

# ALASKA RAILROAD RECORD



VOL. III. ANCHORAGE, ALASKA, TUESDAY, JANUARY 7, 1919.

No. 9

## 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.

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### TWO THOUSAND POUNDS OF MAIL FROM STATES EXPECTED IN ANCHORAGE THIS EVENING.

Sixteen passengers, 2000 pounds of mail, consisting of nine sacks of first-class mail and 20 sacks of second-class mail; 750 pounds of baggage; 550 pounds of express matter, and a small amount of freight, which arrived in Seward from Seattle on the steamship Admiral Watson, are expected in Anchorage this evening. The passengers, mail, express, baggage and freight left Seward by train Sunday morning. They stayed Sunday night at Kern Creek. They were scheduled to reach Anchorage Monday night on a train that left here Monday morning to meet them. This train was stopped at Mile 76 1-2 by a heavy snowslide and returned to Anchorage Monday night. The ditcher and a crew of laborers were put to work at once to clear the track. A train left Anchorage early this morning, and is scheduled to return this evening with delayed passengers and mail.

A train left Anchorage Saturday morning to make connections with the Southbound voyage of the Watson. Saturday's train took from Anchorage 58 passengers, 1000 pounds of mail and 2000 pounds of baggage.

The Watson, after having called at Seward on her Northbound voyage, proceeded to Kodiak. She is now returning to Seward and en route is calling at Snug Harbor and other Cook Inlet ports. She is expected to sail from Seward on her Southbound voyage to Seattle Wednesday or Thursday.

From Seward to Mile 47, the railroad track is clear. From Mile 47 to Mile 58 it is closed, there being from Mile 47 to Mile 57 an almost continuous snow blockade and for 600 feet North of Mile 57 a depth of one foot and a half of water. This water-covered track between Mile 57

and Mile 58 is low and flat, and the water is deep enough to put out the fire in a locomotive engine. To transport passengers and mail between Mile 47 and Mile 58, the Alaskan Engineering Commission uses two horse teams, and three dog teams, each dog team averaging 15 dogs. From Mile 58 to Mile 71, Kern Creek, the line is clear. From Mile 71 to Mile 72, the line is closed as a result of two large snowslides. From Mile 72 to Anchorage, the only trouble reported lately was the snowslide Monday morning at Mile 76 1-2.

### TRACK IS LAID TO TALKEETNA IN ANCHORAGE DIVISION.

Laying of steel was completed Monday to Talkeetna, Mile 226.7 in the Anchorage Division.

Steel work, which was suspended about ten days ago in the Anchorage Division, was resumed last Friday. Sixteen hundred feet of track were laid Friday; 3000 feet Saturday, and 3000 feet Monday.

In the Fairbanks Division, according to a telegram from Frederick D. Browne, engineer in charge of the Division, 2.16 miles of track were laid in the week ended January 4. South of Nenana. This brought the end of steel South of Nenana to Mile 374.14.

Mr. Browne in a telegraphic report of the progress of work in December in the Fairbanks Division says that during the month 5.9 miles of track were laid South of Nenana, bringing the end of steel there December 31 to Mile 375.23, and that 2.88 miles of track were laid South of Fairbanks, bringing the end of steel there December, 31 to Mile 453.69.

### OFFICIALS MAKE INSPECTION TRIP OVER ROUTE OF RAILROAD NORTH OF ANCHORAGE.

William Gerig, engineer in charge of the Anchorage Division, and F. A. Hansen, engineer of Maintenance of Way, left Anchorage last Thursday morning in special car A-1 on a trip of inspection of the route of the Government Railroad North of Anchorage. At Talkeetna, they were joined by H. F. Dose, engineer for the Talkeetna District.

The officials visited all construction camps as far North as Camp 255, which is 10 miles North of Deathhorse Hill.

Mr. Gerig and Mr. Hansen are expected to return to Anchorage Wednesday evening.

BUY WAR SAVINGS STAMPS.

## PROGRESS OF WORK IN TALKEETNA DISTRICT IS REPORTED BY H. F. DOSE.

Conditions unfavorable to railroad construction work prevailed in December in the Talkeetna District, but despite this fact fair progress is reported by H. F. Dose, the District Engineer.

"Between Montana Creek and Talkeetna," says Mr. Dose, "the grading and also the bridging have been completed. The road bed was plowed clear of snow to the Talkeetna River early in December, and the force engaged at this work there returned to its regular duty near Camp 221.

"December 5, an exceedingly heavy fall of snow again covered the entire grade ahead of the steel gang to a depth of 30 inches or more. This was again plowed off with a specially constructed plow, but it required eight heavy horses to accomplish the task.

"Between stations 9860 and 9880, small slides occurred and over this distance the snow had to be shoveled out by hand, because it was too deep for the plow to work through. The road bed (for three miles ahead of steel) to Talkeetna was again free from snow, but due to the high winds which prevailed the night of December 8 heavy snow drifts once more covered the grade in numerous places around the bluff South of Camp 221, which were shoveled out again.

### Roads Are Almost Impassable.

"Roads and trails north of Talkeetna early in December were almost impassable on account of the deep snow and had to be broken before travel between camps could be restored. This condition was also accompanied by severely low temperature especially between Montana creek and Talkeetna where a spirit thermometer recorded 60 or more below zero. The thermometer in question was graduated only to 55 degrees below zero and the degree was estimated to which the spirit dropped. At Deadhorse Hill the temperature ranged considerably higher. Twenty-eight degrees below zero appears to be the lowest recorded there this winter.

"In the middle of December overland travel between camps north of Talkeetna had again been restored but on account of high winds causing the snow to drift badly, it appeared advisable to stake the trail plainly in order that a beaten path or road could be followed even if obliterated by drifting.

### Trail is Staked to Mile 259.

"The trail was thus staked to Mile 259, but from there North to Indian River the route is on the ice, which even at this time is not safe for horses. South of Deadhorse Hill from Mile 236 to Mile 241, where it became necessary to use the river ice for freighting, a watchman has been stationed to patrol the trail with instructions to test the ice at frequent intervals to the end that accidents may be avoided, because the Susitna River at this time acts in a treacherous manner on account of the shifting currents, and reaches, which one day prove safe, may become dangerous over night.

"The severe cold at the beginning of December was followed by a warm wave which continued almost throughout the remainder of the month accompanied by rain at different times.

"The force stationed at camp 221 has finished the work there and the camp will be closed at once. The old canvas second hand, and other tools for which no use can be found

on future work, will be sent to Anchorage either to be condemned, or otherwise disposed of.

### Montana Has Served Its Purpose.

"The camp at Montana Creek has also served its purpose in so far as the Talkeetna District is concerned, and might be taken over by some other department.

"On account of deep snow it appeared advisable to discontinue further work on contract No. 1108 for the delivery of 10,000 cross ties and approximately 10,000 lineal feet of cribbing logs. It is thought that delivery of the logs has been effected. This does not apply to cross ties.

