304
Matanuska District	256
Talkeetna District	149
	1613
Stationmen and Laborers—All Districts	585

Grand Total all employees Anchorage Division ... 2198

UNDELIVERED LETTERS.

Undelivered communications from the Register and Receiver of the General Land Office at Juneau, Alaska, addressed to the following persons are on file at the Anchorage Townsite Office and may be had by calling for same:

Thomas A. Brown,	Charles D. Ryther,
Oliver Brynsvold,	Martin Sund,
William Condon,	Albert Sundstrom,
Arthur McCann,	P. F. Warren,
James A. Patchell,	Delbert Wilkinson,
	John Wilkinson.

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchorage Disbursing Office during the period November 22 to November 30, 1916 was \$35,117.24, as follows:

Gust Whitestone & Co.	\$1438.80
John Lasso & Co.	2229.94
Paton & McKenney	141.24
E. M. Eihand & Co.	4133.10
Chas. Johnson & Co.	300.25
George Chantes	189.50
Felton & Co.	1988.65
Kosmos & Co.	2248.72
Gibsov & Co.	3889.05
Chas. Anderson & Co.	1833.80
Martinovich & Co.	5262.07
M. J. Donnelly	706.82
T. Korakes & Co.	4199.67
Vid. Pavlicevich & Co.	6555.65

ANCHORAGE DISBURSING OFFICE.

The total disbursements of the office at Anchorage for the period November 22 to November 30 totaled \$60,260.08. The payment of salaries and wages amounted to \$21,100.44; for local purchases \$65.00; to contractors \$35,117.24; other expenditures \$3977.40.

Copies of the Alaska Railroad Record are on sale at the following places in Anchorage:

BAXTER'S NEWS STAND.
Z. J. LOUSSAC.
DEW DROP INN.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending November 25:

MAINTENANCE OF WAY.

Tracklaying.

During the week a total of 1566 feet of side track was laid at Kuney. This connects up the side track at that point.

Buildings.

The contract work on the three-room cottages on Anchorage Townsite was completed, and work on the five-room cottages progressed satisfactorily. Cottage No. 25 is now ready for occupancy. The carpenter work on Cottages Nos. 24, 26 and 27 is finished and the plastering completed in two of them. The Army Mess Hall is 98 per cent complete, with the exception of the interior fixtures. No work was done during the week on the Anchorage School House, but lathing will be begun the first of next week. The interior carpenter work at Hospital No. 2 has been completed, excepting the installation of elevators and dumb waiters and the making of fixtures. A concrete floor was laid in the Commissioner's residence and part of the heating system installed.

Painting.

Cold weather prevented the painting of the Power Plant and the Machine Shop. Fair progress was made on the interior of Hospital No. 2, the first floor painting being about 40 per cent complete and the second floor about 90 per cent. No painting has yet been done on the basement or on the third floor. The painting of the cottages progressed as rapidly as the carpenter and other work permitted.

Water Service and Plumbing.

At Machine Shop No. 1 and at some of the residences the water pipes froze during the week but all have been repaired. A stove and water coils were installed in the terminal water tank.

The plumbing has been completed in Cottages Nos. 21, 25, 26, 28, 32, 34, 35 and 36. Except for the installation of two fixtures on the third floor the plumbing of Hospital No. 2 is finished.

Steam Heating.

Satisfactory progress was made during the week in the installation of heating equipment in Cottages Nos. 19, 24, 25, 26 and 29 and in Anchorage School House.

Mechanical Department.

Running repairs were made on Engines Nos. 1, 225, 265 and 280. Some progress was made in the installation of the steam hammer, but nothing was done toward setting up the other equipment in the Machine Shop. A force was at work practically all week fitting up engines and machinery in the new Power Plant. The usual amount of miscellaneous work was performed for private parties during the period. The tinsmiths were engaged during the week making roof plates and safety flues for the Potter Creek store, the Army Mess Hall, and for the employees' cottages on the Turnagain Arm and Matanuska Districts.

Electrical Department.

Fair progress was made with the installation of machinery and the assembling of the switchboard in the Power Plant. The walling-in of the second battery boilers was practically completed, and a small force was engaged in laying concrete foundations.

TELEGRAPH AND TELEPHONE DEPARTMENT

Seward Division.

All construction men have been laid off and there is no work in progress, with the exception of certain installations and changes in connections, which are being done by the maintenance force.

The close of the season finds 52 miles of permanent line on the Seward end of the main line, and six miles on the

Anchorage end, leaving a gap of approximately the same distance on which the wires are hung only temporarily.

Anchorage-Matanuska.

This line is now on a good permanent operating basis. Both the telegraph and telephone are working, and booths and section houses have been connected in such manner that no one circuit will have to be depended upon for keeping up communication.

Matanuska Branch.

Booths are being placed in position. The head of the temporary line is now between Camp 28 and Hole-in-the-Wall.

Matanuska-Talkeetna.

Material is now en route for closing the gap between Mile 174 and Montana Creek with a temporary line which will connect the 37 miles already in operation in the Talkeetna District with Anchorage. This work will be commenced as soon as the Matanuska Branch line has reached Chickaloon.

Turnagain Arm.

Three wires now run from Anchorage to Potter Creek, where a small temporary private branch exchange is being installed.

Townsite Telephone Exchange.

Four new telephones were installed during the week, but no other work is in progress, as the entire force has been kept busy at electric light and power construction.

The number of commercial telephones in use was 91; official telephones in use 61; and the number of withheld orders 16.

Electric Light and Power.

Practically all the poles and anchors have been placed. Cross-arms, wire, transformers and other equipment will be in place when the plant is ready.

The electric plant which has been lighting the docks has been moved to the temporary plant near the general office building. A larger generator intended for the wood-working shop has been connected to this plant, which is now of sufficient capacity to furnish light for Warehouse No. 1, Mess House No. 1, Bunk Houses Nos. 1, 2, 3, 4 and 5, the Central Heating Plant and the Cold Storage Plant.

The generator formerly used for general office and warehouse lighting, which is a part of the radio equipment, has been transferred to Hospital No. 2. When tested, the wiring was found to be in perfect working condition.

Work on the motor generators, switchboards and other apparatus in the power plant is progressing satisfactorily, and lights are being installed in the central heating plant.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

Satisfactory progress is being made clearing right-of-way between one mile north of Glacier Creek and three-quarters of a mile north of Indian Creek.

Grading.

The temporary trestle just north of Big Rabbit Creek will be filled in within two days. The material is being hauled 1½ miles by an 18-ton narrow gauge locomotive and a train of 12 cars.

One station gang, Tsakumis & Co., completed their contract at Rainbow Creek during the week.

Nineteen grading contracts were let during the period to the following stationmen:

C. F. Anny & Co.	P. McCormick & Co.
John Gustafson & Co.	Charles Larson & Co.
Tom Brock & Co.	A. Hall & Co.
N. Kleven & Co.	M. Christoferson & Co.
Swan Adrin & Co.	Frank Mathison & Co.
N. W. Sjostedt & Co.	Fred Chalman & Co.
Louis Prezinsco & Co.	O. Bostrom & Co.
E. Burgland & Co.	Andrew Lindquist & Co.
Andrew Fredrickson & Co.	M. Beckstrom & Co.
	M. Kasovitch & Co.

The above contractors are now engaged in erecting their camps and making preparations for active work.

There are 30 grading contractors on the work between Falls Creek and Potter Creek, and within ten days the entire line between those points, which includes the heaviest rock work on Turnagain Arm, will be covered by contracts.

Buildings.

The repairs to the warehouse at Rainbow Creek, which was damaged by wind, have been completed. All the buildings at Potter Creek, except the office building, have been finished. The latter structure was started during the week. The field hospital at Sheep Creek is about 75 per cent complete; that at Rainbow is completed.

Camps.

Camps 94, 96 and 98 are about 95 per cent completed. Work on the permanent camp at Falls Creek, Camp 91; was started during the week, and Resident Engineer Bauer will move there shortly.

MATANUSKA DISTRICT.**Matanuska Branch.**

The camp building at Kings River is about 90 per cent complete; that at Camp 28, three miles east of King's River, is about 50 per cent complete. At Mile 36, Chickaloon Forks, the winter camp is approximately 75 per cent finished.

The wagon road between Kings River and Mile 28 has been completed; also the pack trail south from Chickaloon Forks.

During the week the following contracts for work on the Branch Line were let:

John Furno & Co., from station 174 to 200.

Christ Pappadis & Co., station 242 to 277.

Tony Pappas & Co., station 200 to 242.

Frank Svarko & Co., station 305 to 328 plus 50.

N. Davis & Co., station 118 to 145.

It is the intention to let additional contracts next week.

Main Line.

The driving of Bridge 23 has been completed, and the piledriver has been moved to Wassilla Creek bridge site.

Camp 156 has been practically closed down and will hereafter be used as a noon feeding station for freight teams and for the accommodation of the bridge crew. Work in the vicinity of Camp 166 is progressing favorably. During the week Kosmos & Co. and Harris & Co. finished their contracts.

Material and supplies are now being hauled to Camp 174, which will be the base of supplies for the new camp to be established north of the Little Susitna River as soon as there is enough snow to permit freighting.

A camp building outfit has been organized and will soon start building camps at Browne's Lake, Mile 180, and at Willow Creek, Mile 187.

Matanuska Townsite.

The cottages under construction at Matanuska are 95 per cent complete and should be ready for occupancy shortly after Thanksgiving.

Seward Division.

Following is the progress report of the Seward Division for the week ending November 25:

Bridges.

The Twenty Mile River bridge, 160 feet of which went out on November 11, has been repaired, and trains are now operating between Kern Creek and Mile 53, and Mile 52 and Seward, necessitating the use of the trail between miles 52 and 53.

A glacier lake, somewhere up Snow River broke on the afternoon of November 29 and five piles of the Snow River bridge were taken out by block ice. The damage will be repaired soon.

Work on the Kern Creek bridge is progressing satisfactorily, the trestle approach and false work being now completed.

Terminal Work.

The grading of the industrial spur has been completed and the track laid. About one-half of the ballast has been applied.

On account of the transfer of the piledriver outfit to Snow River bridge for the purpose of repairing that structure, work on the railroad approach to the Seward dock has been temporarily suspended.

Contract Work.

The stationmen engaged on the Alaska Northern Railway work and those on Turnagain Arm are all making good progress.

Contracts for furnishing railroad ties have been let as follows: J. R. Benn, 3000 ties; Smith and Hagen, 2000; R. W. Johnston, 2000.

Force Report.

The number of employees as shown by the pay rolls at the close of the current period was as follows:

Headquarters Office	10
Engineering	35
Shops and Yards	43
Stores and Docks	22
Track, Grade, Ballast and Bridges	298
Stationmen	186
Stationmen's Hired Laborers	52

Total

646

Temperature Report.

November	Max.	Min.
28	39	32
November 19	40	33
November 20	39	20
November 21	29	17
November 22	24	10
November 23	20	15
November 24	28	17
November 25	29	22

FIRE PRECAUTION.

The attention of all employees of the Terminal District is directed to Circular No. 151, printed elsewhere in this issue, relative to the appointment of Mr. W. F. Burnett as Chief of the Fire Department at Anchorage Headquarters. Full authority has been delegated to Mr. Burnett to enter all buildings and residences in order to make inspection from time to time of flues, chimneys and stoves and to take such other precautions as may be necessary to prevent fires. The co-operation of every employee and resident is essential in order that the danger of fire be reduced to a minimum.

NEW HOSPITAL OPENED.

The Hospital Department at Anchorage has moved from the former quarters in the terminal yards to the newly constructed building on Anchorage Townsite. The last patient was transferred on Saturday afternoon. When all the furniture and equipment have been installed the institution will probably be the finest of its kind in Alaska.

A full description of the building and facilities will appear in a later issue of this paper.

FIRE DAMAGES WATER TANK.

The water tank located on Government Hill above the Anchorage railway yards, and which furnishes the auxiliary water supply for the buildings at the Terminal, was damaged by fire on the afternoon of November 28. The origin of the blaze is attributed to a superheated stove pipe. The loss aggregates about \$500.

A. E. C. BASKETBALL TEAM.

A basketball team has been organized by the employees of Anchorage Terminal and arrangements are being made for a series of games to be played during the winter with teams representing the city of Anchorage. If the Union Labor Hall is available at that date, the first game will be played there on New Year's Day.

The personnel of the Commission team is as follows: Wilford, Schott, O'Neill, Burner, Woerner, Costello, Engle, Mangan and Ryan.

Challenges or other communications may be addressed to C. G. Wilford, Manager A. E. C. Basketball Team, Anchorage, Alaska.

RAILROAD TRAIN SCHEDULE.

Anchorage, Alaska, Nov. 18, 1916.

Transportation Circular No. 19.

(Supersedes Transportation Circular No. 14, dated October 30, 1916.)

Effective 12:01 a. m. Wednesday, November 22, 1916, a mixed passenger and freight train will be run between Anchorage and Matanuska, Matanuska and King and between Anchorage and Rabbit on the following schedule:

NORTHBOUND Monday, Wednesday and Friday, only. Leave 9:00 a. m.	MAIN LINE	SOUTHBOUND Tuesday, Thursday and Saturday, only. Arrive 2:45 p. m.
	0.0 Anchorage	
9:25	4.9 Whitney.	2:30
9:55	7.3	
10:40	12.2 Kuney	2:10
	9.7	
11:00	21.9 Birchwood	1:35
	5.6	
Arrive 11:30 a. m.	27.5 Eklutna	1:10
	9.0	
	36.5 Matanuska.	Leave 12:40 p. m.
NORTHBOUND Monday, Wednesday and Friday, only. Leave 12:45 p. m.	MATANUSKA BRANCH	SOUTHBOUND Tuesday, Thursday and Saturday, only. Arrive 11:40 a. m.
	36.5 Matanuska	
1:20	6.4	11:10
1:55	42.9 Palmer.	
	6.6	10:30
2:32	49.5 Moose Creek	
	9.2	9:35
Arrive 2:40 p. m.	58.7 Granite	
	1.9	Leave 9:30 a. m.
	60.6 King.	
SOUTHBOUND Tuesday, Thursday and Saturday, Only. Leave 1:00 p. m.	MAIN LINE	NORTHBOUND Tuesday, Thursday and Saturday, Only. Arrive 2:10 p. m.
	0.0 Anchorage.	
1:15	5.0	1:55
	5.0 Campbell.	
Arrive 1:30 p. m.	5.4	Leave 1:40 p. m.
	10.4 Rabbit.	

Mixed train leaving Anchorage northbound will stop just North of road crossing, Terminal Yard, Anchorage. This schedule is NOT in effect as a time card authorizing the movement of trains, and all trains will continue to run extra as heretofore. However, for the information and guidance of all concerned, the trains covered by this schedule will not leave any station at which time is shown ahead of the designated time.

Owing to working conditions this schedule is only tentative, and the Commission reserves the right to change it without notice.

F. MEARS, Commissioner.

DAILY WEATHER DATA.

The following table shows the weather conditions prevailing at Anchorage during the period November 22 to November 28, inclusive:

DATE	TEMPERATURE		PRECIPITATION		WIND Miles per Hour	CONDITION OF HARBOR
	Max.	Min.	Snowfall	Snow on Ground		
Nov. 22	22	-6	none	3.0	4.5	Slush ice.
Nov. 23	10	-1	none	3.0	9.5	Ice scattered.
Nov. 24	13	-13	none	3.0	7.1	Ice scattered.
Nov. 25	20	2	none	2.5	5.3	Harbor filling.
Nov. 26	22	8	none	2.5	4.7	Harbor filling.
Nov. 27	17	-3	none	2.5	5.0	Harbor filling.
Nov. 28	13	-8	none	2.5	5.2	Ice well off shore.

ALASKA NORTHERN SCHEDULE.

A mixed passenger and freight train leaves Seward for Kern Creek and way stations every Monday, Thursday and Saturday at 7 a. m., returning to Seward the same day.

NOTICE.

The following owners of lots in the townsite of Anchorage are requested to call at the Townsite Office and make payment of assessments:

- M. Frye Lot 5, Block 64
- Alvin Brooks Lot 4, Block 68

ANCHORAGE RIFLE CLUB.

The Anchorage Rifle Club held its initial shoot on Thanksgiving morning at the range at the east end of the railway yards, and creditable scores were made by several members at the 200-yard target, under the tutelage of the soldiers of the 14th infantry.

It is planned to hold a series of practice shoots during the winter, the next being scheduled for 10 o'clock morning. The club has secured the loan of a tent from the Commission, which will insure the comfort of spectators and participants while watching the practice.

OFFICIAL CIRCULARS.**HOSPITAL REGULATIONS.**

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Nov. 29, 1916.

Circular No. 150:

TO ALL CONCERNED:

APPLICANTS FOR EMPLOYMENT IN THE SERVICE OF THE COMMISSION.

All applicants for employment other than ordinary unskilled laborers and stationmen shall submit to physical examination by the examining surgeons of the Commission, and those not in good physical condition to perform the duties of the position for which application is made will be rejected. In case of unskilled labor and stationmen, the foreman or engineer in charge of the work on which applicant is to be engaged should inquire carefully into his physical condition and state of health, and where he is manifestly suffering from some chronic ailment his application should be rejected.

REGULATIONS GOVERNING MEDICAL AND SURGICAL TREATMENT AND HOSPITAL SERVICE.

The following regulations governing hospital and medical service are effective on and after January 1st, 1917:
WHO SHALL HAVE FREE TREATMENT.

Employees of, and persons under contract with, the Alaskan Engineering Commission in case of illness contracted or injury received in Alaska while actually engaged in the work of construction of the Alaska railways under contract with or under the supervision of said Commission, shall receive free medical and surgical aid from surgeons, employed by the Commission or surgeons under contract with the Commission, and free hospital care when deemed necessary by the surgeon in charge of the hospital.

WHO WILL BE ADMITTED TO THE HOSPITAL.

1. Employees.

Employees will be admitted to Commission hospitals, or hospitals under contract with the Commission, upon request made by a physician in the employ of the Commission or by the officials in charge of the department or division in which they are employed.

FORM 132 NECESSARY IN EVERY CASE TREATED.

In sending sick or injured employees to field surgeons or hospitals Form 132 must always be properly filled out and accompany the patient. However, the necessities of the patient will be given first consideration and anyone in urgent need of medical and surgical care will not be refused such care. Officials who issue requests for medical treatment will see that they bear not only the brass-check number but also the name of the employee as it appears on the payroll. Special care should be used in case of foreign names, as much difficulty is experienced in identifying employees who have been sick or who have died in hospitals, on account of incorrect names being given.

2. Families and Servants of Employees.

The family of an employee shall be understood to include those persons who are members of his immediate household and are dependent upon him. A male over 21 and under 63 years of age will not be considered a dependent member of an employee's family. Relatives living with but not dependent upon an employee will not be considered dependent members of his family. Such dependent members of an employee's family will be admitted into the hospitals maintained by the Commission and into contract hospitals where feasible to arrange for same, on presenting a certificate signed by the head of the department in which employed, provided that such accommodations are available after making provisions for sick and injured employees. The accommodations furnished therein will be charged for at rates hereinafter named and will cover board, lodging and nursing.

Servants employed monthly by families of employees and who have remained in the employ of the same family two months or more will be cared for under the rules regulating employees' families.

3. Employees in Other Branches of U. S.

Service or Members of Their Families.

Officials or employees of any department of the U. S. Government service on duty in the vicinity of a Commission hospital, or members of their families, may be cared for in such hospitals under the rules regulating the families of employees.

4. Private Pay Patients.

Patients not connected with the work of the Commission may be admitted to Commission hospitals, provided they do not occupy a room or otherwise interfere with the service to be rendered to the Commission employees. They will pay full hospital rates as per schedule.

MOVING THE SICK OR INJURED.

In cases of serious injury or sickness where patients are to be sent to the hospital, superintendents and foremen will see that they are transported there with all possible despatch and will arrange for a competent attendant to accompany them, if advisable, or will do so themselves, if necessary.

HOW LONG TREATMENT AND CARE IN HOSPITAL WILL CONTINUE.

Treatment for injury or sickness will continue as long as in the opinion of the attending surgeon it is necessary, but will not exceed four months' continuous treatment at a hospital or twelve months' continuous treatment outside of the hospital, except by special arrangement with the Commission.

CRUTCHES, ARTIFICIAL LIMBS AND EYES.

The Commission will furnish artificial limbs and eyes to

those who have lost limbs or eyes from an accident which entitles them to free surgical service. These articles will not be renewed. Crutches will be furnished as needed. When treatment ceases these should be returned promptly. Eye glasses and spectacles will not be furnished.

WHO WILL NOT BE GIVEN FREE HOSPITAL CARE OR FREE MEDICAL OR SURGICAL TREATMENT.

Free hospital care or free medical or surgical treatment will not be given for ailments due to venereal diseases, intemperance, vicious habits, injuries received in a fight or brawl or unlawful acts, nor for chronic diseases contracted before entering the employ of the Commission nor for injuries sustained while not in actual service.

INDIGENT SICK AND INSANE OF ALASKA.

Insanity cases will be turned over to the Territorial authorities.

Indigent sick persons will be cared for in the Commission hospitals when application is made by the U. S. Commissioner, or District Judge, and bills will be rendered to the Territory of Alaska at the rates charged employees' families.

PERSONS WITH INFECTIOUS OR CONTAGIOUS DISEASES

Pulmonary tubercular cases, if the disease is developed while in the employ of the Commission, will be given treatment outside the regular hospitals at a place designated by the Commission.

In contagious diseases treatment cannot be given in regular hospitals, but patients will be isolated and treatment given, or they will be turned over to the Federal quarantine officers. In cases of diphtheria, measles, scarlet fever, mumps, erysipelas, smallpox and whooping cough, owing to danger of these diseases spreading to other patients in the hospital, treatment shall, as far as possible, be given at home or at some proper place outside the hospital.

EMERGENCY AND FIRST AID KITS AND HOW OBTAINED.

Medicines and surgical dressings will be provided at the various hospitals and first-aid kits will be distributed to gangs or parties of employees located at some distance from a hospital or a field surgeon or attendant. Such first-aid kits shall be under the direct care of the timekeeper of such party or gang and shall be requisitioned by the District Surgeon.

MEDICAL AND SURGICAL FEES.

Medical and surgical fees will be based upon a standard schedule on file in the office of the hospital, and information may be secured by applying there.

Charges for operations upon employees, (when not entitled to free service), dependent members of their families and others entitled to the same rates, will be made on the basis of 1% per cent of the approved charges for the particular operation for each \$10 of monthly salary received by the person responsible for the charges, with a minimum charge of \$2.00 for an employee receiving less than \$100.00 per month and \$5.00 for an employee receiving more than \$100.00 per month. The minimum fee for confinement cases will be \$15.00.

For employees and their families all operations listed in the schedule of fees for operations at a price greater than \$250.00 shall be rated at \$250.00 and the percentage charge made on that basis. The surgeon in charge of the Alaskan Engineering Commission hospital at Anchorage may, when necessary on account of lack of means of patient, reduce the charges herein prescribed not exceeding 50 per cent by approval of Commissioner's Office.

Employees' families and others entitled to like privileges will be charged a minimum fee of 50c for office visits and a minimum fee of \$1.00 for house visits.

H. F. DOSE, Acting Division Engineer.

CHIEF OF FIRE DEPARTMENT.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Dec. 1st, 1916.

Circular No. 151:

TO ALL CONCERNED:

Effective this date, Mr. W. F. Burnett is appointed Chief of Fire Department in the Anchorage Terminal Yards.

Mr. Burnett will have charge and supervision over the fire fighting equipment at this point. He will have access to all Commission buildings, including private houses, for the purpose of making necessary inspections, and it is requested that all cooperate with him in the execution of his duties.

Mr. Burnett will organize the necessary force, and in case of fire will have the supervision over and control of all employees engaged in this work.

H. F. DOSE, Acting Division Engineer.

WAGE SCHEDULE CHANGES.

Department of the Interior
Alaskan Engineering Commission.

Supplement No. 12 to Wage Schedule No. 4:

The following rate is authorized for work on Anchorage Division:

Surgeon, Headquarters Hospital, \$275.00.

Issued Nov. 27, 1916.

Effective Dec. 1, 1916.

H. F. DOSE, Acting Division Engineer.

NEW TRANSPORTATION FORMS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Nov. 29, 1916.

Transportation Circular No. 22:

TO ALL CONCERNED:

The following new forms have been received:

FORM 397—OVER, SHORT AND DAMAGE REPORT.

To be prepared and handled as per instructions on reverse side of form.

FORM 410.—SEAL RECORD BOOK.

Agents will record in this book record of car seals on all cars handled at their stations. Conductors will make record of car seals on all cars opened by them.

FORM 412—FREIGHT RECORD BOOK.

Agents will record in this book all freight waybills received by them.

FORM 414—PREPAID FORWARDED BOOK.

Agents will record in this book all prepaid freight shipments forwarded by them.

FORM 423—DISTRIBUTION OF LABOR.

A copy of this form to accompany payrolls showing distribution of labor. This form is also to be used by construction forces as per instructions to be issued by Chief Accountant.

A new supply of Form 266, Conductors' Train Book, has been received and will be issued as soon as the old stock has been exhausted.

H. F. DOSE, Acting Division Engineer.

LOCAL TARIFF NO. 5.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Nov. 29, 1916.

Transportation Circular No. 23:

TO ALL CONCERNED:

Local Tariff No. 5 has been distributed among the various agents and others concerned, covering freight rates that will be in effect December 10th. It is necessary that all instructions contained therein be complied with, and any questions concerning this tariff should be taken up with this office.

H. F. DOSE, Acting Division Engineer.

FORM NO. 408—PERSONAL RECORD.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Dec. 1st, 1916.

Transportation Circular No. 24:

Effective at once, agents, operators, station and train baggagemen, engineers, firemen, hostlers, dispatchers, conductors, brakemen, car and engine inspectors, yardmasters, switchmen, flagmen, bridge foremen, section foremen, trackwalkers and such other applicants and employees as may be designated will be required to prepare Form No. 408, Personal Record, in addition to Form No. 120, and will be required to submit to an examination for acuteness of vision, color perception, hearing and general physical condition, as indicated thereon.

Present employees enumerated above will immediately prepare a copy of this form and take it to Headquarters Hospital for the necessary examination.

After examination has been made the Hospital Department will forward the record to employing officer, who will record such information as necessary and then forward same to this office for file.

All applicants for the above positions will prepare this form and submit to the necessary examinations before employment is commenced.

Only one copy of above form is required.

H. F. DOSE, Acting Division Engineer.

TALKEETNA LABOR HOURS.

Department of the Interior
Alaskan Engineering Commission.
Office of District Engineer
Talkeetna, Nov. 17, 1916.

Talkeetna District Circular:

TO ALL CONCERNED:

Effective November 20th, the following hours for all

outside work will be observed in this District until further notice:

8:00 A. M. to 12:00 Noon.

1:00 P. M. to 4:00 P. M.

Office hours will remain the same—viz.:

8:00 A. M. to 12:00 Noon.

1:00 P. M. to 5:00 P. M.

Meal hours will be observed as follows:

7:00 A. M. Breakfast.

12:15 P. M. Dinner.

5:00 P. M. Supper.

Please be guided accordingly.

CHAS. H. BENNETT, Supt. of Construction.

Approved, H. F. DOSE, Acting Division Engineer.

REMITTANCE OF TIME ROLLS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Nov. 27, 1916.

Accounting Department Circular No. 23:

TO ALL TIMEKEEPERS:

Timekeepers are required to prepare and forward time rolls so as to arrive at the District Office not later than the 4th of each month.

District Timekeepers are required to forward completed time rolls covering their entire Districts so as to arrive at the office of the Chief Timekeeper not later than the 10th of each month.

Timekeepers and District Timekeepers will govern themselves accordingly.

H. B. WILKINSON, Chief Accountant.

Approved, H. F. DOSE, Acting Division Engineer.

MATANUSKA BRANCH CAMPS.

Department of the Interior
Alaskan Engineering Commission.
Matanuska District Office.
Matanuska, Alaska, Nov. 28, 1916.

Matanuska District Circular:

TO ALL CONCERNED:

The camps on the Matanuska Branch line will be known in future as follows:

Kings River—Camp 24.

27. Residence Camp, three miles above Kings River—Camp

Camp two miles above Hole-in-the-Wall—Camp 32.

36. Camp at Forks of Chickaloon and Matanuska—Camp

Please use this numbering on future accounts and in referring to camps on the Matanuska Branch above Kings River.

C. R. BRECK, Jr., District Engineer.

Approved, H. F. DOSE, Acting Division Engineer.

SHIPMENT OF LIVE STOCK.

Department of the Interior,
Alaskan Engineering Commission.
Office of Trainmaster.
Anchorage, Alaska, Nov. 29th, 1916.

Trainmaster's Bulletin:

TO ALL CONCERNED:

On account of the increased number of dogs and horses being handled by our mixed train, stock car No. 1801 will be placed on this train as regular equipment until further notice. This in order to keep the box car equipment in a sanitary condition. Please be governed accordingly.

C. WATSON, Trainmaster.

Approved, H. F. DOSE, Acting Division Engineer.

NOTICE.

TO ALL CONCERNED:

The undersigned would deem it a great favor if employees and others would negotiate their checks immediately upon receipt of same. Advices received from the Treasury Department indicate a large number of old checks outstanding. This request is made also to save employees time and trouble resulting from the loss of checks.

G. C. HAMMOND,
Special Disbursing Agent.

Anchorage, Dec. 1, 1916.

DIRECTORY OF OFFICIALS.**ALASKAN ENGINEERING COMMISSION.**

Hon. Franklin K. Lane, Secretary of the Interior, Washington, D. C.

Commissioners.

Wm. C. Edes, Chairman, Seward, Alaska.

Thomas Riggs, Jr., Nenana, Alaska.

Capt. F. Mears, U. S. A., Anchorage.

B. H. Barndollar, Examiner of Accounts, Anchorage, Alaska.

C. E. Dole, Purchasing Agent, Bell St. Dock, Seattle, Wash.

Leslie Cramer, Special Disbursing Agent, Bell St. Dock, Seattle, Wash.

Lee R. Wilson, Washington Representative, Washington, D. C.

Land and Industrial Department.

A. Christensen, Manager, Anchorage.

E. T. Lindner, Clerk, Anchorage.

J. G. Watts, Townsite Manager, Anchorage.

Dr. C. C. Benedict, Townsite Health Officer, Anchorage.

F. S. Ryus, Townsite Manager, Nenana.

Anchorage Division.

(Headquarters—Anchorage, Alaska)

F. Mears, Commissioner.

J. T. Cunningham, Chief Clerk.

H. F. Dose, Acting Division Engineer.

W. J. H. Fogelstrom, Office and Bridge Engineer.

D. D. Vint, Chief Draftsman.

F. H. Chapin, Assistant Bridge Engineer.

K. K. Kuney, Engineer Maintenance of Way.

A. Haag, Clerk.

F. U. Mayhew, Resident Engineer.

C. D. Pollock, Resident Engineer.

C. G. Jones, Roadmaster.

L. C. McCoy, Superintendent Bridge and Building Dept.

E. P. Hedberg, Master Mechanic.

W. G. Wilt, Clerk.

Herbert Gaytes, Electrical Engineer.

E. R. McFarland, Superintendent Telegraph and Telephone.

C. T. Boyles, Accountant Telegraph and Telephone Dept.

H. B. Noble, Manager, Townsite Telephone Exchange.

G. C. Hammond, Special Disbursing Agent.

H. B. Wilkinson, Chief Accountant.

H. R. Munson, Chief Timekeeper.

H. W. Knight, Traveling Auditor.

J. F. Hemenway, Line Auditor.

F. F. Cassel, Line Auditor.

J. C. Seeley, District Accountant.

T. L. Murphy, Receiving and Forwarding Agent.

H. G. Locke, Port Engineer.

L. R. Moses, Chief Dispatcher.

C. Watson, Trainmaster.

Fred Lilyman, Superintendent Employment Bureau.

Charles W. Jones, Editor Alaska Railroad Record.

P. S. Hunt, Official Photographer.

W. F. Burnett, Chief Fire Department.

J. H. Robinson, Special Agent.

J. H. Morton, Chief Steward.

George R. Tremblay, Clerk.

Stores Department.

W. DeLong, General Storekeeper.

A. H. Schaefer, Storekeeper, Anchorage.

H. B. Wells, Storekeeper, Matanuska.

Wm. Peltier, Storekeeper, Potter Creek.

R. S. Donaldson, Storekeeper, Talkeetna.

F. C. Kobely, Property Clerk.

M. H. Baker, Accountant.

Hospital Department.

Dr. E. S. Reedy, Chief Surgeon, Anchorage.

W. T. C. Smith, Clerk.

Dr. J. E. Beeson, Surgeon, Anchorage.

Dr. H. W. Stoughton, Surgeon, Moose Creek.

Dr. H. O. Schaleben, Surgeon, Potter Creek.

Dr. A. L. Drtina, Assistant Surgeon, Talkeetna.

MATANUSKA DISTRICT.

(Headquarters—Matanuska, Alaska.)

C. R. Breck, jr., District Engineer.

John W. Mullin, Clerk.

L. F. Vaile, Assistant Engineer.

E. O. Archibald, Assistant Engineer.

E. J. Prendergast, Resident Engineer.

F. T. Young, Resident Engineer.

G. A. Spangler, Resident Engineer.

Boyd Leedy, Resident Engineer.

R. M. McLean, Assistant Superintendent Construction.

A. W. Peck, District Accountant.

TURNAGAIN ARM DISTRICT.

(Headquarters—Potter Creek, Alaska.)

F. A. Hansen, District Engineer.

T. W. Secrest, Assistant Engineer.

H. C. Davis, Resident Engineer.

F. B. Standiford, Resident Engineer.

E. L. Edes, Resident Engineer.

Carl L. Miller, Resident Engineer.

Dan Leech, Assistant Superintendent of Construction.

D. B. Van Derlip, District Accountant.

George S. Cullen, District Timekeeper.

TALKEETNA DISTRICT.

(Headquarters—Talkeetna, Alaska.)

H. F. Dose, District Engineer.

F. W. Mitchell, Clerk.

R. L. Kuney, Assistant Engineer.

C. H. Bennett, Superintendent of Construction.

F. S. Wilson, Resident Engineer.

L. C. Porter, Resident Engineer.

M. S. Johnstone, District Accountant.

F. M. Daniels, District Timekeeper.

Seward Division.

(Headquarters—Seward, Alaska.)

Wm. C. Edes, Commissioner and Chairman.

R. J. Weir, Engineer in Charge.

T. M. Ward, Engineer Bridges and Building.

George W. Colwell, Assistant Superintendent Construction.

A. L. Tickner, Assistant Superintendent Construction.

Frank Waller, Resident Engineer.

A. W. Monroe, Resident Engineer.

A. D. Estes, Resident Engineer.

J. W. Keller, Resident Engineer.

H. C. DeLine, Special Disbursing Agent.

T. M. Harr, District Accountant.

George Switzer, Chief Timekeeper.

D. E. Large, Wharfinger.

C. D. Moyer, Storekeeper.

Fairbanks Division.

(Headquarters—Nenana, Alaska)

Thomas Riggs, Jr., Commissioner.

Frank H. Bailey, District Engineer.

G. Fenton Cramer, Special Disbursing Agent.

J. C. Williams, Special Disbursing Agent.

Frank Doner, Chief Timekeeper.

ALASKA Railroad Record.



Volume I.

ANCHORAGE, ALASKA, TUESDAY, DECEMBER 12, 1916.

No. 5

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

The purpose of the ALASKA RAILROAD RECORD is to furnish each week in a concise form current information concerning the operation and construction of the Government railway system in Alaska. The subscription price is \$1 per year for delivery in the United States and its possessions, and in Canada, Cuba, Mexico and Panama. Single copies 5 cents.

For delivery in other countries, to which the paper must be forwarded under foreign postal rates, a charge of 50 cents is added for postage, making the subscription \$1.50 per year.

Yearly subscriptions are entered as beginning at the first of the quarter of the year in which received and expire at the beginning of the corresponding quarter of the following year. When subscriptions are received after the beginning of a quarter the back numbers which have been issued during that quarter will be forwarded when available.

The paper is published free to United States Government departments, representatives of foreign governments, public libraries and employees of the Alaskan Engineering Commission.

Remittances for subscriptions may be forwarded to the ALASKA RAILROAD RECORD at the address below.

Address all Communications:

ALASKA RAILROAD RECORD,
Anchorage, Alaska.

CONSTRUCTION AND OPERATION OF THE ALASKA RAILROAD AND THE DEVELOPMENT OF THE RE- SOURCE TRIBUTARY.

(Concluded from last week)

Operation.

During the summer of 1915 the Alaskan Engineering Commission took charge of the Alaska Northern Railway, and from the first part of the season operated a gasoline car to Mile 34. Later freight was hauled certain days of the week by freight train to that point. During the winter, due to traffic between Seward and Anchorage, there was considerable business between Seward and Mile 34, the hauling being done by both the gasoline car and freight train. Recently the line was opened to Mile 71, the end of the line. A mixed passenger and freight train leaves Seward every Monday, Thursday and Saturday, returning the same day.

Early in February a schedule was issued for the operation of a mixed train from Anchorage to the end of the new line and considerable business resulted from the installation of the service. Since June a mixed train has been operated between Anchorage and Moose Creek. The commercial freight and passenger traffic is paying for the operation of the train, thus enabling the Government to transport the construction material free of cost from Anchorage to its various camps located along the railroad.

Industrial Development During 1915 and 1916.

When it became known that Ship Creek (now Anchor-

age) was to be the main construction base of the new line northward to Fairbanks, several thousand people flocked to that point. The Anchorage townsite was surveyed in June, 1915, and early in July the first sale was held. On the date of this sale there were over 3,000 people in the camp. Because of the increase in the population of the town, which is now between 4,000 and 5,000, it has been necessary for the Government to hold additional sales. The total number of lots sold to date is 1108, which brought an aggregate of \$216,845.

A townsite was surveyed at Matanuska, the junction of the Matanuska branch with the main line, during the summer of 1916, and in July sixty lots were sold there, which brought \$9840. The population of Matanuska is now between 150 and 200 people. There is also a small town at Moose Creek, where a townsite has been surveyed and lots will be sold next spring. The first coal mine on the Government railroad is in operation at this point. The Alaskan Engineering Commission secures all its coal for the Anchorage Division from this mine, and it is also the source of supply for the people of the town of Anchorage. Prior to the opening of this mine all coal was imported and cost the consumer from \$15.00 to \$16.00 per ton.

There has been considerable activity in the Willow Creek mining district, situated about fifteen miles from the main line of the railroad. Four mines were in operation last summer, and there are prospects of other mines opening next year. A townsite will be established at Wassilla, at Mile 15, on the Knik-Willow Creek wagon road, from which point freight for the Willow Creek mining district will be distributed. Encouraging reports have been received of new discoveries of quartz and copper properties in the Broad Pass country.

Between five and six hundred homesteaders have located along the line of the railroad in the Matanuska and Susitna Valleys, and the agricultural lands are being rapidly developed. Homesteaders are supplying a considerable portion of the foodstuffs for the railroad employees and other people in that section of the country. Recently the Alaskan Engineering Commission contracted with the Matanuska farmers for 300 tons, (over 10,000 bushels) of potatoes. Products are being hauled by the farmers to Matanuska and shipped over the railroad to Anchorage.

Two additions to the townsite of Seward were surveyed by the Government during 1915 and in September, 1916, 140 lots were sold at public auction for \$27,655 00. Since the sale of lots by the Government the construction of business and residence buildings has been notably stimulated. Recently an order was issued requiring the people living on the waterfront to vacate, and since then practically the entire beach has been cleared of buildings. The Commission is now engaged in the construction of an industrial spur on the waterfront and leases have been granted business houses of the town for warehouse and other purposes.

A new industrial district has been established at Anchorage on the south side of Ship Creek and several leases of ground have been let within this district. Other leases have been let on the north side of the creek for warehouses and for industrial sites.

The agricultural development in the interior of Alaska is further advanced than in any other part of the territory. The farmers of the Tanana valley are supplying nearly all the vegetables consumed in the interior. Very little perishable food supplies are imported. There are approximately 100 homesteaders in the Tanana Valley.

all of whom are self-supporting. The railroad passes through rich agricultural lands and a number of new homestead locations and entries were made this year.

Nenana, the construction base for the railroad in the interior, is located in the heart of some of the best agricultural land in the Tanana Valley. It is situated 57 miles north from the Nenana coal fields. A townsite was surveyed by the Government last summer and 349 lots were sold at public auction in August for \$129,705. Several business firms have established themselves at this place and erected substantial permanent buildings. The town has a present population of about 1200 people, and already has been supplied by the Commission with water works, electric light and a telephone system.

Leases for sites along the waterfront on the Tanana River at this point have been let for wharves, warehouses, wholesale houses and other industries, and the town promises to become an important distributing center for that section of Alaska.

UNDELIVERED CHECKS.

The Anchorage Disbursing Office requests the employees named below to call for checks drawn in their favor. Delivery will be made upon presentation of proper identification slips.

Checks remaining undelivered after the expiration of three years from date of issue will be forwarded to the Treasury Department at Washington, D. C. In order to save time and trouble for all concerned it is requested that employees secure their checks on the designated pay days.