"At station 10480, Mile 236, a fairly permanent camp is being established for the force which is expected to be active there early in the spring of 1919.

### Scene of Active Operations.

"The next location where active work is at present in operation is about station 11390, mile 253, and between there and station 11760, Mile 261, eight station gangs are still at work, six of which probably will finish on or before February 15, 1919, and the other two not later than May 1, 1919.

"A physical inventory of all non-expendable material in use, and charged to the various camps in this district is being taken as of December 31, 1918.

"All other supplies in the store and not charged out as yet are also being inventoried. This work is well under way and almost finished but it may require some time to consolidate the different items and have them prepared in a proper manner before the final report can be submitted.

### Health of Force Satisfactory.

"The epidemic of influenza that prevailed here during November has subsided, and all those effected have either entirely recovered or are convalescing. No deaths among the Commission employees have occurred, and at present the health of the force in this district is satisfactory. Only minor injuries to employees have been reported.

"The force employed in this district December 31 numbered 193 and was distributed as follows:

"Engineers, clerks and surgeon, 14; foremen and time-keepers, 7; storkeeper and clerks, 8; blacksmiths and carpenters, 6; mess house, 8; teamsters and packers, 13; laborers, 16; watchmen, 5; timbermen, 2; pile driver men, 7; telephone operator, 1; stationmen, 99; stationmen's laborers, 7."

## FISHERMEN'S LICENSES ARE ISSUED TO TWO RESIDENTS OF ANCHORAGE.

Fishermen's licenses for Einar Hansen and Robert Klemmer, both of Anchorage, have been received from the Food Administrator for Alaska at Juneau by the Acting Food Administrator for the Anchorage District. The persons entitled to the licenses may obtain them by calling at Room 7, General Office Building, Anchorage Terminal Yards.

## DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements of the Anchorage office of the Alaskan Engineering Commission for the week ended December 31, 1918, were \$14,578.90. Salaries and wages were \$5350.67; contractors, \$8218.72; purchases, \$52.05; transportation, \$183.35; other expenses, \$774.13.

### FLAGS ARE AT HALF MAST AS MARK OF RESPECT TO MEMORY OF COLONEL ROOSEVELT

As a mark of respect to the memory of Colonel Theodore Roosevelt, former President, whose death at his home in Oyster Bay, N. Y., as a result of pulmonary trouble was chronicled in news dispatches yesterday, flags are at half mast over the office buildings of the Alaskan Engineering Commission, the quarters of the United States Guards, the Anchorage Townsite building, the Post Office and other public buildings in Anchorage and at all stations and construction camps along the line of the Government Railroad.

The news of Col. Roosevelt's unexpected death was received with keen regret in Anchorage.

### INCOMPLETE RETURNS ON RED CROSS CAMPAIGN SHOW ABOUT \$2000 WAS OBTAINED HERE.

While definite returns on the Christmas week membership campaign of the Red Cross have not yet been compiled, reports of canvassers show that about \$2000 was obtained in the Anchorage District. Although the primary object of the campaign was to enlist members at the fee of \$1 each, many persons gave in excess of this amount.

One of the best records among Government Railroad workers was made by Bridge and Building Gang No. 7, J. P. Park, foreman. The sixteen men in this gang gave \$68, distributed as follows:

T. M. Anderson, J. P. Donovan, J. E. Erickson, E. Forsell, H. Larson, M. P. McCarthy, P. T. McCartin, Blair Murray, J. P. Park, C. Sandberg, G. H. Santose and Charles Seaman, \$5 each; E. Girard, B. Malmberg, T. Nelson and Karl Spach, \$2 each.

### ALASKA HOMESTEADERS MAY HAVE THEIR LAND SURVEYED AT GOVERNMENT EXPENSE

Of interest to homesteaders in Alaska is a circular recently issued by Clay Tallman, commissioner of the General Land Office to registers and receivers calling their attention to the Congressional Act which provides for the survey of homesteads without expense to claimants. The circular, which is numbered 623, reads as follows:

"Where the public system of surveys has not been extended over a duly located homestead and the settler has had such compliance with the terms of the homestead law in the matter of residence, cultivation, and improvements as to justify submission of three-year proof on his claim, he may file with the register and receiver his affidavit, corroborated by two witnesses, showing such compliance. If they find this satisfactory, they will so advise the surveyor general of the Territory and he will, not later than the next succeeding surveying season, issue instructions for the survey of the land involved, without expense to the entryman. So far as practicable such surveys must follow the general system of public-land surveys and the entryman must in all cases conform his boundaries thereto. After the survey has been duly made and the plat thereof filed, proof may be submitted on the entry as in case of ordinary entries for surveyed lands. (See par. 18.)

"However, if the settler desires to obtain earlier action in the matter of the survey, or if he desires to avoid the necessity of conforming to a survey made under the provision of the law above referred to, he may have a survey of the tract made at his own expense by a deputy

surveyor, appointed by the United States surveyor general. After the survey has been completed and been approved by the surveyor general, certified copies of the field notes and plat must be filed at the local United States land office together with the settler's notice of intention to submit proof upon his claim.

"Paragraph 18, above referred to, reads as follows:

"18. Where the public system of surveys has been extended over a tract and homestead entry made in accordance therewith, though the claim may have been initiated by a location, the procedure with regard to submission of proof is the same as in the United States. Where proper compliance with the law is shown, no adverse claim appears on the records, and no protest against the proof is filed, it will be accepted and final certificate issued pursuant thereto. The proof may be taken before the register and receiver or before any officer within the land district authorized to administer oaths and having a seal of office."

"There is no change in the regulations governing cases where the homestead settler elects to apply for a survey at his own expense, and to submit proof pursuant thereto."

### ANCHORAGE SOLDIER LIKES FRANCE BUT SAYS AMERICA IS GREATEST COUNTRY IN WORLD

France is a great and beautiful country, but the United States is more wonderful and more desirable, in the opinion of Ernest T. Aubrey, 21 years old, who, before he enlisted in the Army, was employed on the Anchorage Division of the Government Railroad. He is a private in Company C, 115th United States Engineers, serving in France.

"I like France and her people very much," he writes in a letter dated Nov. 6 to T. W. Nelson, fireman at Anchorage Hospital. "The French do all they can for us. France is a wonderful country, but the United States is more wonderful. America is the best in the world. In this war she has accomplished a tremendous task in a short time. It is a mystery how our government has done so much in the brief while we have been in the war. I have been at the front and have faced the war music. I have seen our airplanes send the German machines crashing to the ground. I have been along parts of the Hindenburg Line. You cannot imagine how strongly it was built. The Americans went through acres of barbed wire, machine gun nests and other devices of destruction like they were paper. We are now driving the Germans toward Berlin as fast as they can go, and then some."

### ALL BRIDGES ARE COMPLETED BETWEEN MILE 218 AND TALKEETNA.

All bridges between Mile 218 and Talkeetna, are completed, according to the report of F. A. Hansen, engineer of Maintenance of Way for the week ended December 28, 1918. Practically all material for the Talkeetna bridge has gone forward. Carpenters who were engaged in the work of framing bridges were temporarily laid off.