The following checks were undelivered on December 1:

Aamot, T.; Abraham, Chas. (2); Adams, Albert; Agasoff, Z.; Agnew, Robt.; Alla, John; Allen, Andrew; Alex, Ben; Alexson, H.; Anderson, Carl; Anderson, Claus; Anderson, James; Anderson, Pete; Anderson, A. T.; Anderson, Ed.; Anderson, Joe; Antinucci, D.; Antonocci, D.; Antinuccio, Frank (2); Apror, Mike; Aronberg, H. F.; Argins, S.; Arich, Lazar; Aronson, Olaf; Aronson, Arne; Akoff, Harry; Akoff, Nick; Angelo, M.; Anastas, Philip; Antomez, Felix; Argrvich, Chris; Azzola, Lino; Austel, Chas.; Axon, John.
Bailey, G. H.; Bailey, Al. C.; Barbos, Louis; Bartman, Antone (2); Basoff, Pete (2); Baskoff, Alex; Backlund, Albert; Barshoff, Harry; Basoff, Nick; Bais, Louis; Balm, W. J.; Bazinet, Ed.; Black, Willard; Bell, R.; Bellow, R.; Bernard, O. S.; Berteloen, V.; Beck, Joseph (2); Begoff, Mike; Benson, Ben (3); Benson, Sam; Betros, Louis; Bezates, Gust; Bergendahl, Fred; Bergman, A.; Beton, Mike; Bibby, J. S.; Bill, George; Bigoff, Mike; Bible, L.; Blackfold, Geo.; Bogg, J.; Boles, Nick; Boscak, Nick; Bosoff, Frank; Bosoff, Harry; Brash, Mike; Bratt, G.; Brayford, F. W.; Brett, John (2); Brock, W.; Brown, Ephraim A.; Burman, Erick; Butkovich, Bob; Brown, R.; Blomquist, Gust; Bokoff, B.; Boscoff, Alek; Brasich, Mat; Brown, Arthur; Brownstead, O. (2); Brink, Ole; Brock, Thos.; Bonansea, Stephan; Brown, Jim; Bush, J. O. (2); Bloom, Jack; Bostrom, Chas.; Busey, W. W.
Callas, George; Carrigan, A. J.; Carlson, Jack; Carlson, Oscar; Carlson, A.; Carlson, Pete (2); Carlson, H.; Carlson, John; Carrel, Mike; Carrier, Dan; Chambers, Elijah; Chrisand, Gust; Cisoff, M.; Ciem, J. W.; Colchak, Anton; Collins, J. (2); Coloff, Gus; Copoff, Alek; Cornell, Henry; Canale, Mike; Canard, C. (2); Canty, P. H.; Cechirri, Pietro (2); Churich, Mike; Corak, Mike; Corrigan, Bert; Crosara, G.; Cabanov, John; Camich, Nick; Chapek, Jos.; Coffey, Tom; Coffey, John; Coffey, John F.; Carter, Geo. (2); Concar, Steve; Contos, George; Camp, A. B.; Collopy, John; Cornell, Henry; Cherboff, Nick; Chilovich, Pete; Cornovale, B.; Cottle, V. H.
Dahl, A. Larson; Dahl, John; Dahl, Oscar; Davoligus, Pete; Deboff, Bill; Degoff, Dan; Dinovich, G.; Dahlstrom, A. F.; Daugherty, J. M.; Delebosich, Andry; Donahue, J.; Donnelly, D.; Duncan, C. S.; David, Charles; De Marchi, S.; Dosh, Tony; Dougherty, J.; Dusan, D.; David, Georg; Degeoff, George; Drosos, Jim; Doeff, Pete; Dushar, Dan; Dargin, F.; Donnelly, M. J.; Duffy, Pat.
Edwards, M. Y.; Ellis, Jas. (2); Erickson, Gus; Erickson, Sam; Estes, Sam; Ethanos, George; Evans, Mike; Eklund, P.; Elving, C. E.; Enroth, Olaf; Erickson, Gust; Evans, Ed.; Exoff, George; Egeland, R. O.; Elliott, Walter (2); Envall, Gust; Evall, Gust E.; Espelund, John; Eevaerts, T.
Farr, Jim; Fitzpatrick, J. W.; Frazer, Lee; Friend, J. L.; Finderll, Tony; Florianowicz, J.; Frank, Frank (2); Frank, Joe (2); Farrer, P. M.; Forbes, A. H.; Franklin, C. A.; Florianowicz, J.; Plathers, O. H.; Flotebl, Harry; Fraser, Geo.; French, Joe; Forker, Frank; Fraser, Phil.
Gank, Don; Garson, Alek; Garthoff, Jim; Gatoff, Jim; Gilovich, P.; Gkoff, Geo.; Goboff, Harry; Gogoff, Pete; Gorman, H. W. (2); Gravich, Sam; Grew, Harry; Gross, Nick; Gurst, Mike; Ganassin, L.; George, B.; Gets, Joe; Gezoff, Mike; Gilbertson, N. T.; Goumans Louis; Green, Fred. W.; Gamatt, George; Gates, Fred; Glaz, Frank; Gatoff, Jim; Geoff, Harry; Gorris, T.; Gust, Jim (2); Garrow, James I.; Glumac, Nick; Gagovich, Jagos; Gamoff, Sam; Garran, James I.; Gladish, Pete; Goodin, Joe.
Haas, William; Haltorn, Paul; Hancock, Richard; Hangrave, Nels; Harrison, Lee (3); Healy, Francis; Hempler, A.; Hendrickson, G.; Hetag, H.; Hiltz, W. H.; Hilstrom, Arvid; Howard, Henry; Hathaway, Dave; Hinde, Edwin G.; Hoin, E.; Husberg, Axel; Hale, Fred; Hansen, William; Hartle, A. C.; Headlund, P.; Herbert, Peter; Hicks, Harry; Hunt, W. C. (2);

Hale, Fred; Harf's, Mike (2); Heanas, John; Hjeim, Ole; Howais, Herman; Hrtag, H.; Hedquist, Alex; Hackett, Hugh P.; Herman, Fred; Herstef, Frank; Hirvela, Matt; Hoel, Otto (2); Holmlund, Gust; Huteff, Hanley (2); Holtz, E.
Isom, John; Ince, J. A.; Iverson, Pete; Irvin, Chas.; Irvine, Sep; Isakson, H.
Jackis, George; Jacobson, Andrew; Jean, Frank; Jeckus, George; Jensen, S. P.; John, Conny; John, Jim; John, Tony; Johnson, Andrew; Johnson, Ed. (2); Johnson, Nels; Johnson, Ole J.; Johnson, Oscar; Johnston, Ed.; Johnson, Carl C.; Johnson, Ben (2); Johnson, B.; Johnson, Olaf; Johnson, Adolph; Johnson, Erick; Jackson, W. M.; Jackson, Ed.; Janich, K. (2); James, John; Jukich, Henry; John, J.; Joan, Jim; Jukur, George; Joyce, Joe.
Kaioff, Harry; Kartnich, Sam; King, George; Kosoff, Mike; Kukugan, Frank; Kuzia, Joe; Kaulas, George; Ketoff, John; Kotoff, Sam; Kalestad, E.; Karoff, Mike; Kennedy, Clem (2); Kern, Joe; Kenyon, J. S.; Kinda, John; Konietes, John; Kabizove, Alex; Klaiser, A.; Klatt, E. A.; Kuney, Max J.; Kelley, Robt.; Kleven, Nels; Kolbenson, Alfred; Kosoff, John; Kagof, Roman; Kalloch, L. E. (2); Kaplan, Alex; Karonoff, Frank; Kaest, Henry (2); Kesser, Alec; Kastner, Joe; Katzoff, Alek; Kennedy, E. S. (2); Kettler, Wm. J.; Kingdom, E.; Kingsberry, Harry; Kolbenson, Alfred; Koloff, Alek; Kosoff, B.; Kottoff, Will; Kozick, Andrew; Kristoff, Ordum; Kulin, Otto.
Lagerburg, N.; Lanoff, George; Larson, Charles; Larson, Louis; Lawson, Louis; Layne, Doc; Lazoff, Jack; Lee, Joseph R.; Lewis, G.; Libby, J.; Limberg, E.; Lindahl, Alfred; Lovett, Pat; Lucas, Ben; Laich, Mike; Leberman, J.; Leckwold, M.; Legris, Ld.; Lyall, Andrew; Libbey, E. A.; Lund, E.; Larson, Ed.; Larson, K.; Leroy, Charles; Litwall, L. B.; Liaros, Bill; Lundstedt, John; Lee, Joseph R.; Lunden, O.; Lysen, E.; Larson, B.; Lary, J. B.; Lind, Elmer.
Magus, Tom; Mahon, P.; Makoff, Alec; Makoff, Tom; Mammary, Chas. M.; Marchip, J.; Marcorin, A.; Mavenne, Carl; Marrion, James; Marshall, P. S.; Martin, Robert; Measoff, L.; Menzaeff, Dan; Miles, John; Missoff, George; Moroff, Alex; Morris, J. J.; Murray, B. (2); Murray, Claude M.; Mussoff, Alek; Milkovia, George; Moehring, L. H.; Moran, Chas.; Morris, G. W.; Marshall, Paddie; Mikoff, Pete; Millet, Henry (2); Murphy, Frank; Madison, H. H.; Martin, Charles; Matson, M.; Miller, A.; Monder, I.; Moore, L. R.; Moran, George; Madill, D. A.; Mansuy, Leo J.; Marsh, Samuel; Martin Carl; Martinsen, Hans; Martinson, Hans; Mafrica, Joseph; Martin, J.; Michalec, Stanley; McCharles, H. (3); McGatty, W.; McInnis, Daniel (2); McLoughlin, J. A.; McCartin, P. T.; McDonald, M.; McIver, H. J.; McDonald, Hugh; McInnis, Daniel; McHugh, Edward R.; McKenney, P.; McCoy, L. C.; McDonagh, J. P.; McDonald, Martin; McDonald, R. (2); McFall, Harold; McIntyer, Cornelius A.; McManahan, P.; McGill, James; McCormack, Patt.
Nations, G. J.; Nelson, A.; Nelson, A. C.; Nelson, A. E.; Nelson, Ben; Nelson, L.; Nelson, N.; Nelson, Manne; Nelson, Matthew; Norlin, A.; Norvick, Steve; Nelson, Oscar; Norman, Gus; Norvich, Steve (2); Nelson, Chas.; Nelson, P.; Nelson, Axel; Nelson, Edward; Newton, H. E. (4); Norton, T.; Notch, T. P.; Nakki, Robert.
Olson, A. E.; Olson, E.; Olson, Olaf; Olson, Knute; Olson, Hans; Olson, Ivan; Olson, John; Olson, M.; Olson, Andrew; Olson, Fred; Olson, Geo.; Oleson, Eric; Olsen, Hoken; Olson, Chas.; Olson, H.; Oxy, John; Olinto, T.; Ownby, Victor; Ohman, John; O'Hara, Kenneth; O'Rork, Dick; O'Rourke, R.
Pappas, Andrew; Palmer, H. C.; Parie, Joe; Peterson, Chas.; Peterson, Axel; Peterson, Robert; Petio, John (2); Pinard, J. B. (3); Parker, Frank; Parpich, Tom; Penanen, Andrew; Person, Swan; Petardi, Angelo; Peterson, Charley; Peterson, Henry; Peterson, Robert; Peterson, O.; Pillard, Angelo; Popos, John; Paulos, T.; Preevich, Nick; Probst, John C.; Prpich, Joe; Puppas, Tony; Parmenter, L.; Pelton, Wm. L.; Percevich, Nick; Peters, Chas.; Phillips, Ray; Popp, Geo.; Pylant, Ed.; Parsons, Fred; Pienderleith, James.
Quinn, Robert (2).
Rowe, A.; Raikovic, Joe; Rider, Fred; Roslund, Chas.; Richmond, Ed.; Roden, Charles; Roman, Sam; Romano, S.; Rotkovich, J.; Racas, Tom (3); Rakris, Tom; Reister, Ole (2); Robovich, Tony; Rose, John; Ross, J.; Ryan, E. W.; Radovich, M.; Ryan, Edward; Rapach, Eli; Rawtek, John; Reede, Ralph; Repeto, Tom; Richards, W. H.; Robovich, Tony; Roderer, Frank; Romoff, Bill; Rosengren, Sam; Rothstrom, L. G.; Ryan, Edward.
Sagoff, Jim; Saindon, E. L.; Salon, K.; Samac, John; Sandona, Joe; Santo, A. D.; Sell, John; Schoff, Harry; Shemrock, Paul; Skolis, Steve; Smith, Norman; Soldini, G. Spithill, Joe (2); Stamos, Dan; Sullivan, Jack; Schultz, L.; Shaktir, Alle; Sharpe, Chas.; Sopich, J.; Steen, J. E.; Stesto, M.; Stinson, Al. (2); Swanson, C.; Swanson, Pete; Sweet, A. D.; Sackoff, Alex; Scaoff, John; Sears, C. C.; Sever, Fred; Stewart, V. A.; Strom, John; Sueff, J.; Sundberg, Ole; Sundall, Lee; Sanquist, Gus; Schlin, Carl; Shirokey, John (2); Swanson, Swan; Smith, Tony; Skoog, Gus; Somerville, Adam; Sogoff, Bill; Sagoff, Jim; Sanden, Ole; Sarnovsky, J. Savoff, Sam; Seaburg, Guss; Shergren, Chas.; Slaon, Dan; Soloff, Mike; Sonoff, Sam; Stawerson, A. (2); Stanoff, Vic; Stephens, George (2); Stoker, Alek; Strandberg, Alfred (2); Summers, Tom; Sundholm, Thomas; Swanson, D.; Scocos, Chas.; Smith, Eaton; Svarko, Frank; Stonas, Gust.
Tasipos, Gust; Temeroff, Alek; Thibodeau, Thomas F.; Tiffany, Geo. H.; Tatonoff, Sam; Tegart, Ed.; Thompson, Fred; Thompson, F. O.; Thompson, R. B. (2); Torger, Mike; Tagoff, Jim; Taroff, E.; Taylor, Alex B. (2); Taylor, A. B.; Tonis, Jim; Thurston, Chas. (2); Tolechuch, Anton; Thanous, Gus; Thomas, John; Tomovich, Z.; Tomicich, Mike; Tallahan, Gust; Tagoff, John.
Voros, James; Vasilou, Tom; Vassil, George; Vussol, Geo.; Volger, Joseph (2); Vallas, Andrew; Valendia, Billie; Vallastus, Geo.; Volkman, Emil; Voros, A. S.; Varsios, George.
Welton, D.; Willert, Orin; Weaver, H. E. (2); Webb, John; Weidenbaker, C. J.; Whelen, Pete (3); Wilder, J. F.; Wolber, H. B.; Wood, D. J.; Westman, John; Willmount, M. S.; Wilson, Sam; Winter, Wm E.; Wonees, Gust; Wusovich, Mike;

Weatherhead, Victor; Wanag, August; Webb, John (2); Wek-
lin, Jack; White, C.; Wilson, A.; Wilson, Oscar; Winsted, L.;
Wones, Gust; Werden, W. W.; Wortman, Wm.; Wright, J. W.;
Wukmir, John; Wukmir, Pete; Wagner, Olof; Wicks, John;
Woolley, Ford.
Yokato, Harry; Youmans, I. G. (2); Youmans, J. G.
Zanga, Wm.; Zarwell, Edward (3); Zigulis, Anthony; Zil-
off, Bill; Zoloff, Mike; Zook, G.

Contractors' Laborers.

Almquist, G.; Anderson, Carl A.; Apaula, Hatill.
Berta, John; Bigoff, Mike; Bodin, Albert; Borg, Ole; Buse-
lich, Joe; Eutorac, Tony; Eutorac, Jack.
Canoff, John; Carlson, Pete; Carnaakis, Nick; Carpenter,
W. T.; Castacas, A.; Chrissagis, A.; Christofferson, Louis;
Clark, C. F.; Conway, Bert.
DeMonnin, Chas. (2); Drashoff, L.; Drosos, Jim.
Edstrom, Emil; Emerzos, Aristos.
Foribi, Geo.
Ghylin, Emil; Grand, Marian; Grossley, A. (2).
Holucovisky, S.; Hugh, Hans.
Jackoff, Jim; Jarich, L.; Johnson, August; Johnson, Carl
S.; Johnson, Dick; Johnson, Ed.; Johnson, Isack; Johnson,
Floyd (2).
Kato, Stanli; Kindlund, Gust; Kuloff, Jim.
Lalich, John; Larondahl, A.; Larson, Ed.; Laseos, Jim.
McDonald, R. E.; Maki, John; Martin, Alfonso; Michalec,
Stanley; Mork, W.; Nakata, Jack (2).
Ober, S.; Olson, Fred; Olsson, Fred; O'Sullivan, Pat.
Pappas, John; Pappas, Tom (2); Pickeal, John; Prpich,
Joe.
Riblich, Sam.
Salon, K. (2); Samis, S.; Shuholm, D.; Soime, Mike; Sou-
klk, John; Stathis, Ernest; Steenes, M.
Thompson, Anton.
Walsh, Ed. Westlund, Swan; Wilson, Wm.
Zeetez, Frank; Zook, G.

NEW CONTRACTS AWARDED.**Anchorage Division.**

The following contracts for construction work on An-
chorage Division were approved by the Commission during
the period Nov. 16 to Nov. 30, 1916:

E. Christoferson & Co., Grading, Turnagain Arm Dis-
trict.
Frank Mathison & Co., Grading, Turnagain Arm Dis-
trict.
A. Hall & Co., Grading, Turnagain Arm District.
Andrew Lindquist & Co., Grading, Turnagain Arm Dis-
trict.
John Gustafson & Co., Grading, Turnagain Arm Dis-
trict.
N. W. Sjostedt & Co., Grading, Turnagain Arm Dis-
trict.
N. Kleven & Co., Grading, Turnagain Arm District.
Swan Adrin & Co., Grading, Turnagain Arm District.
Chas. Larson & Co., Grading, Turnagain Arm District.
Moore & McFall, Cutting Wood, Matanuska District.
O. Bostrom & Co., Grading and Grubbing, Turnagain
Arm District.
M. Kasovitch & Co., Grading and Grubbing, Turnagain
Arm District.
Chas. M. Johnston, Cutting Wood, Matanuska District.
Louis Prezinso & Co., Grading, Turnagain Arm Dis-
trict.
C. F. Anny & Co., Grading and Grubbing, Turnagain
Arm District.
Andrew Frederickson & Co., Grading and Grubbing,
Turnagain Arm District.
P. McCormick & Co., Grading, Turnagain Arm District.
Fred Chalman & Co., Grading, Turnagain Arm District.
Chas. Anderson & Co., Grading and Grubbing, Turn-
again Arm District.
A. Moen & Co., Grading and Grubbing, Turnagain Arm
District.
Olson & Peterson, Cutting Wood, Matanuska District.
Hugh McCaughey, Cutting Wood, Matanuska District.

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchor-
age Disbursing Office during the period December 1 to
7, 1916 was \$29,303.08, as follows:

Geo. Marino & Co.	\$5400.96
George Lanoff & Co.	2230.21
James Pavletich & Co.	7430.08
F. Kammersgaard & Co.	1195.30
E. Swanson & Co.	4884.08
Sam Harris & Co.	4436.85
Alex Tsakumis & Co.	3724.70

WEEKLY PROGRESS REPORTS.**Anchorage Division.**

Following are the progress reports of the various de-
partments of Anchorage Division for the week ending De-
cember 2:

MAINTENANCE OF WAY.

No track work was done during the week. Considera-
ble difficulty was experienced from ice forming on the
rails, particularly between Mile 8 and Mile 14 on the Mat-
anuska Branch.

Buildings.

The Army Mess Hall was completed; the temporary
depot at King was also finished, except the placing of the
roof. This will be done when the building is moved to
that point. At Hospital No. 2 the carpenters were en-
gaged in fixing up a cold storage room and the installa-
tion of dumb waiters. With the exception of Cottage No.
31 the plastering of the five-room cottages on Anchorage
Townsite was completed. A small force of carpenters
was at work on kitchen fixtures for the three-room cot-
tages.

Painting.

The cold weather prevented much painting being done.
At Hospital No. 2 the work is 90 per cent complete; at
Cottages Nos. 16 and 26 the work was completed.

Water Service and Plumbing.

During the week the plumbing force was kept busy
thawing out water pipes. The following buildings re-
quired attention: Cottages Nos. 2, 4, 7, 8, 9, 12, 13, 14,
Hospitals No. 1 and No. 2, Mess House No. 2, Photogra-
pher's Office, Bunk Houses Nos. 1, 2, 3 and 4, Chief Stew-
ard's Office and Dr. Beeson's residence.

The plumbing of Cottages Nos. 17, 18, 19, 20, 30, 31
and 33 is 85 per cent complete; that of Cottages Nos. 16
and 27 was finished.