Seven hundred feet of steel were laid in the Anchorage Division during the week ended December 28. The wye at Talkeetna was completed. It comprises three switches, two legs of 1100 feet and a tail of 180 feet. The material is 56-pound steel.

A few ice heaves showed up during the week but all were shimmed up and were made safe for traffic.



**OFFICIAL CIRCULARS.****Anchorage Division.****CANNOT BORROW FROM SUBORDINATES.**

Department of the Interior,  
Alaskan Engineering Commission  
Deadhorse Hill, Alaska, Dec. 26, 1918.

Talkeetna District Circular:

Clerks, Timekeepers or any other Employees in the service of the Alaskan Engineering Commission are positively prohibited to request loans, or receive from stationmen or subordinate employees financial aid of any description whatsoever. Violation of this order will result in immediate discharge.

H. F. DOSE, District Engineer.

**CAMP NO. 236 IS ESTABLISHED.**

Department of the Interior,  
Alaskan Engineering Commission  
Deadhorse Hill, Dec. 30, 1918.

Talkeetna District Circular:

TO ALL CONCERNED:

The camp to be established at Station No. 10480 will be known as Camp No. 236.

H. F. DOSE, District Engineer.

**TRAVELERS FROM NENANA TELL HOW THAT TOWN AND FAIRBANKS ESCAPED INFLUENZA.**

By the enforcement of strict quarantine regulations, Nenana and Fairbanks have escaped entirely from the Spanish influenza epidemic, which has afflicted other parts of Alaska, declared James Noble, conductor and David J. Fairburn, timekeeper, on the Fairbanks Division of the Government Railroad, who in eight traveling days made the trip from Nenana to Anchorage.

"Every person in Nenana and Fairbanks has to wear on the hat or the coat a piece of blue ribbon, which is lettered with the words 'Health Department' and which is issued by the public health authorities. To obtain this ribbon a fee of \$1 is required, and if the original ribbon is lost, the fee for the duplicate ribbon is \$2. Any person failing to obtain and wear a ribbon is subject to arrest and quarantine confinement. Civilian sentries guard the trails to Nenana and Fairbanks. All persons going to either of these places are taken into custody and detained five days in quarantine. If in that time no symptoms of influenza develop, they are permitted to enter the towns. There has not been a single case of influenza in either Nenana or Fairbanks. The fee for the ribbon goes toward paying the expenses of guarding trails and quarantining travelers.

Mr. Noble and Mr. Fairburn left Nenana December 20. They arrived in Anchorage December 31.

"We encountered windy, stormy weather a great part of the way from Nenana to the Broad Pass; but yet the trail was fairly well marked and only in a few places was there any deep snow. We spent Christmas at the Summit roadhouse, and enjoyed a big feed of bacon and beans. From the Broad Pass to Talkeetna which we reached Monday evening, December 30, the trail was good. After having traveled all day Monday, December 30, we walked all that night so as to be at Montana last Tuesday morning in time to catch the Southbound train to Anchor-

age. The only persons we saw on the trail between Nenana and Indian River were Frank Joyce, a contractor from Nenana, and a Norwegian, both of whom we overtook at Sullivan's roadhouse. The Norwegian was suffering from badly frozen feet.

Mr. Noble and Mr. Fairburn left Anchorage on last Saturday's train for Seward. They will visit in the States until March when they will return to Nenana to resume working for the Government Railroad.

**THIRTEEN HUNDRED POUNDS OF IDITAROD GOLD PASS THROUGH ANCHORAGE.**

One thousand, three hundred pounds of gold, valued at \$300,000, passed through Anchorage in the past week on its way from Iditarod to Seattle. In charge of Robert Griffiths, the veteran Wells Fargo Express messenger, the treasure, packed in heavy wooden boxes and loaded on three dog sleds, left the Interior camp about the middle of December. The trip over the trail from Iditarod to Matanuska, where the party boarded a train on the Government Railroad, was slow and arduous on account of bad weather. At Alexson's roadhouse on Happy River, the travelers were strombound seven days.

Mr. Griffiths, with the gold, sleds, dogs and drivers left Anchorage Monday morning on the train for Seward. Over those stretches of the Anchorage-Seward line that cannot be negotiated by trains Mr. Griffiths will make use of his dog sleds. At Seward he will relinquish possession of the treasure.

As a result of the difficulties and delays on the trail between Iditarod and Matanuska, Mr. Griffiths, who for several years has transported gold for the Wells Fargo Express Company from the Interior to the Coast, will not realize much, if any, profit on his journey this season. He undertook the moving of the metal from Iditarod to Seward at \$1.25 a pound. His expenses on the trip this year practically equal his compensation.

The gold is owned by banks and dredge operators in the Iditarod country. To get it to the States, they entrusted it, as is customary every year, to the express company. At Seward, Mr. Griffiths will deliver the treasure to an agent of the company, and by him it will be sent by steamship to the Wells Fargo office in Seattle.

**PRICES OF ALASKA SALMON WILL BE REVISED BY FOOD ADMINISTRATION**

Prices of Alaska salmon, which were fixed last summer by the government, will be revised in the immediate future, the revision to be made effective as of date January 1, 1919, according to telegraphic advices received here by the acting Food Administrator for the Anchorage District, from P. E. Bradley, Federal Food Administrator for Alaska, whose headquarters are at Juneau. No relaxation has yet been announced with respect to rules requiring licenses for fishermen and canneries. Mr. Bradley's message follows:

"Upon my recommendation and on the approval of the United States Food Administration at Washington, D. C., all regulations issued by the Federal Food Administration for Alaska concerning the prices of salmon in Alaska will be revised, effective January 1, 1919. All regulations having to do with the licensing of canneries, fishermen, etc., have not been removed and are still in effect."



# **TERRITORIAL EXECUTIVE COMMENTS ON POOR MAIL SERVICE GIVEN ALASKA.**

Alaska's poor mail service, against which there is a great deal of criticism in Anchorage, is the subject of official comment by Thomas Riggs, Jr., Governor of the Territory, in his message to the Secretary of the Interior. The Governor says:

"It is to be regretted that in the interest of economy the mail service in the Territory is being constantly impaired. If the Post Office Department could only be brought to realize that on their service the growth of the country is as much dependent as on the work of the more typically constructive departments, a world of good would be accomplished. In the past mail contracts, it may be said, have been largely in the nature of a subsidy for ocean-going steamships to call at the smaller towns along the coast and in the islands, but incidental to the mail contracts the settlers in remote parts have been able at least to keep in touch and transact business with the outside world. I consider the situation of sufficient gravity to make a brief mention of some of the hardships entailed under the present system.