The frost-proofing of the hydrants at the terminal was
completed; the installation of fire hydrants for the town-
site cottages is 95 per cent complete. Sewer and water
lines were installed in the Army Mess Hall. Hot water
plants were placed in Cottages Nos. 21, 25, 26 and 27 and
fair progress was made at the other cottages. In the
new school building the installation of steam heat is 75
per cent complete; at the machine shop 45 per cent.

Mechanical Department.

Running repairs were made to engines Nos. 221, 225,
265 and 280, the latter being equipped with an electric
headlight. A force of seven men from this department
worked all week fitting up machinery in the new power
plant.

A small amount of miscellaneous shop order work was
handled for private parties. Work was begun on a hot
air furnace for Cottage No. 36.

Electrical Department.

During the week steam was turned into boilers 1 and
2 at the power plant. A force was engaged on the instal-
lation of the switchboards, and mechanics were installing
exhaust and water pipes. A small carpenter force was
occupied in laying floors and putting in cement founda-
tions for piping.

TELEGRAPH AND TELEPHONE DEPARTMENT**Talketna-Matanuska.**

Material for closing the gap between Mile 174 and
Montana Creek is at Matanuska and will be forwarded as
soon as there is sufficient snowfall to make good sledding.

Townsite Telephone Exchange.

The combination light-telephone pole work for both the
terminal yards and townsite has been completed. This in-
cludes the line of poles from the plant to the buildings on
the west side of the tracks in the yards, and to the new
hospital. Anchors for the guying are all placed, except
at the lower end of the terminal yards.

Electric Light and Power.

The entire week was utilized in pushing the power
plant installation.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

Clearing is completed between Anchorage and a point one-half mile north of Indian Creek, a distance of 26½ miles. About 1¼ miles of the heavy clearing between one mile north of Glacier Creek and Indian Creek have been completed.

Grading.

On account of the extreme cold weather the steam shovel at Big Rabbit Creek made only fair progress during the week. The contract of M. Beckstrom & Co. was cancelled. The other eighteen contractors who signed contracts last week have their winter quarters practically completed and will start grading on Monday.

The following contracts were let during the week:

Geo. Hrdak & Co.
Chas. Anderson & Co.
A. Moen & Co.
Frank Daniels & Co.
Bernard Nelson & Co.
E. Carlson & Co.
Fred Carlson & Co.
Joseph Johnson & Co.

Miscellaneous.

The recently completed cottages at Potter Creek Headquarters have been assigned as follows:

Cottage No. 1..... F. A. Hansen
Cottage No. 2..... D. B. Van Derlip
Cottage No. 3..... Dan Leech
Cottage No. 4..... R. D. Thompson
Cottage No. 5..... H. C. Davis
Cottage No. 6..... T. W. Secrest
Cottage No. 7..... W. M. Peltier
Cottage No. 8..... Tom McKinney

Camps 94, 96 and 98 are practically completed; Camp 91 about 50 per cent. The field hospital at Sheep Creek is about 90 per cent complete and the office building at Potter Creek 60 per cent.

MATANUSKA DISTRICT.

Branch Line.

On the Matanuska Branch the camp at Kings River, Mile 24, is now nearly complete; that at Mile 27 about 75 per cent.

Resident Engineer F. T. Young has established his headquarters at Camp 27 and is now engaged in retracing the located line.

Contracts are being let on Residency E to Shedín & Co., Henry Hanson & Co., Fred Johnson & Co., Jankow & Co., Kargin & Co., Pete Iverson & Co., and Mike Divyak & Co. All the above contractors are being moved to their stations and as soon as they have established their camps will start construction work.

On Residency F, the placing of contractors on their stations is slower because the means of transportation is limited to pack trains and light double-enders, over the old Chickaloon trail. It will be impossible to commence this work in earnest until the river is frozen and freight can be hauled over the ice. With the present cold weather this should be possible within a very short time. Even under prevailing adverse conditions five small contracting gangs are at their stations building their quarters and a Commission force is constructing a camp at Mile 36, the latter being now about 75 per cent complete.

A number of road house men and others have been granted permits and are preparing to conduct small businesses at Kings River, and a considerable number of people are making their temporary residence in this district, awaiting developments in the Chickaloon coal fields.

At Moose Creek the O'Reilly-Doherty coal mine is producing about 60 tons of coal per day, and the proprietors hope to increase their output to 80 tons within ten days. At present the product is not being screened but arrangements are now being made to do so.

Supplies and equipment are being spotted at Eska Creek for the Milo Kelly coal property on Eska Creek, and operations will commence at this mine shortly.

Main Line.

Work on the Main Line is rapidly nearing completion as far north as the Little Susitna River. There now remain but eight uncompleted contracts and the last of these will probably be completed by Christmas.

A piledriver crew is driving Bridge No. 24, across Wasilla Creek, and after this is done the outfit will be moved to Cottonwood Crossing.

North of the Little Susitna a winter camp is being built at Mile 180, and work on another winter camp at Willow Creek, Mile 186, will be begun shortly. As soon as these camps are finished the freighting of supplies will commence. Another fall of snow is needed, however, to put the roads in good condition for sleighing.

Prospective right-of-way contractors are advised that the contract for clearing between Willow Creek and Kashwitna River is not ready to be let at present. At the proper time bids will be advertised for, and sufficient time allowed contractors to inspect the work.

It is suggested by District Engineer Breck that prospective bidders await the publication of the notice before making the trip out to Matanuska.

Matanuska Townsite.

The cottages for married employees have been completed and one family has already moved in. The other houses will be occupied within a few days. With the exception of two days, the water supply was maintained during the cold weather, and it is expected no further interruption will be experienced during the winter.

TALKEETNA DISTRICT.

Following is the progress report of the Talkeetna District for the week ending November 26:

Residency 255.

Construction of the buildings for this residency is completed, with the exception of the interior detail work, which will be done next week.

Crib at Camp 221.

This work is progressing satisfactorily. The first timber was placed December 1. On account of the jamming of ice in the river, thus causing it to pile up on the banks, four or five feet of ice excavation had to be made in some instances.

Kashwitna.

The construction of the camp buildings at this place will be commenced the first of next week.

General.

The temperature between Montana Creek and Dead Horse varied during the week from 10 above to 30 below zero, and for two days past a severe north wind has been raging. The river has jammed and overflowed intermittently but next week will probably see it frozen over permanently for the winter. On this account it has been practically impossible to do freighting over the ice.

The trail from Kashwitna into Camp 174 has been completed, thus establishing communication between these points.

Seward Division.

Following is the progress report of the Seward Division for the week ending December 2:

The force at work on the Kern Creek bridge is making satisfactory progress, despite the cold weather, as are the station gangs between Kern and Glacier Creeks. The section crews at Mile 45 and Mile 52 have been laid off for the winter. Work on the railroad approach to the Seward dock has again been resumed.

On December 7 a new train schedule went into effect, and until further notice a mixed train will leave Seward at 8:30 a. m. every Monday, Thursday and Saturday for Mile 40; returning will leave Mile 40 at 1:00 p. m. the same day for Seward. The train made its last trip to Kern Creek on December 5. Engine No. 4, with 10 flat cars, two box cars and a caboose are tied up at Kern Creek for the winter.

The force report of this Division on December 2 was as follows:

Headquarters Office	10
Engineering	35
Shops and Yards	40
Stores and Dock	20
Track, Grade, Ballast and Bridges	256
Stationmen and Laborers	253

Grand total all employees Seward Division 614

RAILROAD TRAIN SCHEDULE.

Anchorage, Alaska, Nov. 18, 1916.

Transportation Circular No. 19.

(Supersedes Transportation Circular No. 14, dated October 30, 1916.)

Effective 12:01 a. m. Wednesday, November 22, 1916, a mixed passenger and freight train will be run between Anchorage and Matanuska, Matanuska and King and between Anchorage and Rabbit on the following schedule:

NORTHBOUND		MAIN LINE		SOUTHBOUND	
Monday Wednesday and Friday, only.				Tuesday, Thursday and Saturday, only.	
Leave 9:00 a. m.		0.0 Anchorage		Arrive 2:45 p. m.	
	9:25	4.9	Whitney.		2:30
	9:55	7.3	Kuney		2:10
	10:40	9.7	Birchwood		1:35
	11:00	5.6	Eklutna		1:10
Arrive 11:30 a. m.		9.0	Matanuska.	Leave 12:40 p. m.	
NORTHBOUND		MATANUSKA BRANCH		SOUTHBOUND	
Monday, Wednesday and Friday, only.				Tuesday, Thursday and Saturday, only.	
Leave 12:45 p. m.		36.5 Matanuska		Arrive 11:40 a. m.	
	1:20	6.4	Palmer		11:10
	1:55	6.6	Moose Creek		10:30
	2:32	9.2	Granite		9:35
Arrive 2:40 p. m.		1.9	King.	Leave 9:30 a. m.	
SOUTHBOUND		MAIN LINE		NORTHBOUND	
Tuesday, Thursday and Saturday, Only.				Tuesday, Thursday and Saturday, Only.	
Leave 1:00 p. m.		0.0 Anchorage.		Arrive 2:10 p. m.	
	1:15	5.0	Campbell.		1:55
Arrive 1:30 p. m.		5.4	Rabbit.	Leave 1:40 p. m.	

Mixed train leaving Anchorage northbound will stop just North of road crossing, Terminal Yard, Anchorage. This schedule is NOT in effect as a time card authorizing the movement of trains, and all trains will continue to run extra as heretofore. However, for the information and guidance of all concerned, the trains covered by this schedule will not leave any station at which time is shown ahead of the designated time.

Owing to working conditions this schedule is only tentative, and the Commission reserves the right to change it without notice.

F. MEARS, Commissioner.

DAILY WEATHER DATA.

The following table shows the weather conditions prevailing at Anchorage during the period November 29 to December 5, inclusive:

DATE	TEMPERATURE		PRECIPITATION		WIND Miles per Hour	CONDITION OF HARBOR
	Max.	Min.	Snowfall	Snow on Ground		
Nov. 29	14	-6	1.0	3.5	4.2	Harbor filled with ice.
Nov. 30	14	2	trace	3.5	4.1	Ice well off shore.
Dec. 1	13	-14	0	3.5	4.4	Much open water.
Dec. 2	0	-24	0	3.5	7.0	Much open water.
Dec. 3	-4	-24	0	3.5	6.6	Much open water.
Dec. 4	3	-26	0	3.0	6.0	Anchor ice forming.
Dec. 5	-5	-36	0	3.0	5.3	Ice well packed.

ALASKA NORTHERN SCHEDULE.

A mixed passenger and freight train leaves Seward for Mile 40 and way stations every Monday, Thursday and Saturday at 8:30 a. m.; returning leaves Mile 40 for Seward the same day at 1 p. m.

ANCHORAGE DISBURSING OFFICE.

The total disbursements made by the office at Anchorage for the period December 1 to 7 totaled \$115,701.75. The payment of salaries and wages amounted to \$85,-

500.00; for local purchases \$210.82; to contractors \$29,303.08; other expenditures \$687.85.

NOTICE.

The following persons owning lots in the Townsite of Anchorage are requested to call at the Townsite Office and make payment of their assessments:

- R. E. Spicer Lot 3, Block 51
- Edw. Sirois Lot 9, Block 55
- Raso Gazovich Lot 2, Block 12
- M. K. Penoff Lot 6, Block 97
- C. J. M. Lind Lot 10, Block 72

J. G. WATTS, Townsite Manager.

OFFICIAL CIRCULARS.

(The following circulars of the Anchorage Division Accounting Department, Nos. 11, 13 and 19, were issued prior to the publication of the Alaska Railroad Record and were distributed at the time of issuance to the various Departments. On account of their importance to all concerned they are reproduced in these columns.)

FORM NO. 449—ORDER FOR MEALS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Oct. 13, 1916.

Accounting Department Circular No. 11:

TO ALL CONCERNED:

This form has been prepared for the purpose of extending to new employees who have not earned sufficient to purchase a meal ticket book the privilege of eating at Commission mess houses at the regular rate of 33 1-3 cents per meal.

Timekeepers and other employees concerned will be governed by the following regulations relative to the proper method of handling this form:

1. This form will be made out in duplicate for all new employees until such time as they have earned sufficient to have a meal book charged to their account. The original must be given to the employee and the duplicate retained as a camp record.

2. Employees' accounts must be charged daily with all orders for meals issued.

3. These forms are numbered serially and all numbers must be accounted for. If any order has been spoiled or cancelled, the original must be appended to the duplicate for purposes of audit.

4. Payroll deduction must in all cases be made for all orders issued. Timekeepers will not be permitted to receive meal tickets in repayment of order for meals issued.

5. Orders for meals are good only at the camp at which they are issued.

6. A separate column on the time roll will be used for entering deductions for order for meals issued. The column will be headed "Order for Meals Account."

7. Credit to mess house will be given in the same manner as regular meal tickets. A separate line on Form No. 141, Mess House Statement, should be used for entering the number and value of orders honored.

8. A camp record will be maintained of all orders for meals received and issued after the same plan as meal ticket books. For this purpose, Form No. 140 can be used to advantage by altering the words "Meal Ticket Books" to read "Order for Meals."

9. Timekeepers will be held responsible for any orders that have been omitted to be properly charged.

H. B. WILKINSON, Chief Accountant.

Approved, F. MEARS, Commissioner.

COUPON REGULATIONS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Oct. 13, 1916.

Accounting Department Circular No. 13:

TO ALL CONCERNED:

The following instructions are issued in compliance with the order of the Commissioner, under date of October 11, 1916, Circular No. 122.

1. A Coupon Department has been established in the office of the Chief Accountant. This Department will have full charge of the receipt, care and issue of commissary coupon and meal ticket books on this Division; also will receive and have charge of all cancelled commissary coupons and meal tickets.

2. Commissary coupon books and meal ticket books will be issued to the following officials on written requests:

District Timekeepers.

Anchorage Terminal Timekeepers.

The above timekeepers will make request on the Coupon Department for a supply of books necessary to meet the requirements of their respective Departments for a period of two weeks. Care and judgment is to be used in requesting books, in order to prevent a shortage as well as eliminating rush orders, and also to prevent carrying a large supply of books without the proper protection.

3. Requisitions will be filled promptly and forwarded securely wrapped and properly labeled. A memorandum of shipment in duplicate will be forwarded under separate cover to the respective parties, the original to be receipted and returned to the Coupon Department, and the duplicate to be retained in the file of receiving party.

4. Timekeepers in the various districts will secure books to meet the demands of their camps or gangs from their respective District Timekeepers.

5. In the various offices at Headquarters where a timekeeper is not maintained and where the heads of Departments prepare time rolls to cover employees therein, the employees of such offices will secure their supply of commissary coupon and meal ticket books from the Chief Timekeeper at these headquarters. The Chief Timekeeper at the end of each month will furnish the heads of the various offices with a statement showing the number and kind of books issued to the various employees under their jurisdiction, for which deductions are to be made on the current month's time roll. In the event of an employee leaving the service during the month, the official in charge of the time roll will procure from the Chief Timekeeper a statement of books issued to such employee.

6. All employees upon receiving coupon or meal ticket books will be required to place their signature on the cover of the book, and also on the contract form; for this purpose ink or indelible pencil must be used.

7. Employees will not be permitted to draw coupon and meal ticket books, whether paid for in cash or by payroll deductions, in excess of 60 per cent of their monthly compensation.

8. Timekeepers and other issuing clerks will issue coupon books only between the 5th and 27th of each month, and the timekeeper or other issuing clerk will see that the employee has sufficient time to his credit to cover the book or books issued.

9. All books before issuance to employees are to be validated with proper stamp, on the front cover and on receipt stub. Validating stamps will be handled and issued as required by the Coupon Department. As each stamp bears a separate identification, a record of the various stamps will be kept in the Coupon Department.

10. Timekeepers and clerks in commissary and mess houses will see that validation appears on each book before detaching coupons or meal tickets from their covers. Books not bearing the validation stamp will be lifted and forwarded to the office of the Chief Accountant.

11. NO DETACHED COUPONS WILL BE HONORED, AS THEY ARE CONSIDERED ABSOLUTELY WITHOUT VALUE.

12. All employees whose duty it is to receive coupons for commissary sales and meal tickets for meals will personally detach coupons from the books, and such coupons will be cancelled immediately upon detachment.

13. Timekeepers in outlying Districts will forward cancelled coupons and meal tickets to the Coupon Department direct, accompanied by sales slips and copy of invoice which they forward to the District Accountant. As soon as coupon books and meal tickets have been checked by the Coupon Department, a remittance sheet will be forwarded to the District Accountant, in order that he may check up any irregularities.

14. Cancelled coupons and meal tickets must be forwarded to the Coupon Department not later than the 10th of each month.

15. As soon as a check has been made of coupons and meal tickets they will be destroyed.

16. The Retail Store at Anchorage will at the close of each day's business transmit a daily report of commissary sales, together with sale slips and cancelled coupons, to the Coupon Department.

17. As soon as time rolls and station gangs' accounts have been entered up at the end of each month, all commissary coupon and meal ticket book contract forms must be immediately forwarded to the Coupon Department. All packages containing contract forms must be securely wrapped and properly addressed.

18. The clerk in charge of the mess house at these Headquarters will submit a daily report of meal tickets collected, accompanied by cancelled meal tickets, to the Coupon Department.

H. B. WILKINSON, Chief Accountant.

Approved, F. MEARS, Commissioner.

COMPUTATION OF TRACK RENTAL.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Oct. 24, 1916.

Accounting Department Circular No. 19:

TO ALL CONCERNED:

For the purpose of insuring a uniform system of computation of track rental charges against contractors, the following method will be observed:

Multiply the total sum of the daily trackage in use by one and one-half and divide by seven. The following illustration will serve as a guide in handling this feature of contractor's charges:

Oct. 1	250
2	250
3	300
4	300
5	300
6	400
7	400
8	400
9	550
10	550

3700 ft. track multiplied by 1½ equals 5550 ft.

track.

5550 ft. track divided by 7 equals \$7.93.

Please be governed accordingly.

H. B. WILKINSON, Chief Accountant.

Approved, F. MEARS, Commissioner.

TEL. AND TEL. SUPPLEMENT.

Department of the Interior
Alaskan Engineering Commission.
Telegraph and Telephone Department.
Anchorage, Alaska, Dec. 1, 1916.

Supplement No. 1 to Telegraph and Telephone Tariff:
(Dated November 1, 1916.)

TO ALL CONCERNED:

A new telephone has been installed at 18-Mile Roadhouse (Tom Bush). The rate is the same as Summit Roadhouse.

E. R. McFARLAND, Superintendent.

Approved, H. F. DOSE, Acting Division Engineer.

TELEPHONE TARIFF SUPPLEMENT.

Alaskan Engineering Commission.
Telegraph and Telephone Department.
Anchorage, Alaska, Dec. 8, 1916.

Supplement No. 1 to Telephone Tariff No. 1:
(Anchorage Exchange)

TO ALL CONCERNED:

Two-party extension telephone, per month, \$2.00.

E. R. McFARLAND, Superintendent.

Approved, H. F. DOSE, Acting Division Engineer.

WAGE SCHEDULE CHANGES.

Department of the Interior
Alaskan Engineering Commission.

Supplement No. 25 to Wage Schedule No. 2:

The following rate is authorized for work on this Division:

Fire Chief, Anchorage Terminal, \$180.00.

Issued Nov. 30, 1916.

Effective Dec. 1, 1916.

H. F. DOSE, Acting Division Engineer.

FREIGHT TRAFFIC FORMS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Dec. 6, 1916.

Transportation Circular No. 25:

TO ALL CONCERNED:

Effective at once, agents and the trainmaster at Anchorage will expense all company shipments received on Form 234, Freight Bill, taking consignee's receipt on office copy and delivering original to consignee. All company waybills are to be forwarded weekly to the Chief Accountant, listed on Form 403.

H. F. DOSE, Acting Division Engineer.

OFFICIAL PASS BOOK LOST.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Dec. 8, 1916.

Transportation Circular No. 26:

TO ALL CONCERNED:

Official Business Trip Pass Book containing passes 1151 to 1200, both inclusive, has been lost. If found, please arrange to turn into this office. If any of these passes are presented on trains, conductor will lift, collect full fare, and turn into this office with full report of particulars.

H. F. DOSE, Acting Division Engineer.

STATION AGENT AT KING.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Dec. 9, 1916.

Transportation Circular No. 27:

TO ALL CONCERNED:

Effective December 11th, 1916, Mr. W. W. Wade is appointed Agent at King, Alaska.

H. F. DOSE, Acting Division Engineer.

SHIPPING BROKEN TOOLS.

Department of the Interior
Alaskan Engineering Commission.
Office of Engineer Maintenance of Way.
Anchorage, Alaska, Dec. 7, 1916.

Maintenance of Way Circular (No. 42):

ALL CONCERNED:

All tools, etc., for repairs should be consigned to Mr. E. P. Hedberg, Master Mechanic, Anchorage. A tag should be attached to them showing who sent them in, what repairs are to be made, and to whom they are to be returned. Notice of shipment must be given your superior immediately when shipment is made.

K. K. KUNEY, Engineer Maintenance of Way.

Approved, H. F. DOSE, Acting Division Engineer.

ANNOUNCEMENT.

Alaskan Engineering Commission.
Land and Industrial Department.
Anchorage, Alaska, Dec. 9, 1916.

There will be a sale of lots within the original survey of the townsite of Anchorage commencing at 1 p. m., December 18, 1916. This sale will be confined entirely to the lots within said original survey.

The following are the unsold lots within the original survey which will be offered for sale:

- Block 1, Lots 1 to 6, 9, 10.
- Block 2, Lots 1, 2.
- Block 5, Lots 3, 4, 11.
- Block 58, Lots 3 to 9.
- Block 62, Lots 1 to 11.
- Block 63, Lots 1, 2, 4, 5, 6.
- Block 64, Lot 12.
- Block 75, Lots 10, 11, 12.
- Block 76, Lot 11.
- Block 77, Lot 11.
- Block 82, Lot 10.
- Block 83, Lot 11.
- Block 87, Lots 7, 8, 9, 10, 12.
- Block 88, Lots 3 to 9.
- Block 92, Lots 1, 2, 3, 7 to 12.
- Block 94, Lot 6.
- Block 95, Lots 7 to 10.
- Block 96, Lots 6, 9.
- Block 100, Lot 7.
- Block 102, Lots 2, 9, 11.
- Block 106, Lots 2, 3, 12.
- Block 107, Lots 1 to 7, 11.
- Block 108, Lots 1, 11, 12.
- Block 109, Lots 10, 11.
- Block 120, Lots 2 to 6.
- Block 121, Lots 1 to 6.

A. CHRISTENSEN, Superintendent of Sale.

ORDER.

Department of the Interior, Washington, Oct. 25, 1916.
Hereafter, all telegrams sent on official business by officials and employees of the Department of the Interior must be marked:

PAID—OFFICIAL BUSINESS; GOVERNMENT RATE.

Charge

(Inserting after the word "Charge" the name of the bureau or office by which telegraphing expense is to be paid, i. e., the Indian Office, General Land Office, or otherwise, as the case may be.)

This is necessary to secure under the accounting routine of the telegraph companies the original of telegrams sent "PAID," to be used in settlement of claims rendered by telegraph companies for telegraph service.

Where telegrams relating to Government business are filed with the telegraph companies by Government officials or employees not having authority to transmit same "Paid—Official business; Government Rate," and by persons outside the Government service, and, therefore, sent "COLLECT," settlement will be made based on impression copies as furnished by the telegraph companies.

Department order of September 27, 1916, and circulars amendatory thereof dated October 2 and October 8, 1915, are hereby cancelled and revoked.

BO SWEENEY, Assistant Secretary.

EIGHT-HOUR RAILWAY-WAGE LAW.

The Act of Congress quoted below is published for the information of all concerned. The law was approved by the President on September 3, 1916.

AN ACT (H. R. 17700) To establish an eight-hour day for employees or carriers engaged in interstate and foreign commerce, and for other purposes.

Be it enacted, That beginning January 1, 1917, eight hours shall, in contracts for labor and service, be deemed a day's work and the measure or standard of a day's work for the purpose of reckoning the compensation for services of all employees who are now or may hereafter be employed by any common carrier by railroad, except railroads independently owned and operated not exceeding 100 miles in length, electric street railroads, and electric interurban railroads, which is subject to the provisions of the act of February 4, 1887, entitled "An act to regulate commerce," as amended, and who are now or may hereafter be actually engaged in any capacity in the operation of trains used for the transportation of persons or property on railroads, except railroads independently owned and operated not exceeding 100 miles in length, electric street railroads, and electric interurban railroads, from any State or Territory of the United States or the District of Columbia to any other State or Territory of the United States or the District of Columbia, or from one place in a Territory to another place in the same Territory, or from any place in the United States to an adjacent foreign country, or from any place in the United States through a foreign country to any other place in the United States: Provided, That the above exceptions shall not apply to railroads though less than 100 miles in length whose principal business is leasing or furnishing terminal or transfer facilities to other railroads, or are themselves engaged in transfers of freight between railroads or between railroads and industrial plants.

Sec. 2. That the President shall appoint a commission of three, which shall observe the operation and effects of the institution of the eight-hour standard workday as above defined and the facts and conditions affecting the relations between such common carriers and employees during a period of not less than six months nor more than nine months, in the discretion of the commis-

sion, and within 30 days thereafter such commission shall report its findings to the President and congress; that each member of the commission created under the provisions of this act shall receive such compensation as may be fixed by the President. That the sum of \$25,000, or so much thereof as may be necessary, be, and hereby is, appropriated; out of any money in the United States Treasury not otherwise appropriated, for the necessary and proper expenses incurred in connection with the work of such commission, including salaries, per diem, traveling expenses of members and employees, and rent, furniture, office fixtures and supplies, books, salaries, and other necessary expenses, the same to be approved by the chairman of said commission and audited by the proper accounting officers of the Treasury.

Sec. 3. That pending the report of the commission herein provided for and for a period of 30 days thereafter the compensation of railway employees subject to this act for a standard eight-hour workday shall not be reduced below the present standard day's wage, and for all necessary time in excess of eight hours such employees shall be paid at a rate not less than the pro rata rate for such standard eight-hour workday.

Sec. 4. That any person violating any provision of this act shall be guilty of a misdemeanor and upon conviction shall be fined not less than \$100 and not more than \$1,000, or imprisoned not to exceed one year, or both.

WEEKLY FORCE REPORT.**Anchorage Division.**

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, November 25, 1916, was as follows:

Commissioner's Office, Anchorage	32
Shops and Yards, Anchorage	217
Transportation Service, Anchorage	20
Store and Dock Departments	199
Accounting Department, Anchorage	19
Disbursing Office, Anchorage	5
Hospital Department Anchorage	17
Townsite Department, Anchorage	25
Telegraph and Telephone Department	99
Track, Bridge and Ballast Crews—Main Line	132
Turnagain Arm District	250
Matanuska District	275
Talkeetna District	123
	1418
Stationmen and Laborers—All Districts	628

Grand total all employees Anchorage Division ... 2041

MISSING MEN.

Inquiry has been made of the Alaskan Engineering Commission concerning the address of the following persons who are supposed to be in this section of Alaska:

George Sharman, formerly of Brooklyn, N. Y. He is requested to write to his brother, Albert J. Sharman, 767 Dean Street, Brooklyn, N. Y.

* * *

James H. Neville, formerly of Arizona and Mexico. His sister, Mrs. W. Reynolds, 1202 Kenilworth Ave., S. W., Cleveland, Ohio, has a message of importance for him.

NOTICE.

Copies of the Alaska Railroad Record are on sale at the following places in Anchorage:

BAXTER'S NEWS STAND.
Z. J. LOUSSAC.
DEW DROP INN.

ALASKA Railroad Record.



Volume I. ANCHORAGE, ALASKA, TUESDAY, DECEMBER 19, 1916.

No. 6

Alaska Railroad Record

Official Publication of the Alaskan Engineering
Commission.

The purpose of the ALASKA RAILROAD RECORD is to furnish each week in a concise form current information concerning the operation and construction of the Government railway system in Alaska. The subscription price is \$1 per year for delivery in the United States and its possessions, and in Canada, Cuba, Mexico and Panama. Single copies 5 cents.

For delivery in other countries, to which the paper must be forwarded under foreign postal rates, a charge of 50 cents is added for postage, making the subscription \$1.50 per year.

Yearly subscriptions are entered as beginning at the first of the quarter of the year in which received and expire at the beginning of the corresponding quarter of the following year. When subscriptions are received after the beginning of a quarter the back numbers which have been issued during that quarter will be forwarded when available.

The paper is published free to United States Government departments, representatives of foreign governments, public libraries and employees of the Alaskan Engineering Commission.

Remittances for subscriptions may be forwarded to the ALASKA RAILROAD RECORD at the address below.

Address all Communications:

ALASKA RAILROAD RECORD,
Anchorage, Alaska.

ANCHORAGE MACHINE SHOP.

One of the more notable improvements made at Anchorage Terminal during the season just passed is the new machine shop, which is now nearing completion.

The building consists of a main structure 50 feet wide by 250 feet long, flanked by a shed portion 40 by 250 feet, affording a total floor space of 22,500 square feet. The main structure is spanned by 21 heavy trusses, 50 feet clear span, spaced 12½ foot centers and at a height sufficient to give 40 feet clear space below them. Two tracks on 22-foot centers run the entire length of the building and will readily accommodate ten units of rolling stock for repairs or overhauling. Under these tracks, at the easterly end of the building, are located twin concrete steam-heated repair pits, 50 feet in length, connected by a transverse wheel drop-pit of sufficient size to handle locomotive drivers up to 84 inches diameter. Next season specially designed hoisting cylinders will be installed in the pits to facilitate the removal of locomotive drivers and trucks; and an electric overhead crane, traveling the entire length of the shop, of 40 tons capacity, with auxiliary 15-ton hoisting block, will be provided.

The blacksmith shop occupies the westerly 100 feet of the shed portion of the building. The present equipment, consisting of six forges, a 2000-pound steam hammer and plate rolls with a capacity for handling plates up to ¾ of an inch thick and 12 feet wide, is to be aug-

mented later with punches and shears, pillar cranes and the other necessary apparatus.

Next to the blacksmith shop is the tool and supply room, with the usual equipment of grinders and lathes. Carried overhead at this point and supported by the roof trusses are two 35 h. p. motors, which are to drive the line shafting as soon as current is available. These motors are very heavy, slow-speed type and were formerly in service at the Panama Canal, and it is to accommodate these and other similar electrical equipment that makes necessary the use of 110-volt direct current for power purposes.

In the extreme east end of the shed portion of the building are the shop offices, where provision has been made for private offices for the master mechanic, shop foreman and clerical force. A stationery supply room has also been provided.

Between the offices and the tool room, and occupying the remaining length of the building, is the machine shop proper. The usual equipment has been installed, including a car wheel boring machine, planers, radial drill press, axle lathe, bolt cutters and pipe cutters. In addition, a new 36-inch lathe and 30-ton wheel press have been placed.

The outer walls of the machine shop are double, with eight-inch air space between the plank surfaces. The entire roof is planked and covered with asbestos roofing.

Pipe coils and radiators utilizing the waste steam from the power plant, through a vacuum system, will furnish heat for the entire building, superseding the stoves now in use.

Natural lighting is provided by 148 large and 40 small windows and a skylight 130 inches wide, running the full length of the building, made up of sheets of wire-reinforced glass, 44 by 130 inches and weighing about 280 pounds each. Artificial lighting will be provided by 300- and 200-watt Mazda lamps suitably distributed throughout the shops.

It is planned to install a large amount of additional equipment next season and when this is done the Anchorage shops will be of ample capacity to undertake all ordinary railroad and floating equipment repair work, even that of the heaviest type.

LOCAL COAL TRAFFIC.

The first shipment of local coal over the Government railroad was made on August 15, 1916. To December 1 a total of 3795 long tons has been shipped from Moose Creek to Anchorage, all but 250 tons of which were consigned to the Alaskan Engineering Commission. All the shipments originated from the coal mine of R. G. Doherty at Moose Creek.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending December 9:

MAINTENANCE OF WAY.

Buildings.

The extension to the east end of Warehouse No. 2 is 50 per cent complete; the repairs to the terminal water tank 75 per cent. Fixtures were installed in the Army Mess Hall, and this building is now occupied. A small force was engaged in making tool houses for the section gangs. Work on the elevator at Hospital No. 2 progressed satisfactorily; as did the installation of the refrigerating plant.

The plastering of the Commissioner's residence is 75 per cent complete. The Chief Surgeon's residence is plastered and a force of carpenters is now at work on the interior finishing. The five-room cottages are all plastered and the carpenter work finished, except at Cottages Nos. 17 and 31.

Painting.

The painting in Hospital No. 2 is complete excepting the fixtures and the operating and sterilizing rooms. Cottages Nos. 15 and 34 are painted. A small force of painters was employed at Matanuska all week on the cottages at that place.

Water Service and Plumbing.

The usual amount of trouble was encountered during the week with frozen pipes and fixtures. Three men were engaged exclusively on this work. The plumbing in the three-room and five-room cottages has been completed, with the exception of Nos. 17, 18, 19 and 31. Work was started on a drain from the hospital cesspool. This was necessary in order to prevent the overflow from glazing the roadway at the rear of the building.

Satisfactory progress was made during the period on the installation of steam heat at School House No. 2, the Machine Shop and Cottages Nos. 18 and 29.

Mechanical Department.

The 30-ton wheel press was set up during the week and is now ready for operation, and progress was made on the line shafting at the blacksmith shop. Running repairs were made on Engines Nos. 221, 265 and 280. Engine No. 225 received extensive overhauling. A force of seven men was engaged all week fitting up the machinery for the new power plant. The usual amount of commercial shop work was done during the period.

Electrical Department.

Satisfactory progress was made on the installation of switchboards and machinery in the power plant, and light and power will be furnished the machine shop by the first of next week.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

Satisfactory progress is being made by the contractors engaged in clearing the section between Indian Creek and Glacier Creek.

Grading.

The steam shovel at Big Rabbit Creek has been closed down for the winter because of extreme cold weather, and

Camp 103, which was maintained for the work, has been abandoned. Arrangements have been made to haul supplies by narrow gauge train from Rabbit, the end of steel, to Potter Creek. It will be about two weeks before the narrow gauge can be placed in operation, owing to the unfinished grading.

During the last three weeks thirty contracts were let in this district. Twenty-six of these contractors have their winter quarters completed, and about twenty have started grading. Four new grading contracts were let during the week to the following:

Jim Kucil & Co.
Angelo Chrissagis & Co.
Neis Nicholson & Co.
M. Rasmunson & Co.

Miscellaneous.

The officers' quarters at Potter Creek are about 80 per cent completed. The building is a substantial structure containing six rooms, bath and toilet on the first floor, and six rooms, shower and toilet on the second floor. Four gasoline drum stoves will furnish heat for the quarters.

Camp 91, Falls Creek, is about 70 per cent completed. The walls of the buildings are being constructed of logs and chinked with oakum, and the roofs covered with one-inch sheathing and roofing paper.

Force Report.

The total number of employees of the district during the past week was 813, classified as follows:

Commission Employees	235
Stationmen	538
Stationmen's Laborers	40

MATANUSKA DISTRICT.

Matanuska Branch.

General construction conditions on the Matanuska Branch line remain practically unchanged from last week. The various station gangs are building their camps, preparatory to commencing grading operations. The work will be under way as soon as the river freezes sufficiently to permit the freighting of supplies, rails, cars and other equipment over the ice. The grading of the first five miles above Kings River may be started before the river is frozen over, by hauling the supplies by team over the recently completed wagon road.

The camps at Miles 24, 27 and 36 are now practically completed, and most of the camp-building force has been laid off. The force will be further reduced during the coming week.

The residence survey parties on the Matanuska Branch are engaged in retracing the located line and cross-sectioning. A number of line changes have been deemed advisable.

Main Line.

The grading of the Main Line south of the Little Susitna is rapidly nearing completion. Eight contracts remain uncompleted, and three of these will be finished within a week.

North of the Little Susitna River, camps are under construction at Mile 180 and at Willow Creek. Freighting will commence as soon as there is another fall of snow.

The located line between Little Willow Creek and Kashwitna has not yet been definitely determined, but within ten days sufficient soundings in the swamps over this section will have been made to permit the selection

of the proper route. Shortly after this is done a clearing contract will be let from the end of the present cleared right-of-way near Willow Creek to the end of the Matanuska District at Sheep Creek.

The piledriver crew has completed the work at Wassilla Creek and moved the outfit to Cottonwood Creek to drive the trestle at that point.

Matanuska Townsite.

The cottages for married employees are now finished, with the exception of a few days' work to be done by the painters, and next week all families will move to their new quarters.

The temporary structures at Matanuska have been torn down, and the force at that point reduced to a minimum.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Seward Division.

The new pair of copper-clad wires recently hung between Seward and Mile 52 have been simplexed and the quality of both telegraph and telephone service greatly improved in consequence. Practically all work except maintenance has been suspended on this division. The maintenance charges will be somewhat heavier than they would be normally on a completed railroad, owing to the activity in railroad construction.

Matanuska Branch.

Work on the construction wire to Chickaloon has been temporarily suspended owing to the urgent need of the crew in the Anchorage terminal yards.

Main Line.

Material for closing the gap in the telephone line to the Talkeetna District is being placed on the ground as rapidly as possible.

Turnagain Arm Line.

Work on the temporary exchange at Potter Creek has also been suspended temporarily on account of the force being needed on electric light and power work in the terminal yards, Anchorage.

Anchorage Townsite Exchange.

But little work is in progress on the telephone plant, owing to the rush of work on electric light and power.

Electric Light and Power.

The aerial work is being rushed as much as possible. Lighting in the Fire Hall near General Office Building No. 1 and at the Army Mess Hall has been installed.

Radio.

The timbers for the radio masts have been rolled together and protected with a covering of cross-arms for the winter.

WINTER MAIL SCHEDULE.

The following schedule will be in effect at Anchorage Post Office during the present season of closed navigation:

Outgoing Mail for Seward and the States closes every Tuesday and Saturday at 9 a. m.

Mail from Seward and the States is due to arrive every Monday and Thursday night.

Mail for Knik, Susitna and Iditarod closes every Thursday at 6 p. m.

ANNOUNCEMENT.

Department of the Interior
Alaskan Engineering Commission.

To the Members of the Railroad Y. M. C. A.:

In accordance with the constitution and by-laws (a copy of which is posted in the Social Hall), the executive committee hereby announces the nominations for a Members' Council to be elected by ballot on Monday, January 1, 1917 between the hours of 11:30 a. m. and 8:30 p. m. The ballot box will be placed in the office of the Y. M. C. A. building. Voting by proxy will be allowed, upon written authority furnished by the absent member. Additional names will be added to the official ballot if presented to the Secretary on or before December 25. Such additional nominations must be endorsed by ten members.

It is desired to have as many departments as possible represented in the Members' Council, which will consist of fifteen members, twelve elected by the membership body by ballot and three appointed by the executive committee.

The following members have been placed in nomination to date:

Bodier, A.—carpenter,
Boyles, C. T.—accountant T. & T.,
Cummings, A. S.—timekeeper,
Cunningham, J. T.—chief clerk,
Fox, William—blacksmith foreman,
Gardner, Howard—clerk, Warehouse No. 2,
Gillissen, Alex.—boss painter,
Hinde, E. G.—clerk yard office,
Hinton, Thomas—boilermaker,
Krygier, E.—pumpman,
Lund, John—plumber,
McPhee, E.—clerk yard office,
Moses, L. R.—chief dispatcher,
Mueller, G.—timekeeper,
Newton, H. E.—conductor,
Oldfin, E. C.—clerk accounting department,
Palmer, Warren—foreman,
Remore, G. H.—foreman B. & B.,
Schultz, H. F.—stationery clerk,
Stanton, G. A.—bridge inspector,
Thompson, Chas. H.—hospital steward,
Tremblay, G. R.—clerk steward's office,
Watts, J. G.—townsite manager,
Werner, E. L.—clerk retail store.

The advisory committee has decided against installing the bowling alleys at this time, owing to the frozen condition of the ground making the cost too expensive and the fact that alterations to the building have already exceeded the estimate first submitted. The alleys will be stored for future use.

The balances remaining unpaid for initiation fees are now due and may be paid to the secretary at the Y. M. C. A. office, which is located in the old hospital building. The money received from this source is to be used to pay for the billiard tables and gymnasium equipment, which will be installed within a few days.

The membership of the local branch is now 144, and all members are requested to lend their active co-operation to bring the total to at least 200 as soon as possible. Applications for membership may be made to the Secretary at any time.

O. A. KENYON, Secretary.

Anchorage, Dec. 15, 1916.

RAILROAD TRAIN SCHEDULE.

Anchorage, Alaska, Dec. 18, 1916.

Transportation Circular No. 31.

(Supersedes Transportation Circular No. 19, dated November 18, 1916.)