"After August 1, 1918, all through mail contracts to southeastern and western Alaska were discontinued, first-class mail being sent by express and second-class mail and parcels post by freight. Mail clerks were removed from all steamers. Contracts for delivery of mail to outlying places are given to small carriers, usually launches having little or no cargo or passenger space. Particularly during the winter months, when there is insufficient freight offering to induce steamers to make the smaller ports, is the small merchant or individual cut off from any opportunity of receiving needed supplies. Shortly after August 1, the steamer Dora on the Seward-to-Nushagak run discontinued service on account of loss of mail contract. To the date of October 1 there had been no communication with Bristol Bay and the Aleutian Islands. At Seward I found orders for several hundred tons of supplies, which probably cannot be delivered this year, with the result that many people may be forced to make their way as best they can to a base of supplies. Such relatively important places as Skagway, Petersburg, Wrangell, Katalla, Kodiak and Seldovia will undoubtedly suffer until spring brings a resumption of the fishing industry. The larger towns are not without their grievances also.

"At the best steamer schedules are very irregular. A week or ten days may elapse between the sailings of steamers. It thus becomes imperative that a great deal of correspondence should be answered by the same steamer on which it arrived. Under the former system mail clerks had mail sorted and classified, and postmasters were thus enabled to have mail brought immediately from the ships to the postoffice, where it received almost instant distribution. At the present time there is delay in transporting the express and freight to the post office and more delay in sorting. Should a steamer be sailing late in the evening or early in the morning, letters must be in the post office by 4 p. m. the day before. Even should a steamer arrive so as to allow mail distribution on the same day, it is often necessary for the sake of making answer to illegally intrust valuable letters to an unknown passenger or face another delay until the next steamer shall arrive.

"On account of the great inconvenience entailed by the

present system, feeling is very bitter, particularly when it is noted in the press that various and expensive airplane services are being inaugurated in the states between points which at the worst are only a few hours apart with frequent mail trains. It is earnestly hoped that there may be relief afforded to the mail situation and that at the very least mail clerks may be replaced on the Alaska run."

## **BEETS GROWN IN MATANUSKA VALLEY SHOW GRATIFYING PERCENTAGE OF SUGAR**

Sugar beets grown in the Matanuska Valley contain such a gratifying percentage of sugar that the production there of sugar beets in commercial quantities is regarded as a likely possibility of the near future. Returns were received in the last mail on tests made on the Matanuska vegetable by the Department of Agriculture at Washington D. C. The returns show that the beets submitted to the Washington authorities contained from 14.6 to 16.9 per cent sugar.

The vegetables were grown by Frederick E. Rader superintendent of the United States Agricultural Experiment Station in the Matanuska Valley, and were sent by him to the Department of Agriculture in Washington.

"Of course," said Mr. Rader, "it is not to be expected that this first crop of Matanuska beets should contain as high a percentage of sugar as is contained in beets grown in the old, well-cultivated districts in the States. Neither was the Matanuska yield, which averaged from seven to eight tons per acre, as heavy as the yield of beet land in the States. New land, in all fairness, cannot be expected to produce as well as old land."

## **ICE SEVERAL INCHES IN DIAMETER ENCASED TELEGRAPH AND TELEPHONE WIRES**

Telegraph and telephone wires near Mile 45 on the Anchorage-Seward line of the Government Railroad were encased in ice several inches in diameter late in December when there was a succession of unusually heavy storms. Considerable damage was done to the toll lines. Linemen by diligent work succeeded in maintaining one good circuit on the copper wire between Anchorage and Seward, and as a consequence there was no material interruption to service.

The Anchorage office of the Telegraph and Telephone Department in December, according to the report of John J. Longacre, acting superintendent, sent 588 messages and received 617. It relayed 36. The Anchorage radio station, in November, sent 94 and received 97 messages.

Fourteen telephones were connected and ten disconnected in Anchorage in December.

The stringing of one iron and one metallic clad circuit between King River and Chickaloon was completed. Some local circuits were strung at Chickaloon. A pair of duplex rubber covered wire was strung across the trestle at Mile 83.

The Telephone and Telegraph Department, which has charge of the light and power system, "cut in" 23 electric light meters and "cut out" 22 meters in December. Four hundred and sixty-seven meters were read.

Dr. Christopher Woodhouse, medical officer at Camp 83, and Mrs. Woodhouse came to Anchorage to spend the New Year holiday.

## ALASKA'S MINERAL PRODUCTION REPORTED BY GEOLOGICAL SURVEY.

Forty million dollars is the estimated value of the mineral output of Alaska in 1917, according to the report of G. C. Martin, of the United States Geological Survey. This is less than the output in 1916, which was nearly \$50,000,000, including metals and nonmetals, but is greater than the output in any other year. The decrease was chiefly in copper, the production of which fell from 119,854,839 pounds, valued at \$29,484,291, in 1916, to 88,793,400 pounds, valued at \$24,240,598, in 1917. The reduction in the output of copper was due largely to labor troubles, which included a strike at the Kennecott mine and a shortage of labor at other mines. The production of gold declined about \$2,500,000, and was the smallest since 1904. The reduction in output of gold was due chiefly to curtailment of operations because of the scarcity of labor and the high cost of materials, but in part also to the disaster from cave-in at the Treadwell mine in the month of April and the depletion of some of the richer placers. There was a reduction in the output of silver, which was due to the decrease in production of gold and copper. The value of the silver produced in Alaska in 1917 was, however, the greatest in the history of mining in that Territory. The production of lead increased slightly. Continuing the report says:

"The estimated value of the total production of gold, silver, copper, and lead in Alaska since the beginning of mining in 1880 is fixed at \$384,522,293. The figures for the earlier years, especially for silver, are probably far from being correct, but they are based on the best information now available.

"Since 1880, the gold production in Alaska is valued at \$292,758,000; the silver production, \$4,750,466; the copper production, \$88,644,470; the lead production, \$369,348.

## Sources of Gold Production.

"About \$65,100,000 in gold, or nearly one-fourth of the total estimated output was produced before 1905, and there is only scant information regarding its source. For the production since that time fairly complete statistical returns are available. The estimates given for the silver recovered from placer gold and from siliceous ores are perhaps less accurate than those for the gold. Copper mining did not begin in Alaska until 1901, and the gold and silver derived from that source can be estimated almost accurately.

"About 28.5 per cent of the total gold produced in Alaska has been obtained from siliceous ores taken from auriferous lode mines. In 1917 the lode gold produced was 51 per cent of the total produced; in 1916, 38 per cent; in 1915, 37 per cent; in 1914, 32 per cent; in 1913, 31.6 per cent; and in 1912, 29 per cent.

"Thirty-one lode gold mines were operated in 1917 and nine prospects or small mines also produced gold but were not in regular operation. In 1916 29 lode mines were in operation. The value of the output of lode gold decreased from \$33,127,796 in 1916 to \$4,581,453 in 1917.

"Southeastern Alaska, especially the Juneau District, is still the only large quartz-mining region in the Territory. Next in lode output is the Willow Creek District. There was also considerable lode mining on Prince William Sound. The production in the Fairbanks district increased slightly, but lode-mine owners of Fairbanks are still awaiting the cheapening of operating costs, especially of fuel, which will be brought about by the Government

Railroad. Of the producing deep mines, 10 were in Southeastern Alaska, three on Prince William Sound, four on Kenai Peninsula, five in the Willow Creek District, and nine in the Fairbanks District. In 1917 the average value of the gold and silver contents for all siliceous ores mined was \$1.37 a ton; the average for 1916 was \$1.70 a ton. These averages show the dominance of the large quantity of low-grade ores treated in the Juneau District.

## Value of Placer Yield.

"The value of the placer gold produced in Alaska in 1917 was about \$9,810,000; in 1916 it was \$11,140,000. The decrease was due chiefly to restriction of operations by the high cost of supplies and the scarcity of labor. These adverse conditions were felt in all parts of Alaska and everywhere tended to reduce the output of gold. Production was increased only where local conditions permitted an expansion of the industry, notwithstanding increased costs. Such conditions prevailed in some of the newly-discovered camps, and consequently there was an increase in the output of placer gold in the Tolovana, Marshall, Tolstoi, and Koyuk or Dime Creek District. The production of the Ruby District increased slightly owing to the very successful operation of the Greenstone dredge. There was also an apparent increase in the output of the Kuskokwim region, but this may be due to underestimates of the production in 1916.

"About 610 placer mines were operated in the summer of 1917 and 200 during the preceding winter, but many mines were operated for only a part of the season. About 3350 men were engaged in productive placer mining in the summer and 950 in the winter. In addition several hundred men were prospecting or were engaged in other non-productive work relating to placer mining. The only new placer-bearing areas discovered in 1917 were in the Kuskokwim region, and these have not yet produced much gold.

"From 1908 to 1914 there was a decline in the average gold content of the gravels mined. This decline is a result of improved methods of placer mining, especially of the use of dredges, and if figures were available to show the average recovery of gold prior to 1908 they would indicate a far greater decline. The increase in the average recovery from 1914 to 1917 was made largely because most of the Alaskan dredges were working on far richer placer gravels and because in 1916 and 1917 a larger percentage of the placer gold came from the rich deposits of the newer districts, where gold recoveries of \$7 to \$20 a cubic yard are not uncommon. The movement of the miners away from the lower-grade placers, made evident by the average recoveries for 1915 to 1917, is the result of economic conditions due to the war, which affect gold mining more adversely than most other industries.

## Number of Dredges.

"Thirty-six gold dredges were operated in Alaska in 1917, two more than in 1916. Twenty-eight dredges were in Seward Peninsula, three in the Iditarod, and one each in the Ruby, Fairbanks, Circle, Fortymile, and Yentna Districts. These dredges handled about 3,700,000 cubic yards of gravel and produced gold valued at about \$2,500,000. In 1916 the 34 dredges handled about 3,900,000 cubic yards of gravel and produced gold valued at \$2,769,000. The average gold recovery per cubic yard was about 67½ cents in 1917 and 69 cents in 1916. The gold dredges of Seward Peninsula made an average recovery of 49 cents a cubic yard in 1917 and 53 cents in 1916. The dredges of the Alaska Yukon Districts are working on placers of relatively high gold tenor, the value of gold recovery per cubic

yard in 1917 being about 94 cents, whereas in 1916 it was about 80 cents.

"Though dredges were built for use in the Alaska Yukon as early as 1898 and at Nome in 1900, this method of placer mining was not profitable until 1903, when two small dredges were successfully operated in Seward Peninsula. Dredging began in the Fortymile district in 1907; in the Iditarod, Birch Creek, and Fairbanks Districts in 1912; and in the Yentna District in 1916. Up to the end of 1917 gold to the value of \$17,610,000 had been mined by dredges.

"The production of copper in Alaska in 1917 was about 88,793,400 pounds, valued at \$24,240,598. This is less than the production in 1916, which was 119,854,839 pounds, valued at \$29,484,291, but is greater than the production in any other year. The reduction in the output for the year was due largely to scarcity of labor and to a strike at the Kennecott-Bonanza mine. During the year 17 copper mines were operated, compared with 18 in 1916. Of these mines seven are in the Ketchikan District, seven in the Prince William Sound District, and three in the Chitina District. Small shipments of copper were also made from nine prospects or mines not in regular operation.

"The average copper content of the ores mined in 1917 was 6.7 per cent. The ores also yielded an average of \$0.40 in gold and \$1.30 in silver per ton. The average yield for 1916 was 9.7 per cent of copper and \$1.60 per ton in gold and silver. The decrease in the copper content in 1917 was due to the smaller proportion of high-grade Kennecott ores in the total production.

"Among the noteworthy features of copper mining in Alaska in 1917 was the continued enormous output of the Kennecott-Bonanza mine in the Chitina district which, as in previous years, overshadowed all other operations. The total output of the coastal mines increased in 1917. This increase was due largely to the greater production of the Beatson mine, although the aggregate production of the so-called independent mines was also larger than in 1916, notwithstanding the shortage of labor and ships. The larger production from the smaller low-grade mines is of course due to the high price of copper and will not be permanent for all mines. However, some mines that are now being made productive or that are being worked on a large scale under the stimulus of high prices will perhaps be able to maintain their output when copper sells at a lower price, and the copper industry of Alaska will probably in general continue to advance, though it will doubtless meet temporary setbacks. Work preparatory to the production of copper was continued energetically on several of the non-producing mines and prospects in all three of the Alaska copper districts. No new discoveries of note were reported.

#### Production of Lead.

"The production of lead in Alaska in 1917 is estimated to have been 852 short tons, valued at \$146,584, the largest production in the history of mining in Alaska. The production in 1917 includes small quantities derived from the galena ores of the Fairbanks District and Seward Peninsula and from the copper-lead ores of Southeastern Alaska. Though deposits of silver-lead ores are found in many parts of Alaska, most of them have not yet been opened for commercial mining. The production of lead in Alaska for the period 1892-1917, so far as it can be determined from available data, was 2933 short tons.

"About 100 tons of stream tin was produced in Alaska

in 1917, valued at \$123,300. Most of this came from the York district, where two tin dredges were operated. Developments were also continued on the Lost River lode tin mine. The rest of the concentrates were recovered incidentally to placer-gold mining, chiefly in the Hot Springs District.

"The mining of antimony ore (stibnite) began in Alaska in 1915 and continued on about the same scale throughout the first half of 1916, when a fall in the price of antimony put an end to most of these operations. Mining continued at two localities in the Fairbanks District in 1917.

#### Tungsten Mining.

"The Fairbanks District and Seward Peninsula were the principal producers of tungsten in Alaska in 1917. In the Fairbanks District two tungsten mines are in course of development. At one of these mines one unit of a 75-ton mill is in operation and late in the summer was turning out several hundred pounds of scheelite concentrates daily. At the other mine a similar mill was in course of construction. Underground work was in progress at both mines. The present indications give promise of a large increase in the production of tungsten in the Fairbanks District. In Seward Peninsula tungsten was produced principally by sluicing the residual scheelite-bearing lode material in Sophie Gulch. Smaller quantities were recovered as the result of placer mining at other localities.