Effective 12:01 a. m. Thursday, December 21, 1916, a mixed passenger and freight train will be run between Anchorage and Matanuska, Matanuska and King and between Anchorage and Rabbit on the following

NORTHBOUND		MAIN LINE		SOUTHBOUND	
Monday, Wednesday and Friday, only.				Tuesday, Thursday and Saturday, only.	
Leave 9:00 a. m.		0.0 Anchorage		Arrive 3:00 p. m.	
	9:25	4.9	Whitney.	2:40	
	9:55	7.3		2:20	
	10:40	12.2	Kuney	1:45	
	11:10	9.7		1:15	
Arrive 11:40 a. m.		21.9	Birchwood		
		5.6			
		27.5	Eklutna		
		9.0			
		36.5	Matanuska.	Leave 12:40 p. m.	
NORTHBOUND		MATANUSKA BRANCH		SOUTHBOUND	
Monday, Wednesday and Friday, only.				Tuesday, Thursday and Saturday, only.	
Leave 12:45 p. m.		36.5 Matanuska		Arrive 11:40 a. m.	
	1:20	6.4		11:10	
	2:20	42.9	Palmer	10:30	
	3:00	6.6		9:08	
Arrive 3:30 p. m.		49.5	Moose Creek		
		9.2			
		58.7	Granite		
		1.9			
		60.6	King.	Leave 9:00 a. m.	
SOUTHBOUND		MAIN LINE		NORTHBOUND	
Tuesday, Thursday and Saturday, Only.				Tuesday, Thursday and Saturday, Only.	
Leave 9:00 a. m.		0.0 Anchorage.		Arrive 10:45 a. m.	
	9:20	5.0		10:25	
Arrive 9:45 a. m.		5.0	Campbell.		
		5.4			
		10.4	Rabbit.	Leave 10:00 a. m.	

Mixed train leaving Anchorage northbound will stop just North of road crossing, Terminal Yard, Anchorage.

This schedule is NOT in effect as a time card authorizing the movement of trains, and all trains will continue to run extra as heretofore. However, for the information and guidance of all concerned, the trains covered by this schedule will not leave any station at which time is shown ahead of the designated time.

Owing to working conditions this schedule is only tentative, and the Commission reserves the right to change it without notice.

H. F. DOSE, Acting Division Engineer.

DAILY WEATHER DATA.

The following table shows the weather conditions prevailing at Anchorage during the period December 6 to December 12, inclusive:

DATE	TEMPERATURE		PRECIPITATION		WIND Miles per Hour	CONDITION OF HARBOR
	Max.	Min.	Snowfall	Snow on Ground		
Dec. 6	-19	-28	none	3.0	4.6	Well packed with ice.
Dec. 7	-2	-22	none	3.0	11.0	Ice well off shore.
Dec. 8	-4	-23	none	3.0	5.2	Ice well off shore.
Dec. 9	9	-21	none	3.0	5.8	Filled with ice.
Dec. 10	16	6	0.5	3.5	12.3	Ice well off shore.
Dec. 11	35	14	0.5	3.5	6.2	Ice well off shore.
Dec. 12	36	21	0.7	3.5	4.7	Ice well off shore.

ALASKA NORTHERN SCHEDULE.

A mixed passenger and freight train leaves Seward for Mile 40 and way stations every Monday, Thursday and Saturday at 8:30 a. m.; returning leaves Mile 40 for Seward the same day at 1 p. m.

Arrangements have been made by the Commission to install a bulletin board in the Anchorage Post Office for the posting of official circulars and announcements of public interest.

SEATTLE DISBURSING OFFICE.

The Seattle Disbursing Office, through which settlement is made for nearly all the supplies purchased outside of Alaska, disbursed during the month of November a total of \$553,086.80.

The office is located at 405 Port of Seattle building and is in charge of Mr. Leslie Cramer, formerly disbursing official at Seward. His assistants are Mr. E. R. Tarwater, also formerly of the Seward office and Miss Ida Holland, formerly of the Seattle Purchasing Office staff.

PERSONAL

B. C. Welte, formerly district estimator at Matanuska, has resigned his position and left for Seattle.

* * * *

H. F. Dose, acting division engineer, left for the Talkeetna District yesterday morning to inspect the work in that section.

* * * *

Mirl E. Pellett, formerly stenographer to Commissioner Riggs at Nenana, has resigned his position and gone to California.

* * * *

Superintendent C. H. Bennett and Surgeon A. L. Drtina of the Talkeetna District arrived in Anchorage from Camp 245 last week.

* * * *

E. R. Tarwater, of the Seattle Disbursing Office, has recovered from a severe attack of tonsillitis and is now able to resume his duties.

* * * *

R. D. Chase, of the Anchorage Disbursing Office, left yesterday for Matanuska District to deliver monthly pay checks to the employees of that section.

* * * *

Miss Edith A. Innes, hospital matron at Nenana, who left for Washington, D. C., recently, was detained three weeks in Seattle on account of illness.

* * * *

B. H. Barndollar, examiner of accounts, after spending a week at the Seattle office of the Commission, has left for Washington, D. C., where he will remain for the next two months.

PACIFIC COAST SURVEY.

The government will begin next year a resurvey of the Pacific Coast from Mexico to Alaska, extending at some points ten miles from shore, according to recent announcements made in San Francisco through the coast pilot section of the Coast and Geodetic Survey service. The survey will probably include wire-drag work in the smaller harbors of the coast for uncharted rocks. It is primarily a hunt for submerged valleys and pinnacle rocks, it is stated. Particular attention will be paid to waters along the Mendocino coast in northern California, where there have been found many abrupt holes 300 fathoms or more in depth on a bottom otherwise 40 to 60 fathoms below the surface. The work will be directed chiefly from the Coast and Geodetic Survey steamer "Surveyor," which is to be sent around from the Atlantic Coast early next year.

MONTHLY LABOR REPORT.

During the month of November, 1916, the Employment Bureau of Anchorage Division placed 464 men at work, distributed as follows:

Anchorage Terminal	114
Main Line North of Anchorage	64
Matanuska Branch	83
Turnagain Arm District	203

The positions filled by the above applicants were: 14 axemen, 1 baker, 3 blacksmiths, 7 cooks, 1 chainman, 2 carpenter helpers, 4 janitors, 20 flunkies, 193 laborers (general), 2 laborers (extra gang), 9 laborers, (stationmen), 203 stationmen, 1 painter, 1 packer, 1 pumpman, 2 watchmen.

MATANUSKA COAL FIELDS.

In the Matanuska coal fields the geologic conditions resemble those of the coal fields in the State of Washington rather than those of any other district in the United States. There are numerous beds of coal, but the beds have been folded, compressed, and in places faulted. The inclosing rocks are generally sandstones or sandy shales. Early development will probably be by stopes or drifts run from the outcrops of the beds. Afterwards these would naturally be supplemented by level tunnels driven across the strata to strike the different coal beds in which levels would be run. The main openings as a rule will probably be near water level in the valleys, and as many of the intervening ridges are mountainous, the coal mined for some years, at places for many years, will lie above water level. Persons who contemplate opening mines in the bituminous fields will find it advantageous to study and investigate the methods used in opening and operating the Washington coal mines. One of the difficulties that may be found in some of the leasing units is the mining of a bed in which the coal is so crushed that large pillars will have to be laid out in the advance work or first mining, and the dip side of the pillars may have to be carefully lagged and timbered.

In some places where sharp sands are available, methods of sand filling to replace the coal taken out can be used to best advantage. Such methods are extensively employed in the Pennsylvania anthracite field and in Europe. Although the use of sand filling increases the immediate cost of mining the coal, yet in the long run some of this first cost is recovered through avoiding the crushing and ruining of pillars and by the prevention of mine fires and explosions, such advantages having been found from experience with this method in Pennsylvania and abroad.

Coal as mined is often more or less mixed with slate, bone, and pyrite, and as transportation charges on Alaskan coal shipped to a distance will be heavy, it will be wise policy to plan for a careful cleaning of the coal by the use of picking tables, slate separators, and washeries. Probably it will prove of advantage to establish washeries under individual or joint ownership, either at the mine or at central points, such as railroad junctions, where plenty of water is available, so that screenings gathered from groups of mines may be conveniently handled and cleaned. Also it may be found advisable to briquet some of the screenings, washed or unwashed according to their purity, possibly using for a binder some of the high-carbon residues from petroleum distillation brought to Alaska on return voyages of the colliers. Briquets of clean coal are often superior for use to the lump coal, and such briquets would undoubtedly be in demand in the Alaskan markets and elsewhere on the Pacific coast.

Some of the washed screenings should be made into coke. Whether it would be advantageous to place coke ovens at the mines or junction points or in the vicinity of the prospective smelters is a question that would require careful study. Where there was a chance of the by-products being utilized, it undoubtedly would be advisable to erect by-product ovens. The tar recovered would be useful as binding material for briquets, the creosote for preserving railroad ties and bridge and mine timber, the benzene for internal-combustion engines, the gas for local power use, and the ammonia and sulphuric acid for transport to Pacific Coast ports.

EMPLOYEES' FIDELITY BONDS.

All timekeepers, assistant timekeepers, railroad conductors, station agents and other employees of Anchorage Division occupying positions which impose responsibility for Government money and property are now required by the Commission to furnish fidelity bonds, to insure faithful performance of their duties. The amount of the bond varies in accordance with the nature of the position and the responsibility entailed.

Timekeepers, assistant timekeepers and conductors are bonded in the sum of \$1000, station agents from \$2000 to \$5000, and coupon accountants \$10,000.

The employees of the local disbursing office are required to furnish fidelity bonds under the regulations prescribed by the United States Treasury Department.

The following employees have executed bonds through the U. S. Fidelity and Guarantee Co., of Baltimore, Md., to date:

Timekeepers: Harvey H. Attridge, Thos. R. Barton, Turner J. Barton, Roswell E. Boothby, C. G. Cameron, John T. Colfer, W. A. Costello, George S. Cullen (District Timekeeper), Arthur B. Cummings, James L. French, Fred B. Giddings, C. J. Lowery, Godfrey Mueller, Glenn W. Porter, Gus W. Reimers, Herman P. Rieske, Ben H. Rogers, James A. Shealy, A. H. Schmidt, Fred H. Theriault.

Station Agents: W. B. Hastings, L. G. Jackson.

Conductor: Frank L. Knight.

Coupon Accountant: Evelyn O. Arbuckle.

WEEKLY FORCE REPORT.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, December 2, 1916, was as follows:

Commissioner's Office, Anchorage	32
Shops and Yards, Anchorage	249
Transportation Service, Anchorage	15
Store and Dock Departments, Anchorage	148
Accounting Department, Anchorage	19
Disbursing Office, Anchorage	4
Hospital Department, Anchorage	19
Townsite Department, Anchorage	21
Telegraph and Telephone Department	71
Track, Bridge and Ballast Crews—Main Line	64
Turnagain Arm District	249
Matanuska District	261
Talkeetna District	123
	1275
Stationmen and Laborers—All Districts	749

Grand total all employees Anchorage Division ... 2024

APPLICATIONS FOR POSITIONS.

More than 60,000 applications for positions are already on file in the Anchorage office of the Commission, and every mail brings 50 or more letters from all parts of the United States from persons desirous of entering the service.

During the winter months, the working conditions require that the forces of all Divisions of the project be reduced to a minimum, and, therefore, applicants at this time are given little encouragement. It has been the policy of the Commission in engaging employees to give the

preference to residents of the Territory and to former employees of satisfactory record. No difficulty has so far been experienced in securing suitable help in Alaska for all branches of the work, except in a few cases where technical knowledge or skill is required.

TERMINAL FIRE PROTECTION.

As an additional protection to the buildings at Anchorage Terminal a volunteer fire department, consisting of two crews of five men each, will be organized by the fire chief. It is proposed to have one crew subject to instantaneous call during the day and the other at hand for fires occurring during the night.

A frame building, 14 feet wide by 24 feet long, has been erected just north of the general office building, which will serve as an office for the chief of the department and for the housing of the fire apparatus. A 25-gallon American-La France chemical engine, mounted on a Ford automobile chassis, was received just prior to the close of navigation, together with 500 feet of hose and other equipment. All the apparatus has been tested and placed in condition for service.

Pyrene extinguishers have been placed in every building at Anchorage Terminal, and all water hydrants now receive systematic inspection at regular intervals.

Immediately after a fire is discovered the central telephone operator should be notified, when connection with the office of the fire chief will be made without delay. A general alarm of fire will be announced by a series of short blasts of the machine shop whistle.

ANCHORAGE DISBURSING OFFICE.

The total disbursements made by the office at Anchorage for the period December 8 to 14 totaled \$81,363.67. The payment of salaries and wages amounted to \$50,854.47; for local purchases \$3092.63; to contractors \$24,398.93; other expenditures \$3017.64.

PROPOSAL.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Dec. 11, 1916.

Sealed proposals for laundering articles of the Commission for the hospital, offices and floating equipment of the Alaskan Engineering Commission, Anchorage, Alaska, for the period from January 1, 1917, to December 31, 1917, both dates inclusive, will be received at the office of the Alaskan Engineering Commission, Anchorage, Alaska, until Wednesday, December 27, 1916 at 2 p. m., and immediately opened thereafter.

The successful bidder will be required to call for and deliver the articles at the hospital, offices, and Dock No. 1 of the Commission, at Anchorage, as often as may be required. Time required to do the work will be given consideration, and quick service will be given preference, all work to be performed in a satisfactory manner.

The right is reserved to reject any or all bids and waive technical defects and formalities, if deemed in the interest of the Commission to do so.

Proposals must be enclosed in sealed envelopes plainly marked on the outside, "PROPOSAL FOR LAUNDRY SERVICE, HOSPITAL, OFFICES, AND FLOATING EQUIPMENT" and addressed to the office of the Alaskan Engineering Commission, Anchorage, Alaska. Award will be made to the bidder making the most advantageous offer on the entire list, (which may be obtained by addressing the Commission), and payment will be made monthly.

H. F. DOSE, Acting Division Engineer.

OFFICIAL CIRCULARS.**HOLIDAY ANNOUNCEMENT.**

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Dec. 13, 1916.

Circular No. 152:

TO ALL CONCERNED:

Christmas Day, Monday, December 25th, will be observed as a holiday at these headquarters and as far as practical in the various districts in this division.

H. F. DOSE, Acting Division Engineer.

WAGE SCHEDULE CHANGES.

Department of the Interior
Alaskan Engineering Commission.
Supplement No. 26 to Wage Schedule No. 2:

The following rates are authorized for work on this Division:

Dog Musers, \$85.00 and Board.

Dog Musers, \$115.00.

Issued Dec. 1, 1916.

Effective Dec. 1, 1916.

H. F. DOSE, Acting Division Engineer.

WAGE SCHEDULE CHANGES.

Department of the Interior
Alaskan Engineering Commission.
Supplement No. 27 to Wage Schedule No. 2:

The following rates are authorized for work on this Division:

Engineer, steam, chief, Power Plant, \$160.00.

Engineer, Steam, Power Plant, \$150.00.

Fireman, Power Plant, \$125.00.

Helper, fireman, Power Plant, \$105.00.

The above rates are effective temporarily, subject to final approval of Commissioner Mears.

Issued Dec. 12, 1916.

Effective Dec. 13, 1916.

H. F. DOSE, Acting Division Engineer.

TIME ROLL DISTRIBUTION.

Department of the Interior
Office of Roadmaster.
Anchorage, Alaska, Dec. 14, 1916.

Roadmaster's Circular (No. 12):

TO ALL SECTION FOREMEN:

Commencing December 17th, you will arrange to report your time and labor distribution on the proper forms, sending same to this office at the end of each week and also at the end of each month. The date of the month should be entered in the blank space under the day of the week. Care should be taken to see that the total time shown on the labor distribution agrees with the total time earned.

C. G. JONES, Roadmaster.

Approved: H. F. DOSE, Acting Division Engineer.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Dec. 15, 1916.

Roadmaster's Circular (No. 13):

TO ALL SECTION FOREMEN:

It is desired to keep a separate record of the cost of removing ice on account of glaziering over the rails and track. You are therefore directed to make a separate item for this on the labor distribution.

C. G. JONES, Roadmaster.

Approved: H. F. DOSE, Acting Division Engineer.

ESKA TRACK SPUR.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Dec. 16, 1916.

Transportation Circular No. 28:

TO ALL CONCERNED:

Effective December 20, a spur will be placed in operation, approximately 650 feet in length, on the Matanuska Branch 55.0 miles from Anchorage, to be known as Eska.

This spur is located 5.5 miles north of Moose Creek and 3.7 miles south of Granite.

H. F. DOSE, Acting Division Engineer.

NON-EXPENDABLE AUTHORIZATION.

Department of the Interior
Alaskan Engineering Commission.
Stores Department.

Supplement No. 14 to Bulletin No. 14:

Anchorage, Alaska, Dec. 8, 1916.

TO ALL CONCERNED:

Effective at once, the following named persons are authorized to sign non-expendable requisitions on the storehouses within the district in which they are located, for their use in connection with the requirements of the department shown opposite their respective names:

M. H. Baker, storehouse accountant, Headquarters.

F. C. Kobely, property clerk, Headquarters.

W. DeLONG, General Storekeeper.

Approved: H. F. DOSE, Acting Division Engineer.

CANCELLATION OF AUTHORITY.

Department of the Interior
Alaskan Engineering Commission.
Stores Department.

Anchorage, Alaska, Dec. 12, 1916.

Supplement No. 15 to Bulletin No. 14:

TO ALL CONCERNED:

Authority for the following named to sign requisitions for non-expendable property is hereby cancelled:

J. A. Moore, townsite manager, Anchorage.

H. P. Warren, engineer of maintenance, Headquarters.

W. DeLONG, General Storekeeper.

Approved: H. F. DOSE, Acting Division Engineer.

NON-EXPENDABLE AUTHORIZATION.

Department of the Interior
Alaskan Engineering Commission.
Stores Department.

Anchorage, Alaska, Dec. 12, 1916.

Supplement No. 16 to Bulletin No. 14:

TO ALL CONCERNED:

Effective at once, the following named person is authorized to sign non-expendable requisitions on the storehouse within the district in which he is located, for use in connection with the requirements of the department shown opposite his name:

J. G. Watts, townsite manager, Anchorage.

W. DeLONG, General Storekeeper.

Approved: H. F. DOSE, Acting Division Engineer.

SHIPMENT OF PERSONAL EFFECTS.

The following regulation (issued by the Chairman's office September 1, 1916) concerning the reimbursement of employees for expenses incurred in the shipment of household furniture and other personal effects where employee is permanently transferred to a new official station is reproduced in these columns for the information of all concerned:

"An employee transferred from one official station to another for permanent duty when allowed traveling expenses may, within the discretion and under written instructions of the chief of the Department or Division in which he serves, be allowed packing, crating, freight, and drayage charges for the transfer of his household effects and other personal property used in official work, not exceeding in all 5,000 pounds.

"The shipments, if by common carrier, must be made on Government bills of lading, and each account must refer to the authority for the shipment and be accompanied by the certificate of the officer best qualified to make it that the property so shipped consists of the household goods of the employee transferred and is exclusively his property, that all other personal property so transferred is to be used in official work, and that the transportation was furnished on the occasion of his permanent transfer to a new official station."

NOTICE.

Copies of the Alaska Railroad Record are on sale at the following places in Anchorage:

BAXTER'S NEWS STAND.

Z. J. LOUSSAC.

DEW DROP INN.

DIRECTORY OF OFFICIALS.**ALASKAN ENGINEERING COMMISSION.**

Hon. Franklin K. Lane, Secretary of the Interior, Washington, D. C.

Commissioners.

Wm. C. Edes, Chairman, Seward, Alaska.
Thomas Riggs, Jr., Nenana, Alaska.
Capt. F. Mears, U. S. A., Anchorage, Alaska.

B. H. Barndollar, Examiner of Accounts, Anchorage, Alaska.

C. E. Dole, Purchasing Agent, Bell St. Dock, Seattle, Wash.
Leslie Cramer, Special Disbursing Agent, Bell St. Dock, Seattle, Wash.

Lee R. Wilson, Washington Representative, Washington, D. C.

Land and Industrial Department.

A. Christensen, Manager, Anchorage.
E. T. Lindner, Clerk, Anchorage.

J. G. Watts, Townsite Manager, Anchorage.
Dr. C. C. Benedict, Townsite Health Officer, Anchorage.
F. S. Ryus, Townsite Manager, Nenana.

Anchorage Division.

(Headquarters—Anchorage, Alaska)

F. Mears, Commissioner.
J. T. Cunningham, Chief Clerk.

H. F. Dose, Acting Division Engineer.
W. J. H. Fogelstrom, Office and Bridge Engineer.
D. D. Vint, Chief Draftsman.
F. H. Chapin, Assistant Bridge Engineer.

K. K. Kuney, Engineer Maintenance of Way.
A. Haag, Clerk.

F. U. Mayhew, Resident Engineer.
C. D. Pollock, Resident Engineer.

C. G. Jones, Roadmaster.
L. C. McCoy, Superintendent Bridge and Building Dept.

E. P. Hedberg, Master Mechanic.
W. G. Wilt, Clerk.

Herbert Gaytes, Electrical Engineer.

E. R. McFarland, Superintendent Telegraph and Telephone.
C. T. Boyles, Accountant Telegraph and Telephone Dept.
H. B. Noble, Manager, Townsite Telephone Exchange.

G. C. Hammond, Special Disbursing Agent.

H. B. Wilkinson, Chief Accountant.
H. R. Munson, Chief Timekeeper.
H. W. Knight, Traveling Auditor.
J. F. Hemenway, Line Auditor.
I. F. Cassel, Line Auditor.
J. C. Seeley, District Accountant.