"The production of petroleum from the only oil claim patented in Alaska, in the Katalla District, was increased somewhat in 1917. Drilling continued on a small scale, but no new productive wells were obtained.

"Fifty-three thousand nine hundred and fifty-five tons of coal, valued at \$265,317, were mined in Alaska during 1917. The largest production was derived from the Eskra Creek mines in the Matanuska field, which were taken over by the Alaskan Engineering Commission."

### WEEKLY FORCE REPORT.

#### Anchorage Division.

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, December 28, 1918, was as follows:

Engineer in Charge .....	19
Terminal Shops and Yards .....	46
Track, Bridge and Ballast .....	243
Receiving and Forwarding Agent .....	9
Machine Shops .....	70
Marine Ways .....	24
Store Department .....	80
Employment Bureau .....	17
Transportation Department .....	42
Disbursing Office .....	7
Accounting Department .....	11
Base Hospital .....	12
Townsite Office .....	10
Telegraph and Telephone Department .....	30
Mining Department .....	149
Talkeetna District .....	88
Stationmen and Laborers .....	857
	127

Grand total employees, Anchorage Division ..... 984



## PERSONAL

H. R. Miller, station agent at Birchwood, was in Anchorage over Sunday.

I. Rystad, carpenter with Bridge and Building Gang No. 1, stationed at Mile 54, is visiting in Anchorage.

M. L. Peters, foreman of Bridge and Building Gang No. 1, which is now stationed at Mile 54 on the Seward Division, is in Anchorage. He is on two months' leave of absence, and will go to the States to spend his vacation. During his absence Andrew Hafstad will be foreman of Bridge and Building Gang No. 1.

John F. Coffey, storekeeper and timekeeper at Montana, who has been appointed United States Commissioner for Talkeetna, will move from Montana to Talkeetna within the next ten days. Besides performing the duties of commissioner, Mr. Coffey will be storekeeper at Talkeetna for the Alaskan Engineering Commission. Mrs. Coffey, telephone operator at Montana, will also move to Talkeetna where she will be telephone operator. Mr. Coffey will succeed both as commissioner and as storekeeper at Talkeetna W. D. Coppernoll, who will soon leave for the States. The Alaskan Engineering Commission will abandon Montana as a construction camp.

Employees of the Alaskan Engineering Commission who left Anchorage on Saturday's train for Seward to embark there for Seattle included John Aises, Talkeetna laborer; A. T. Anderson, carpenter in the Maintenance of Way Department; C. W. Bowker, rodman in the Assistant Engineer's Department; Samuel Brakoff, laborer; R. G. Campion, carpenter with Bridge and Building Gang No. 3; Patrick Cannon, hand driller with the Telegraph and Telephone Department; J. S. Dillon, conductor; Dan Dushan, Talkeetna contractor; Frank W. Frazier, from Fairbanks Division; A. F. Gillesen, of the Maintenance of Way Department; H. P. Gallagher, timekeeper with Extra Gang No. 2; Chris Gronsand, from the Fairbanks Division; H. Jacobson and Peter Jacobson, Talkeetna laborers; H. Jensen, lineman with the Telegraph and Telephone Department; Joseph Korngli, Samuel Lazich and Peter Liverston, Talkeetna contractors; Hugh McCaughey, hand driller with the Telegraph and Telephone Department at Matanuska; M. J. McDonald, trackman with Extra Gang No. 1; Nels Meyer and Thomas Rounding, Talkeetna laborers; V. A. Stewart, foreman of Extra Gang No. 2; Andrew Swanson, hand driller with the Telegraph and Telephone Department; L. T. Thorsen, Talkeetna contractor; George Valen, laborer at the Anchorage Hospital; Eber Wiks, Talkeetna laborer.

## Anchorage Division Notes.

Persons that bought Liberty Bonds of the fourth issue on the deferred payment plan must meet the last two installments this month. The fourth installment, which cannot be less than 25 per cent of the face of the bond, will be due January 16. The fifth and last installment, which is 50 per cent of the face of the bond, will be due January 16.

On account of the Christmas holiday, the Alaskan Engineering Commission's coal mine at Eka operated only three days and the Commission's coal mine at Chickaloon only two days in the week ended December 28. The Eka mine, in those three days, produced 570 tons of coal. It had 119 men on its payroll. The Chickaloon mine had 120 men on its payroll.

Running repairs were made in the past week by the

Mechanical Department to locomotive engines numbers 224, 225, 242, 247, 266 and 277. Heavy repairs continue on engines numbers 265 and 275. Light repairs were made to twelve freight and work equipment cars. The work of making a snow plow and flangers and installing them on engine No. 266 is 90 per cent complete.

Five thousand feet of motion picture films, taken by H. G. Kaiser, official photographer for the Alaskan Engineering Commission and depicting scenes along the Seward and Anchorage Divisions of the Government Railroad, were sent in the last mail to William C. Edes, chairman of the Commission, at Washington, D. C. Many of these scenes were shown recently on the screen of the Empress Theatre in Anchorage.

To transport across the blockaded parts of the railroad between Anchorage and Seward two insane men, recently ordered committed to the insane asylum at Morningside, Oregon, two dog teams each of twelve animals, with Oscar Nord and Richard Olson, drivers, left Anchorage on last Saturday's Southbound train. The demented men are in charge of United States Deputy Marshal Harry Kavanaugh, who will accompany them to Morningside.

## ANCHORAGE MAKES FINE RECORD IN SALE OF WAR AND THRIFT STAMPS.

Fifty-one thousand nine hundred dollars and nine cents in War Savings Stamps and \$1709.25 in Thrift Stamps were sold in 1918 by the Anchorage post office. This record in the sale of War Savings Stamps is regarded as remarkable for a community of the population of Anchorage, particularly in view of the fact that the stamps were not put on sale here until February and that the supply ran out late in February and was not replenished until April.

The monthly record of War Savings Stamps sales follows:

Month	Number of Stamps sold	Value
February	400	\$ 1652.00
March		
April	2000	8300.00
May	1278	5316.48
June	932	3686.44
July	1790	7482.20
August	1183	4956.77
September	1016	4267.20
October	1696	7140.16
November	531	2210.82
December	1574	6658.02
Total	12,400	\$51,900.09

The monthly record of Thrift Stamp sales follows:

Month	Number of Stamps sold	Value
February	52	\$ 13.00
March	532	133.00
April	1416	354.00
May	1521	380.00
June	954	238.50
July	257	64.25
August	499	124.75
September	360	90.00
October	638	159.50
November	307	76.75
December	301	75.25
Total	6837	\$1709.25

# ALASKA RAILROAD RECORD

VOL. III. ANCHORAGE, ALASKA, TUESDAY, JANUARY 14, 1919.

No. 10

## 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, Mexico and Panama. Single copies 5 cents.

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

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.

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### ENGINEER IN CHARGE INSPECTS RAILROAD FROM ANCHORAGE TO MILE 71.

William Gerig, engineer in charge of the Anchorage Division of the Government Railroad, left Anchorage Saturday morning on a trip of inspection of the line between Anchorage and Mile 71. At Mile 76 1-2 he left the train and took the trail to Mile 71, where he spent Saturday night and Sunday. Early Monday he returned to Mile 53, where he stayed Monday and Monday night. He returned today to Anchorage.

Mr. Gerig Saturday was accompanied as far as Mile 53 by F. A. Hansen, engineer of Maintenance of Way, who returned to Anchorage Saturday night. Mr. Hansen left Anchorage Monday morning for Talkeetna on matters in connection with the proposed bridge there.

### ANCHORAGE PASSENGERS AND MAIL LEAVE SEWARD ON STEAMSHIP ALAMEDA.

Passengers, mail and express matter left Anchorage Saturday to connect with the steamship Alameda. The passengers, who numbered 50, went by train to Mile 76 1-2 and then by trail to Kern, Mile 71, where they spent Saturday night. They traveled by trail Sunday to Mile 52, where they stayed Sunday night. They went by trail Mon-

day to Mile 45, where Monday afternoon they boarded a train for Seward.

The steamship Alameda, which arrived in Seward at 1 o'clock a. m. Monday, left on her return voyage at 8 o'clock Monday night.

While almost all of that part of the Seward-Anchorage line of the Government Railroad between Mile 76 1-2 and Mile 45 is covered with snow, the heaviest slides are at Mile 76 1-2, Mile 71 1-2 and Mile 54.

### INFLUENZA AFFLICTED 246 PERSONS ON SEWARD DIVISION AND SIX SUFFERED DEATH.

Two hundred and forty-six persons in Seward and on the Seward Division of the Government Railroad were afflicted in November with Spanish Influenza. Of these six died. One hundred and fourteen of the cases of influenza and three of the deaths were among employees of the Alaskan Engineering Commission.

Statistics on the scourge in Seward have been compiled by Dr. J. H. Romig, health officer for Seward and surgeon for the Commission. His report follows:

"The population of Seward and of railroad camps to Mile 70 is estimated at 700. Influenza cases among employees of the railroad were reported as follows:

"At Seward, 37; Kern Creek, 26; Mile Twelve, 3; Mile Eighteen, 17; Mile Twenty, 2; Mile Fifty-two, 23; Mile Sixty-five, 6, making the total railroad cases, 114.

"Influenza cases other than railroad cases were as follows:

"Seward residents, 88; interior residents, transients, 8; wireless station, 6; beyond Mile 71, Girdwood and camps, 15; mild and unreported cases at Seward, 15, making the total cases, aside from those among railroad employees, 132.

"There were six deaths, three of which were among employees of the railroad.

"The percentage of population affected was 35; the mortality of the total population was 0.85 per cent; the mortality of those affected was 2.4 per cent. The mortality among employees of the railroad was 2.63 per cent.

"All cases were quarantined at home or in the hospital for 10 days, approximating 2,400 days of time in care. There were 556 days of isolation of exposed persons.

"The cost of combatting the disease to the railroad, the Territory and the town of Seward is estimated at \$7500."

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.12.

## ENGINEER IN CHARGE OF ANCHORAGE DIVISION GIVES DETAILS OF DECEMBER WORK.

Progress of work in the Anchorage Division of the Government Railroad during December is detailed in the monthly report of William Geig, engineer in charge of the Division.

The steam shovel operated by the Maintenance of Way Department at Mile 85, which was excavating rock, made very satisfactory progress early in December but was delayed later by the extremely cold weather.

The material was placed around the piles at Bridge No. 18. About the middle of December the shovel was cut out at Mile 85 and cut in at Mile 83. A coyote shot was put off at this point December 27, moving about 30,000 cubic yards of rock. This material will be used for filling in the long trestle between Mile 83 and Mile 84, and riprapping along Turnagain Arm.

Three snow slides came down in December between Mile 76 and Mile 77. The first slide was December 20, and was cleared by the ditcher December 22; the second was December 27 and was cleared the same date; the third was December 27 and was cleared December 30.

### Nature of Bridge Work.

All bridges from Bridge No. 127 to Bridge No. 154 were completed in December. All material for the Talkeetna bridge has been loaded on cars. Some of it has been shipped, and the remainder will be shipped as needed. The fourth span of the Talkeetna bridge has been completed and all carpenters of the framing crew are temporarily laid off.

The alterations of the west dining room of the Mess House, which were begun last month, for the purpose of making a cafeteria dining room, have been completed.

The room is now used as a cafeteria dining room.

The flooring of the roundhouse which was begun last month, has been completed.

Six thousand, seven-hundred and twelve feet of track were laid on the main line, North of Montana, in December, from Station 9913 to Station 9846. Poor progress was made on account of the lack of steel.

While awaiting the arrival of steel, Extra Gang No. 1 was engaged in flanging and making miscellaneous repairs to the new track from Montana North.

Extra Gang No. 2, which was engaged in tie-plating curves between Girdwood and Bird, having completed the work, was laid off for the winter.

All Anchorage Division track may be considered in excellent condition, beyond a few frost heaves incidental to this period of the year. These are shimmed as soon as they appear.

### Heating Plant Boilers Repaired.

In December the two heating plant boilers burst, due to the fireman turning in cold water when water was too low. Upon investigation I find that the boilers can be made serviceable for the rest of the winter to about 75 per cent of the normal capacity of the plant. A locomotive was used to generate steam for heating purposes.

Repairs were made to the water stations at Matanuska and Pittman, the former damaged by the bursting of a six inch gate valve, and the latter by freezing at the top of the tank causing it to bulge slightly. A Star Well Drill boiler, with steam coils, has now been installed, which will prevent a recurrence of this trouble.

### Telegraph and Telephone Department.

The usual maintenance and repairs were carried on

and some new work done on approved equipment. In the Townsite there were fourteen telephones connected, ten disconnected, and two moved. There were ten long distance telephones connected. In December there were three extra telephone listings.

The stringing of one iron and one metallic copper clad circuit between King River and Chickaloon was completed. Some local circuits were strung at Chickaloon. A pair of duplex rubber covered wire was strung across the trestle at Mile 83, replacing W. P. copper clad.

Twenty-three meters were "cut in"; 22 "cut out", and 467 read in December. The usual repairs were made to buildings and equipment. Considerable damage was done to service wires by wind storms. Other work of a miscellaneous character, including the maintenance of motors, meters, transmission and distribution system, was done by the Telegraph and Telephone Department.

### No Additional Machinery Installed.

No additional machinery was received or installed in December at the Machine Shop of the Mechanical Department. Some work was done on the installation of jacks and other equipment for drop pits at the new Roundhouse. Repairs as necessary were made to the various machines at the different shops during the month. A small temporary building was put up at the South end of the Machine Shop especially for the handling of welding and repairs of heavy parts for the Central Heating Plant.