T. L. Murphy, Receiving and Forwarding Agent.
H. G. Locke, Port Engineer.
L. R. Moses, Chief Dispatcher.
C. Watson, Trainmaster.
Fred Lilyman, Superintendent Employment Bureau.
Charles W. Jones, Editor Alaska Railroad Record.
P. S. Hunt, Official Photographer.
W. F. Burnett, Chief Fire Department.
J. H. Robinson, Special Agent.

J. H. Morton, Chief Steward.
George R. Tremblay, Clerk.

Stores Department.

W. DeLong, General Storekeeper.

A. H. Schaefer, Storekeeper, Anchorage.
H. B. Wells, Storekeeper, Matanuska.
Wm. Peltier, Storekeeper, Potter Creek.
R. S. Donaldson, Storekeeper, Talkeetna.
F. C. Kobely, Property Clerk.
M. H. Baker, Accountant.

Hospital Department.

Dr. E. S. Reedy, Chief Surgeon, Anchorage.
W. T. C. Smith, Clerk.

Dr. J. B. Beeson, House Surgeon, Anchorage.
Dr. H. W. Stoughton, Surgeon, Moose Creek.
Dr. H. O. Schaleben, Surgeon, Potter Creek.
Dr. A. L. Drtina, Surgeon, Camp 245.

MATANUSKA DISTRICT.

(Headquarters—Matanuska, Alaska.)

C. R. Breck, jr., District Engineer.
John W. Mullin, Clerk.

L. F. Vaile, Assistant Engineer.
E. O. Archibald, Assistant Engineer.
E. J. Prendergast, Resident Engineer.
F. T. Young, Resident Engineer.
G. A. Spangler, Resident Engineer.
Boyd Leedy, Resident Engineer.
R. M. McLean, Assistant Superintendent Construction.
A. W. Peck, District Accountant.

TURNAGAIN ARM DISTRICT.

(Headquarters—Potter Creek, Alaska.)

F. A. Hansen, District Engineer.
T. W. Secrest, Assistant Engineer.
H. C. Davis, Resident Engineer.
F. B. Standiford, Resident Engineer.
E. L. Edes, Resident Engineer.
Carl L. Miller, Resident Engineer.
Dan Leech, Assistant Superintendent of Construction.
D. B. Van Derlip, District Accountant.
George S. Cullen, District Timekeeper.

TALKEETNA DISTRICT.

(Headquarters—Camp 245.)

H. F. Dose, District Engineer.
C. H. Bennett, Superintendent of Construction.
F. W. Mitchell, Clerk.

R. L. Kuney, Assistant Engineer.
F. S. Wilson, Resident Engineer.
L. C. Porter, Resident Engineer.
M. S. Johnstone, District Accountant.
F. M. Daniels, District Timekeeper.

Seward Division.

(Headquarters—Seward, Alaska.)

Wm. C. Edes, Commissioner and Chairman.
R. J. Weir, Engineer in Charge.
T. M. Ward, Engineer Bridges and Building.
George W. Colwell, Assistant Superintendent Construction.
A. L. Tickner, Assistant Superintendent Construction.
Frank Waller, Resident Engineer.
A. W. Monroe, Resident Engineer.
A. D. Estes, Resident Engineer.
J. W. Keller, Resident Engineer.
H. C. DeLine, Special Disbursing Agent.
T. M. Harr, District Accountant.
George Switzer, Chief Timekeeper.
D. E. Large, Wharfinger.
C. D. Moyer, Storekeeper.

Fairbanks Division.

(Headquarters—Nenana, Alaska)

Thomas Riggs, Jr., Commissioner.
Frank H. Bailey, District Engineer.
G. Fenton Cramer, Special Disbursing Agent.
J. C. Williams, Special Disbursing Agent.
Frank Doner, Chief Timekeeper.

ALASKA Railroad Record.



Volume I. ANCHORAGE, ALASKA, TUESDAY, DECEMBER 26, 1916. No. 7

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

The purpose of the ALASKA RAILROAD RECORD is to furnish each week in a concise form current information concerning the operation and construction of the Government railway system in Alaska. The subscription price is \$1 per year for delivery in the United States and its possessions, and in Canada, Cuba, Mexico and Panama. Single copies 5 cents.

For delivery in other countries, to which the paper must be forwarded under foreign postal rates, a charge of 50 cents is added for postage, making the subscription \$1.50 per year.

Yearly subscriptions are entered as beginning at the first of the quarter of the year in which received and expire at the beginning of the corresponding quarter of the following year. When subscriptions are received after the beginning of a quarter the back numbers which have been issued during that quarter will be forwarded when available.

The paper is published free to United States Government departments, representatives of foreign governments, public libraries and employees of the Alaskan Engineering Commission.

Remittances for subscriptions may be forwarded to the ALASKA RAILROAD RECORD at the address below.

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Address all Communications:
ALASKA RAILROAD RECORD,
Anchorage, Alaska.

ANCHORAGE LOT SALE.

The auction of Anchorage Townsite lots, conducted by Manager Christensen of the Land and Industrial Department of the Alaskan Engineering Commission on December 18, 1916, resulted in the sale of the following property:

Lot	Block	Purchaser	Sale Price
5	1	Sadie Mables	\$100.00
6	1	George Blouen	150.00
1	2	Sadie Mables	150.00
3	5	John W. Osall	310.00
11	5	Alaska Pioneers (Igloo No. 15)	150.00
4	58	Frank Bakkalin	100.00
7	58	Ludger Belenger	125.00
8	58	Chester Merry	75.00
9	58	Richard Crisp	75.00
1	62	John Runse	100.00
6	63	John Jernberg	100.00
12	64	John McPherson	135.00
10	75	George Green	100.00
11	75	Gus Norman	100.00
12	75	Andrew C. Qually	150.00
11	76	Charles A. Matheson	130.00
11	77	John H. Dunn	160.00
10	82	Mrs. Elizabeth Shannon	185.00
11	83	Henry Tindall	225.00
5	88	Lee Forsman and Victor Forsman	75.00
8	88	Harry Widell and Chas. Hammelbacher	50.00
9	88	James R. Baulmer	55.00
3	92	Wm. B. Dean	50.00
6	94	Mrs. Wm. Austin	230.00
7	95	Grove A. Stanton	205.00

FALLING TREES DAMAGE WIRES.

The attention of all clearing contractors of Anchorage Division has been directed by the district engineers to the necessity for using more precaution in felling trees near telegraph and telephone lines. Many interruptions to the service have been caused of late by carelessness in this respect. The Telegraph and Telephone Department has supplied the clearing gangs with material to repair wires damaged in this manner, and the contractors are expected to co-operate with the Commission in order to eliminate the cause for complaint.

ANCHORAGE DISBURSING OFFICE.

The disbursements made by the office at Anchorage during the period December 15 to 21 totaled \$31,123.18. The payment of salaries and wages amounted to \$15,806.14; for local purchases \$57.00; to contractors \$14,952.75; other expenditures \$307.29.

STATIONMAN INJURED.

Henning Anderson, a member of the grading gang of H. Anderson & Co., was seriously injured early Friday morning while working in a deep cut near Potter Creek camp, Turnagain Arm District. Anderson was standing near the top of the cut when he was caught by a slide and carried into the loading trap, 90 feet below. His right leg was fractured between the knee and the hip and he also received internal injuries. After being treated at the Potter Creek field hospital he was brought by special train to the hospital at Anchorage.

WEEKLY PROGRESS REPORTS.

TURNAGAIN ARM DISTRICT.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending December 16:

MAINTENANCE OF WAY.

Tracklaying.

Track was laid from station 2916 plus 64 to station 2907 plus 57, a distance of 907 feet, in the Turnagain Arm District.

Buildings.

Work progressed satisfactorily on the extension to the east end of Warehouse No. 2, and at the end of the week was 95 per cent complete. Four section hand-car and tool houses were completed during the period. The repairs to the terminal water tank were finished, and the water turned in. At Hospital No. 2 the installation of the elevator was completed, and most of the work on the cold storage room.

A small force is still occupied making fixtures for the hospital. The contract work on the five-room cottages is completed, with the exception of Cottage No. 31, which is 98 per cent complete. The plastering of the Commissioner's and Chief Surgeon's residences was finished; and lathers are at work on the school house, the first floor of which is now ready for the plasterers.

Painting.

During the week Cottages Nos. 19, 24 and 33 were painted.

Water Service and Plumbing.

Plumbing was installed in Cottages Nos. 17, 18 and 19; the work at the school house is 75 per cent complete, and at the Commissioner's residence 50 per cent. The drain ditch from Hospital No. 2 cesspool is 95 per cent complete. Work on a ditch to drain the surface water away from the power plant was started.

Mechanical Department.

The lathe in the tool room is now connected with the motors and ready for operation. All operating machinery in the shop is now motor driven, and the connection with the old stationary boilers has been discontinued. Air pumps have been placed in the power house for temporary air supply.

Running repairs were made during the week to engine No. 265, and heavy repairs to engines 225 and 280. A snow flanger was applied to the latter. The usual amount of miscellaneous work was performed for the construction department, and a small amount of commercial shop work was also handled.

Electrical Department.

Work continued on the installation of switchboards and conduits. Linemen were at work during the week cross-arming poles and stringing wires in the terminal yards. The lights were turned on in the machine shop, and three motors were operated by electrical power.

A chief engineer has been placed in charge of the power plant. Two of the boilers in the plant are in operation, and one of the other two boilers was used to some extent during the week.

Eklutna River Wing Dam.

Satisfactory progress is being made with the bank protection work at the Eklutna River. The north wing is finished to within 150 feet of the end of the bridge.

Clearing Right-of-Way.

Satisfactory progress is being made by the clearing gangs between Indian and Glacier Creeks. The completion of this work is set for May 1, 1917.

Grading.

All grading contracts for work between Potter Creek and Falls Creek have been let, with the exception of one cut between Potter and Sheep Creeks which will be taken out by Commission labor. Jack hammers and compressed air will be used in driving coyote holes and for the other drill work in this cut.

Nearly all the contractors of the District have their camps completed and several gangs have started driving coyote holes and facing up their work.

Grading contracts were let during the week to the following:

Oscar Lake & Co.
Alex Tsakumis & Co.
Tom Kovac & Co.
Andrew Pappas & Co.

Miscellaneous.

A narrow-gauge track has been extended to parallel the main line for four standard car-lengths at Rabbit for the purpose of facilitating the transfer of supplies. Within two days track will be laid alongside the warehouse at Potter Creek. A dinkey train will make the trip from Potter Creek to Rabbit, a distance of four miles, with safety in 30 minutes.

The officers' quarters at Potter Creek are about completed and will be ready for occupancy next week. All other camps are practically complete, except that at Falls Creek. The delay in completing this camp was due to lack of snow on the trail, making the hauling of material impossible. The light fall of snow during the past few days will better conditions in this respect and put the trail in fair condition.

Trail.

A gang of ten men was put to work during the week placing the trail between Indian Creek and Bird Creek in condition for bob sleds, and from Bird Creek to Glacier Creek in shape for double-enders.

Force Report.

During the past week 838 men were employed in the District, classified as follows:

Commission Employees	229
Stationmen	589
Stationmen's Laborers	20

MATANUSKA DISTRICT.

Matanuska Branch.

The construction camps at Mile 24, Mile 27 and Mile 36 have been practically completed and a building crew has commenced the construction of a camp at Mile 32.

All the rock work between Kings River and the north end of Hole-in-the-Wall has been covered by contracts, and as fast as the contractors complete the building of camps they start on clearing right-of-way. It is impractical to establish contractors on the section between the north end of Hole-in-the-Wall and Camp 32 until after the river freezes sufficiently to bear the weight of freight teams. The continued mild weather has caused the river to remain open, and at present it appears unlikely that contractors can be started to work in that section for some time to come. Camp 36 is being supplied by means

of double-enders over the old Chickaloon trail, as are most of the contractors located between Camp 32 and Chickaloon. All but three contractors on the latter stretch are at work clearing right-of-way.

Operations above Camp 32 are limited to camp building and clearing, and will so continue until freighting can be done over the river.

The following contracts are in force at present on the Matanuska Branch:

Chas. Berg & Co.,	N. Davis & Co.,
E. Schedin & Co.,	Pete Iverson & Co.,
Henry Hanson & Co.	Mike Divyak & Co.,
Fred Johnson & Co.,	Frank Svarko & Co.,
Jankow & Co.,	Christ Pappadis & Co.,
Kargin & Co.	Tony Pappas & Co.

Contracts will be let shortly to the following:

Aronson & Co.,
Erickson & Co.,
Harris & Co.,
Merrick & Co.

With the signing of the last-named contracts all rock work east of Kings River will have been covered, and no further contracts will be let until next summer.

All the freight teams needed for winter hauling have been brought to Kings River, and the camps below Hole-in-the-Wall are now being supplied over the wagon road.

Main Line.

The Cottonwood Creek trestle has been driven and the piledriver crew is at work on the stretch of swamp two miles above Knik wagon road. As soon as the structure at the latter place is finished the piledriver crew will deck the trestles already driven and move on to Camp 166. Camp 156 will then be reduced to a feeding station for freight teams.

All contractors between Matanuska and Little Susitna have completed their work, with the exception of Plackus & Co., McCartin & Co. Rice & Co., H. Johnson & Co., Olson & Co., and Anderson & Co. When these have finished the grading will be completed between Matanuska and the Little Susitna, with the exception of a mile between 172 and 173. This stretch will be covered by contract in the near future, and by spring all grading will have been completed and all structures driven north of Matanuska as far as the Little Susitna.

North of the Little Susitna River, a camp has been established at Browne's Lake, Mile 180, and a crew is at work on a camp at Mile 187.

The Kashwitna mail camp, now being operated by the Talkeetna District office, will be taken over by the Matanuska office and used as a construction camp at the beginning of the month.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Matanuska Branch.

Work on the construction wire to Chickaloon is still suspended, owing to pressure of work at Anchorage Terminal. A telephone has been installed at the Eska Creek coal mines.

Main Line.

Work beyond Camp 174 is also suspended temporarily, on account of the force being needed at Anchorage Terminal on the electric light and power line. Material is being hauled to the ground, however, and shortly after January 1 the closing of the gap to the telephone line already in operation in the Talkeetna District will be pushed, both from Camp 174 and from Montana Creek.

Anchorage Townsite Exchange.

A small force was engaged during the period in moving, installing and disconnecting telephones. There are now 87 commercial and 27 official telephones connected to the switchboard, and three withheld orders.

Electric Light and Power.

Satisfactory progress was made on the aerial work in the terminal yards. Six transformers have been installed, as follows: One 5-KW. in front of the former hospital building; one 5-KW. for the residence district, Government Hill; one 10-KW. at the marine ways; one 10-KW. between the cold storage and the mess hall; one 10-KW. at the steam heating plant; and one 15-KW. at the east end of the carpenter shop.

Lighting fixtures have been placed in Cottages Nos. 23 to 28, inclusive. A part of the cable for running leads under the railroad tracks was installed. The work of running wires to Anchorage Townsite is now under way, and will be hurried along as fast as possible.

PROPOSAL.

Sealed proposals for clearing right-of-way on the main line of the projected government railway on the Matanuska District, between location survey station N-7004 00 and location survey station K-7780 00, a distance of approximately 14.63 miles, will be accepted at the office of the Matanuska District Engineer, Matanuska, Alaska, on or before 12 o'clock noon, Tuesday January 2nd, 1917.

Contract for the above noted right-of-way clearing will be awarded subject to the usual Alaskan Engineering Commission specifications for clearing right-of-way, with the following additional provisos:

(a) Contractor to agree to commence work not later than January 20, 1917, and to complete work not later than May 15, 1917.

(b) Contracting partnership to consist of not less than twelve (12) equal partners, the number of partners to be increased at any time such recourse is deemed necessary, in the judgment of the engineer, to assure the fulfillment of the contract within the specified time limit.

(c) Contractor will not be allowed to employ hired labor.

(d) Payment for clearing the above right-of-way will be based upon the entire acreage involved within a strip usually fifty (50) feet either side of the center line and between the bounding stations of the contract, and no acreage deduction will be made for such small swamps or other places as may exist within these limits, and on which there is no growth of timber or brush necessitating clearing.

(e) Proposals should be based upon a unit price per acre of clearing.

(f) Bids should be addressed in sealed envelopes "C. R. Breck, Jr., District Engineer, Matanuska District"; and if sent by mail should be mailed in time to arrive at the Matanuska Post Office not later than January 1, 1917.

(g) Sealed proposals, whether sent by mail or delivered at the Matanuska District Office, should be plainly marked on the outside of the envelope, "Proposal for Clearing Right-of-Way."

(h) Contract for the above noted right-of-way clearing will be awarded to the lowest bidder, who, in the best judgment of the District Engineer, is qualified to fulfill the contract to the best interests of the Alaskan Engineering Commission.

C. R. BRECK, Jr.
District Engineer, Matanuska District.

Approved: H. F. DOSE, Acting Division Engineer.

NOTICE.

Copies of the Alaska Railroad Record are on sale at the following places in Anchorage:

BAXTER'S NEWS STAND.
Z. J. LOUSSAC.
DEW DROP INN.

RAILROAD TRAIN SCHEDULE.

Anchorage, Alaska, Dec. 18, 1916.

Transportation Circular No. 31.

(Supersedes Transportation Circular No. 19, dated November 18, 1916.)

Effective 12:01 a. m. Thursday, December 21, 1916, a mixed passenger and freight train will be run between Anchorage and Matanuska, Matanuska and King and between Anchorage and Rabbit on the following schedule:

NORTHBOUND		MAIN LINE		SOUTHBOUND	
Monday Wednesday and Friday, only.				Tuesday, Thursday and Saturday, only.	
Leave 9:00 a. m.		0.0 Anchorage		Arrive 3:00 p. m.	
	9:25	4.9	Whitney.	2:40	
	9:55	7.3		2:20	
	10:40	12.2	Kuney	1:45	
	11:10	9.7		1:15	
Arrive 11:40 a. m.		21.9	Birchwood		
		5.6			
		27.5	Eklutna		
		9.0			
		36.5	Matanuska.		Leave 12:40 p. m.
NORTHBOUND		MATANUSKA BRANCH		SOUTHBOUND	
Monday, Wednesday and Friday, only.				Tuesday, Thursday and Saturday, only.	
Leave 12:45 p. m.		36.5 Matanuska		Arrive 11:40 a. m.	
	1:20	6.4		11:10	
	2:20	42.9	Palmer	10:30	
	3:00	6.6		9:08	
Arrive 3:30 p. m.		49.5	Moose Creek		
		9.2			
		58.7	Granite		
		1.9			
		60.6	King.		Leave 9:00 a. m.
SOUTHBOUND		MAIN LINE		NORTHBOUND	
Tuesday, Thursday and Saturday, only.				Tuesday, Thursday and Saturday, only.	
Leave 9:00 a. m.		0.0 Anchorage.		Arrive 10:45 a. m.	
	9:20	5.0		10:25	
Arrive 9:45 a. m.		5.0	Campbell.		
		5.4			
		10.4	Rabbit.		Leave 10:00 a. m.

Mixed train leaving Anchorage northbound will stop just North of road crossing, Terminal Yard, Anchorage.

This schedule is NOT in effect as a time card authorizing the movement of trains, and all trains will continue to run extra as heretofore. However, for the information and guidance of all concerned, the trains covered by this schedule will not leave any station at which time is shown ahead of the designated time.

Owing to working conditions this schedule is only tentative, and the Commission reserves the right to change it without notice.

H. F. DOSE, Acting Division Engineer.

DAILY WEATHER DATA.

The following table shows the weather conditions prevailing at Anchorage during the period December 13 to December 19, inclusive:

DATE	TEMPERATURE		PRECIPITATION		WIND Miles per Hour	CONDITION OF HARBOR
	Max.	Min.	Snowfall	Snow on Ground		
Dec. 13	29	25	0.7	4.0	3.1	Ice well off shore.
Dec. 14	34	22	0.3	4.0	3.0	Ice well off shore.
Dec. 15	26	16	1.5	5.5	6.4	Ice well off shore.
Dec. 16	23	13	none	5.5	4.1	Ice well off shore.
Dec. 17	26	13	none	5.5	9.1	Ice well off shore.
Dec. 18	26	7	none	5.0	5.8	Ice well off shore.
Dec. 19	24	3	trace	5.0	3.9	Well filled with ice.

ALASKA NORTHERN SCHEDULE.

A mixed passenger and freight train leaves Seward for Mile 40 and way stations every Monday, Thursday and Saturday at 8:30 a. m.; returning leaves Mile 40 for Seward the same day at 1 p. m.

NOTICE.

S. Sandstrom, formerly of Camp 207, Talkeetna District, is requested to communicate with the Commissioner's office, Anchorage.

UNDELIVERED CHECKS.

The Anchorage Disbursing Office still has on hand a large number of unclaimed pay checks, which it desires to deliver to the payees without further delay. On December 12 the Alaska Railroad Record published a list of checks remaining on hand December 1. It is suggested by the special disbursing officer that timekeepers make a special effort to effect delivery of these checks by notifying those employees whose names appear in the printed list to call or write for the money due them.

OFFICIAL CIRCULARS.**FIRE REGULATIONS.**

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Dec. 18, 1916.

Circular No. 153:

TO ALL CONCERNED:

All employees and their families are hereby notified that the Alaskan Engineering Commission fire station now has a telephone and will answer calls at any hour of the day or night. In case of fire in any Commission building or private residence owned by the Commission go to the nearest telephone and ask for the Commission fire station, giving full information.

No fire apparatus, hose, hydrants, etc., shall be used for any purpose other than fire without special permission of the chief of the fire department.

No fire extinguishers shall be moved from their present location unless in case of necessity without notifying the chief of the fire department.

In case any fire extinguisher is used, notify the chief of the fire department so that same may be recharged immediately.

H. F. DOSE, Acting Division Engineer.

HOLIDAY ANNOUNCEMENT.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Dec. 19, 1916.

Circular No. 154:

TO ALL CONCERNED:

New Year's Day, Monday, January 1, 1917 will be observed as a holiday at these headquarters and as far as practical in the various districts in this Division.

H. F. DOSE, Acting Division Engineer.

TRAIN ACCIDENT REPORTS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Dec. 22, 1916.

Circular No. 155:

TO ALL CONCERNED:

The following instructions, effective January 1, 1917, relative to the handling of accident reports, are issued for the information and guidance of all concerned:

Form A. E. C. 212, Report of Accidents to Trains, will be made by the employee in charge of engine or train, as the case may be, at the time of accident.

Each accident report shall give full particulars of character of accident, time, place, weather, persons involved, equipment or other property damaged or involved, cause of accident, so far as ascertained (and if cause is not ascertained, state what effort has been made to ascertain cause and what seems to be the most probable cause), description and extent of damage caused, and suggested improvements for the prevention of similar accidents.

In reporting the time of an accident, if it occurred within an hour of sunrise or sunset, give sufficient particulars to show the character of lighting; also, state whether vision was impeded or obscured and to what extent, and from what cause. In reporting place, give the distance from the nearest mile-post, naming such mile-post; if in a yard, give the name of the yard. If any person is injured as a result of an accident, and that fact comes to the knowledge of the reporting employee, there should be included in the report (lines 8 and 9) such additional information as is called for in the report. In the case of accidents resulting in personal injuries, form 79, Report of Injury, should be made out, covering each and every person so injured.

The reporting employee will fill out form 212, Accident Report, and file at nearest telegraph office; it will then be transmitted by wire to the chief dispatcher and the original forwarded to the Commissioner.

The engineer maintenance of way will make report on form 289, showing nature and extent of damage, and cost of repairing track and equipment. He will also keep a book record of such accidents in his office.

H. F. DOSE, Acting Division Engineer.

MEAL TICKET BOOK LOST.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Dec. 23, 1916.

Circular No. 156:

TO ALL CONCERNED:

Meal ticket book No. F-5652, value \$15.00, sold to W. A. McDonald, has been lost.

Timekeepers and others are instructed that if this book is presented to lift same and forward to this office with full report.

H. F. DOSE, Acting Division Engineer.

ELECTRIC POWER REGULATIONS.

Department of the Interior
Alaskan Engineering Commission.
Office of Engineer Maintenance of Way.
Anchorage, Alaska, Dec. 23, 1916.

Maintenance of Way Circular (No. 43):

TO POWER HOUSE ENGINEERS, LINEMEN AND ALL CONCERNED WITH THE OPERATION AND MAINTENANCE OF ELECTRIC EQUIPMENT TRANSMISSION AND DISTRIBUTING LINES AT ANCHORAGE:

Effective, 8:00 A. M., Tuesday, December 26, 1916, all primary and distributing lines are to be considered alive at any and all times after 12:00 o'clock noon, Tuesday, December 26, 1916.

In case of any necessary work upon any of the lines, which cannot be done safely with the line alive, the foreman in direct charge of the men who are to do such work will in person request the engineer on watch at the power house to kill such line, and after the proper switch has been opened the foreman will sign a sheet provided for this purpose.

When the work on the line has been completed the same foreman will see that all his men are off the line, return in person to the power house immediately, notify the engineer on watch that the line is clear, and sign to that effect.

The engineer on watch will keep upon the open switch the danger board during all the time between the signing off and signing on of the power by the foreman.

K. K. KUNEY, Engineer Maintenance of Way.

Approved: H. F. DOSE, Acting Division Engineer.

BROKEN RAIL REPORTS.

Department of the Interior
Alaskan Engineering Commission.
Office of Roadmaster.
Anchorage, Alaska Dec. 20, 1916.

Roadmaster's Circular (No. 14):

TO ALL SECTION FOREMEN:

There has been sent you a supply of Broken Rail Report forms. Please see that whenever you have a broken rail, or have to remove a defective rail from the track, that a report on this form is furnished this office. Kindly note the instructions on the back of form relative to the manner of making out the report.

C. G. JONES, Roadmaster.

Approved: H. F. DOSE, Acting Division Engineer.

ORDERS FOR COMMERCIAL CARS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Dec. 18, 1916.

Transportation Circular No. 29:

TO ALL CONCERNED:

Effective at once, all orders for cars for commercial loading will be handled as follows:

Shippers will place orders for cars with agent at point of loading, or if wanted at non-agency stations, with conductor of mixed train who will fill order with empties from his train when practicable, notifying dispatcher from next open station, giving car number, siding at which placed, name of shipper, commodity, and destination; when not able to furnish cars from train conductor will place order with agent at next open station, furnishing agent with necessary information.

Agents at stations where there is no yardmaster will

place all orders for cars which they are unable to fill with the dispatcher.

Agents at stations where a yardmaster is maintained will place orders for cars through his office.

Yardmasters and agents billing empty cars to blind sidings will immediately notify dispatcher of such action giving full information as follows: Car numbers, train handling, siding to which destined, name of shipper, commodity and destination.

H. F. DOSE, Acting Division Engineer.

HANDLING OF LOADED CARS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Dec. 18, 1916.

Transportation Circular No. 30:

TO ALL CONCERNED:

Effective at once, conductors setting out loaded cars on passing tracks or blind sidings will notify dispatcher of such action from next open station, giving car number, place set out, contents and consignee.

H. F. DOSE, Acting Division Engineer.

MILE 123 TRAIN STOP.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Dec. 20, 1916.

Transportation Circular No. 32:

TO ALL CONCERNED:

Effective at once and until further notice, mixed trains operating between Anchorage and Matanuska will stop on signal at the wagon road crossing, approximately Mile Post 123, for the convenience of passengers and the handling of freight shipments in less carloads.

H. F. DOSE, Acting Division Engineer.

EXECUTIVE ORDER

[No. 1351.]

Old Kasaan National Monument, Alaska.
By the President of the United States of America

A PROCLAMATION

Whereas, certain historic aboriginal ruins of the former Haida Indian village known as "Old Kasaan", situated upon public lands of the United States, on Prince of Wales Island, within the Tongass National Forest, in the Territory of Alaska, are of unusual ethnologic, scientific, and educational interest, as representing a distinctive type of aboriginal American civilization, the vestiges of which are rapidly disappearing, and it appears that the public interests would be promoted by reserving these ruins, with as much land as may be necessary for the proper protection thereof, as a National Monument;

Now, therefore, I, Woodrow Wilson, President of the United States of America, by virtue of the power in me vested by section two of the Act of Congress approved June 8, 1906, entitled "An Act for the Preservation of American Antiquities", do proclaim that there is hereby reserved from appropriation and use of all kinds under all of the public land laws, subject to all prior valid adverse claims, and set apart as a National Monument, all that certain tract of land, in the Territory of Alaska, shown as the Old Kasaan National Monument on the diagram forming a part hereof.

The reservation made by this proclamation is not intended to prevent the use of the land for forest purposes under the proclamation establishing the Tongass National Forest. The two reservations shall both be effective on the land withdrawn, but the National Monument hereby established shall be the dominant reservation, and any use of the land which interferes with its preservation or protection as a National Monument is hereby forbidden.

Warning is hereby given to all unauthorized persons not to appropriate, injure, remove, or destroy any feature of this National Monument, or to locate or settle on any of the land reserved by this proclamation.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the City of Washington this twenty-fifth day of October, in the year of our Lord one thousand nine hun-

dred and sixteen, and of the Independence of the United States the one hundred and forty-first.

[Seal.]

WOODROW WILSON.

By the President:

ROBERT LANSING, Secretary of State.

ORDER.

Department of the Interior, Washington.

September 21, 1916.

Department Order of December 26, 1913, is hereby amended to read as follows:

Hereafter, when letters or documents are prepared in any bureau or office, not less than two-inch space must be left at the top of each page, and one and one-quarter inch marginal space shall be left on the left side of each letter, document or paper, and the page number should be placed at the bottom of the page in the center.

E. J. AYERS, Chief Clerk.

Approved: BO SWEENEY, Acting Secretary.

WEEKLY FORCE REPORT.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, December 9, 1916, was as follows:

Commissioner's Office, Anchorage	34
Shops and Yards, Anchorage	246
Transportation Service, Anchorage	15
Store and Dock Departments, Anchorage	130
Accounting Department, Anchorage	18
Disbursing Office, Anchorage	5
Hospital Department, Anchorage	21
Townsite Department, Anchorage	20
Mess House, Anchorage	13
Telegraph and Telephone Department	71
Track, Bridge and Ballast—Main Line	69
Turnagain Arm District	235
Matanuska District	242
Talkeetna District	125
	1244

Stationmen and Laborers—All Districts 857

Grand total, all employees Anchorage Division 2101

CONTRACT SETTLEMENTS.

The total amount paid to construction contractors by the Anchorage Disbursing Office during the period December 8 to 21, 1916, was \$32,351.68, as follows:

R. M. Gordon & Co.	\$1754.92
Dan Donovan & Co.	5383.06
Edward Killfeather	419.41
Asikainen & Parvidinen	1459.10
John Merrick & Co.	7365.44
Chas. Berg & Co.	2161.42
Miskolin & Co.	98.00
Lindberg & Co.	113.00
Doherty & Co.	3412.76
C. A. Anderson & Co.	1697.32
Frank Gleason & Co.	533.50
Carl E. Johnson	4549.63
Karlin & Co.	3548.65
James O'Neill	1157.50
J. A. Denny & Co.	1047.70
A. Tennler & Co.	1750.02
Frank Pearson & Co.	45.00
A. L. Adair	969.72
Hathaway & Co.	1884.53

OPERATING STATISTICS OF ANCHORAGE DIVISION.

For September, October and November, 1916.

Anchorage, Alaska, Dec. 20, 1916.

	September	October	November
Revenue Passenger Traffic.			
Number of passengers carried earning revenue	757	908	1126
Number of passengers carried one mile	23616	29759.6	32075.7
Number of passengers carried per mile of road	473.26	595.38	453.05
Average distance carried—miles	31.20	32.772	28.49
Total Passenger Revenue	1363.85	1738.00	1848.15
Average amount received from each passenger	1.80	1.91	1.64
Average receipts per passenger per mile .....	.058	.058	.058
Total passenger service train revenue	2039.07	2930.68	2493.53
Passenger service train revenue per mile of road	40.86	58.73	35.22
Passenger service train revenue per train mile .....	.888	1.2365	1.596
Revenue Freight Traffic.			
Number of tons carried of freight earning revenue	106.141	133.023	651.862
Number of tons carried one mile	2707.47	4190.74	22425.18
Number of tons carried one mile per mile of road	54.15	83.81	316.73
Average distance haul of one ton—miles	25.51	31.50	34.40
Total freight revenue	567.46	610.05	1244.11
Average amount received for each ton of freight	5.35	4.59	1.91
Average receipts per ton per mile .....	.21	.15	.55
Freight revenue per mile of road	11.35	12.23	17.57
Freight revenue per train mile .....	.25	.26	.80
Total Traffic.			
Operating revenues	2606.53	3540.73	3737.64
Operating revenues per mile of road	52.23	70.96	52.79
Operating revenues per train mile	1.14	1.49	2.39
Operating Averages.			
Average number of passengers per car mile .....	.1841	.1696	.7288
Average number of passengers per train mile .....	.3298	.3831	.7205
Average number of passenger cars per train mile .....	.0401	.0498	.0249
Average number of tons of freight per loaded car mile .....	.0125	.0115	.0733
Average number of tons of freight per train mile .....	.0462	.0561	.4171
Average number of freight cars per train mile .....	.1529	.2392	.2514
Average number of loaded cars per train mile .....	.0958	.1316	.1465
Average number of empty cars per train mile .....	.0584	.1076	.1049
Average mileage operated during the month	49.9	49.9	58.3
Locomotive Mileage.			
Mixed locomotive miles—revenue service	2358	2334	1554
Total revenue locomotive miles	2358	2334	1554
Non-revenue service locomotive miles (work)	6129	7269	4436
Non-revenue service locomotive miles (switch)	3206	3577	2148
Car Mileage.			
Loaded freight car miles—revenue service	8484	11587	8893
Empty freight car miles—revenue service	5241	9012	5903
Caboose freight car miles—revenue service .....	.....	.....	1385
Total freight car miles—revenue service	13725	20599	16181
Passenger car miles—revenue service	4112	5352	1545
Total passenger train car-miles—revenue service	4112	5352	1545
Total revenue car mileage	17837	25951	17726
Non-revenue service car miles (work)	46811	46318	20197
Train Mileage.			
Mixed train miles—revenue service	2296	2370	1563
Total revenue train mileage	2296	2370	1563
Non-revenue service train miles	4459	4349	2411
EQUIPMENT IN SERVICE AND DESCRIPTION OF ROAD.			
Single expansion locomotives—number	5	5	5
Total tractive power—pounds	111270	111270	111270
Average tractive power—pounds	22254	22254	22254
Freight Cars.			
Box cars—number	10	10	10
Total capacity—tons	300	300	300
Flat cars—number	61	53	53
Total capacity—tons	2440	2120	2120
Stock cars—number .....	.....	1	1
Total capacity—tons .....	.....	40	40
Coal cars—number	4	4	4
Total capacity—tons	138	138	138
Tank cars—number	2	2	3
Total capacity—tons	60	60	90
Other cars—number .....	.....	4	4
Total capacity—tons .....	.....	68	68
All classes—number	77	74	75
Total capacity—tons	2938	2726	2736
Passenger Train Cars.			
First class cars—number .....	.....	2	2
Cars in Company's Service.			
All classes—number	68	73	74
DESCRIPTION OF ROAD.			
Miles of road	49.9	49.9	70.8
Miles of yard track and sidings	8.5	8.5	8.7
Miles of all tracks—total	58.4	58.4	79.5

DIRECTORY OF OFFICIALS.**ALASKAN ENGINEERING COMMISSION.**

Hon. Franklin K. Lane, Secretary of the Interior, Washington, D. C.

Commissioners.

Wm. C. Edes, Chairman, Seward, Alaska.
Thomas Riggs, Jr., Nenana, Alaska.
Capt. F. Mears, U. S. A., Anchorage, Alaska.

B. H. Barndollar, Examiner of Accounts, Anchorage, Alaska.

C. E. Dole, Purchasing Agent, Bell St. Dock, Seattle, Wash.
Leslie Cramer, Special Disbursing Agent, Bell St. Dock, Seattle, Wash.

Lee R. Wilson, Washington Representative, Washington, D. C.

Land and Industrial Department.

A. Christensen, Manager, Anchorage.
E. T. Lindner, Clerk, Anchorage.

J. G. Watts, Townsite Manager, Anchorage.
Dr. C. C. Benedict, Townsite Health Officer, Anchorage.
F. S. Ryus, Townsite Manager, Nenana.

Anchorage Division.

(Headquarters—Anchorage, Alaska)

F. Mears, Commissioner.
J. T. Cunningham, Chief Clerk.
H. F. Dose, Acting Division Engineer.
W. J. H. Fogelstrom, Office and Bridge Engineer.
D. D. Vint, Chief Draftsman.
F. H. Chapin, Assistant Bridge Engineer.

K. K. Kuney, Engineer Maintenance of Way.
A. Haag, Clerk.

F. U. Mayhew, Resident Engineer.
C. D. Pollock, Resident Engineer.

C. G. Jones, Roadmaster.
L. C. McCoy, Superintendent Bridge and Building Dept.

E. P. Hedberg, Master Mechanic.
W. G. Wilt, Clerk.

Herbert Gaytes, Electrical Engineer.

E. R. McFarland, Superintendent Telegraph and Telephone.
C. T. Boyles, Accountant Telegraph and Telephone Dept.
H. B. Noble, Manager, Townsite Telephone Exchange.

G. C. Hammond, Special Disbursing Agent.

H. B. Wilkinson, Chief Accountant.
H. R. Munson, Chief Timekeeper.
H. W. Knight, Traveling Auditor.
J. F. Hemenway, Line Auditor.
E. F. Cassel, Line Auditor.
J. C. Seeley, District Accountant.

T. L. Murphy, Receiving and Forwarding Agent.
H. G. Locke, Port Engineer.
L. R. Moses, Chief Dispatcher.
C. Watson, Trainmaster.
Fred Lilyman, Superintendent Employment Bureau.
Charles W. Jones, Editor Alaska Railroad Record.
P. S. Hunt, Official Photographer.
W. F. Burnett, Chief Fire Department.
J. H. Robinson, Special Agent.

J. H. Morton, Chief Steward.
George R. Tremblay, Clerk.

Stores Department.

W. DeLong, General Storekeeper.

A. H. Schaefer, Storekeeper, Anchorage.
H. B. Wells, Storekeeper, Matanuska.
Wm. Peltier, Storekeeper, Potter Creek.
R. S. Donaldson, Storekeeper, Talkeetna.
F. C. Kobely, Property Clerk.
M. H. Baker, Accountant.

Hospital Department.

Dr. E. S. Reedy, Chief Surgeon, Anchorage.
W. T. C. Smith, Clerk.

Dr. J. B. Beeson, House Surgeon, Anchorage.
Dr. H. W. Stoughton, Surgeon, Moose Creek.
Dr. H. O. Schaleben, Surgeon, Potter Creek.
Dr. A. L. Drtina, Surgeon, Camp 245.

MATANUSKA DISTRICT.

(Headquarters—Matanuska, Alaska.)

C. R. Breck, jr., District Engineer.
John W. Mullin, Clerk.

L. F. Vaile, Assistant Engineer.
E. O. Archibald, Assistant Engineer.
E. J. Prendergast, Resident Engineer.
F. T. Young, Resident Engineer.
G. A. Spangler, Resident Engineer.
Boyd Leedy, Resident Engineer.
R. M. McLean, Assistant Superintendent Construction.
A. W. Peck, District Accountant.

TURNAGAIN ARM DISTRICT.

(Headquarters—Potter Creek, Alaska.)

F. A. Hansen, District Engineer.
T. W. Secrest, Assistant Engineer.
H. C. Davis, Resident Engineer.
F. B. Standiford, Resident Engineer.
E. L. Edes, Resident Engineer.
Carl L. Miller, Resident Engineer.
Dan Leech, Assistant Superintendent of Construction.
D. B. Van Derlip, District Accountant.
George S. Cullen, District Timekeeper.

TALKEETNA DISTRICT.

(Headquarters—Camp 245.)

H. F. Dose, District Engineer.
C. H. Bennett, Superintendent of Construction.
F. W. Mitchell, Clerk.

R. L. Kuney, Assistant Engineer.
F. S. Wilson, Resident Engineer.
L. C. Porter, Resident Engineer.
M. S. Johnstone, District Accountant.
F. M. Daniels, District Timekeeper.

Seward Division.

(Headquarters—Seward, Alaska.)

Wm. C. Edes, Commissioner and Chairman.
R. J. Weir, Engineer in Charge.
T. M. Ward, Engineer Bridges and Building.
George W. Colwell, Assistant Superintendent Construction.
A. L. Tickner, Assistant Superintendent Construction.
Frank Waller, Resident Engineer.
A. W. Monroe, Resident Engineer.
A. D. Estes, Resident Engineer.
J. W. Keller, Resident Engineer.
H. C. DeLine, Special Disbursing Agent.
T. M. Harr, District Accountant.
George Switzer, Chief Timekeeper.
D. E. Large, Wharfinger.
C. D. Moyer, Storekeeper.

Fairbanks Division.

(Headquarters—Nenana, Alaska)

Thomas Riggs, Jr., Commissioner.
Frank H. Bailey, District Engineer.
G. Fenton Cramer, Special Disbursing Agent.
J. C. Williams, Special Disbursing Agent.
Frank Doner, Chief Timekeeper.