Engines in transportation service on the Anchorage Division included No. 224, 225, 242, 247, 266 and 277. Engine No. 1 was in service on the Seward Division. Engine 280 was used at the Central Heating Plant as a stationary boiler in lieu of the regular boilers being out of commission. Engine 221 substituted for engine 280 two days while that engine was given minor repairs. Running repairs were made to all engines in service. Boilers were washed and tested as necessary. Engine 275 is in the shop undergoing repairs which are about 70 per cent complete. Engine 265 is in the shop undergoing heavy repairs but on account of miscellaneous work comparatively little progress has been made on it. A snow flanger and plow is being constructed for engine 266 and such work was about 60 per cent complete. A flanger on Seward Division engine 21 was completed and installed and a snow plow and flanger were removed and repaired. Very little progress has been made on the assembly of new "Panama" locomotive 261, this work remaining about 95 per cent complete.

### What Cranes Did in December.

Browning Crane No. 1 was in the service of the Store Department Material Yard during December. Crane Ditcher No. 2 was used by the Maintenance of Way Department, clearing snow slides on Turnagain Arm. Bay City Crane No. 3 is tied up. Necessary repairing and hoisting were done by the forces of the Mechanical Department.

Repairs were made to Bucyrus steam shovel No. 1, Marion Shovel No. 3, and a man was sent to Camp 83 on Turnagain Arm to make repairs to Bucyrus shovel No. 7. The general overhauling of Marion Shovel No. 2 has been completed. Repairs were made to Skid Driver No. 1 for the Maintenance of Way Department, to be used on Talkeetna District bridge No. 155. Repairs were made to motor cars Nos. 2, 3, 41, and 42.

One hundred and eight freight and work equipment cars and seven coaches were given light repairs during the month. Two cars from the "400" and one car from the



"900" series were re-numbered to the "2000" series. Twenty-nine coaches and 14 baggage cars were cleaned. Seventeen triple valves and cylinders were cleaned, oiled and tested.

#### Repairs to Power Plant.

Some repairs were necessary to tools and machinery at the Power Plant in December. Boilers were washed, tested and repaired as found necessary. All the equipment at the Power Plant is now in first-class operating condition. An engineer, fireman and helper are regularly employed on each of the three shifts at the Power Plant. Thirty cars containing a total of 882.8 tons of coal were received and used at the Power Plant. All the coal was Eska including a few cars of "Maitland" Vein, with the exception of two test cars, one of "Martin Vein" and one of "Special" coal. For the entire month of December we used an average of 28.4 tons of coal per day at the Power Plant and the water evaporation average was 4.3 pounds to each pound of coal used.

At the Townsite Pumping Station boilers were washed and tested as necessary and repairs were made to pumps and boilers as needed. Three men are regularly employed at the Townsite Pumping station, one man per shift, three shifts per day, each man acting in the joint capacity of fireman and pumpman. Daily records show that a total of 178 tons of coal were received in December, and that there were 10 tons of coal left over the last month, making a total consumption of 188 tons. The total water pumped by this station during December was 7,010,270 gallons, of which 220,500 gallons were used by the pumping station, leaving a total net production of 6,789,870 gallons, to which production operation and maintenance costs are chargeable. Daily records also show that 71.05 per cent of the production was chargeable to Townsite or commercial consumption while 28.95 per cent of the production was pumped into the Alaskan Engineering Commission's terminal tank.

#### Work Done for Marine Ways.

The Mechanical Department made repairs to the donkey engine hoisting drum for the Marine Ways; made a smoke stack for the Marine Ways donkey boiler; made repairs to boilers for the Central Heating Plant; made metal feed boxes for the Townsite Fire Department Station; handled several small jobs for the Eska Mine; did some work for the soldiers' guard and mess houses; handled a couple of private or outside jobs on direct request—such work being covered by collection bills as jobs were completed; renewed three flues in the boiler of the Pioneer Steam Laundry Company; handled miscellaneous other shop work for the Townsite, Telegraph and Telephone, Maintenance of Way and Track Departments in connection with work being done by them.

The following work was done at Marine Ways during the month: Overhauling and repairs on barges, assembling and repairing of gas engines, making ship lap for power plant and Eska mine, building new smoke stack for donkey engine, keeping marine ways clear of snow, keeping water and steam pipes in condition, and general overhauling and repairing of marine equipment.

#### Coal Mine Operations.

At the Eska Mine the Martin West was advanced about 80 feet and the Eska West about 60 feet. The Crosscut from the Eska East to the Emery was completed; 20 feet driven on the Emery East, and a Crosscut started from the Eska East to the David. The Crosscut from the

bottom of the prospect shaft near Drill Hole No. 31 was stopped when in about 50 feet as the jar of the shots affected the flow of water supplying the townsite. The Crosscut had opened the Shaw Bed on the Southern limb of the syncline before the work was suspended.

The Eska Cleaning Plant was completed and sheds built over the cross-overs at the top and bottom of the incline; a recreation tent, 20 by 30 feet erected, and the old bunk house re-floored.

There were about 125 men on the payroll and some 1400 short tons of coal mined in December at the Eska Mine.

At the Chickaloon Mine the "F" West was driven about 90 feet, the "G" Rock Crosscut 75 feet, and the East Slope sunk 70 feet.

A timber framing shed and cager's shanty were erected, and a local telephone line was installed for the mine by the Telephone and Telegraph Department.

Charles La Coste resigned as mine foreman and was succeeded by Charles Spaulding. Evan Jones assumed the duties of mine superintendent at both the Eska and Chickaloon properties.

There were about 41 men on the payroll in December at the Chickaloon Mine.

#### NEW DIRECTOR GENERAL OF RAILROADS IS MAN OF WIDE EXPERIENCE.

Walter D. Hines has been appointed by President Wilson director general of railroads, succeeding William G. McAdoo, resigned. Mr. Hines was Mr. McAdoo's assistant.

The new director general was born at Russellville, Ky., February 2, 1870. He graduated from the University of Virginia with the degree of LL.B in 1893, and in the same year entered the law department of the Louisville and Nashville Railroad as assistant attorney of the system. In 1897 he was promoted to assistant chief attorney of the railroad and held this place until 1901, in the meantime, 1900, having been elected first vice-president of the road. He was first vice-president until 1904.

Mr. Hines from 1904 to 1906 was a member of the law firm of Humphrey, Hines and Humphrey at Louisville, Ky. In 1906 he was appointed general counsel of the Atchison, Topeka and Santa Fe Railroad, and in 1908 he was made chairman of the executive committee of the road. He represented the Santa Fe at the hearing before the Interstate Commerce Commission on the 5 per cent case. He was counsel for the anthracite carriers at the commission's investigation into the anthracite coal rates. He represented the New York, New Haven and Hartford Railroad when it was investigated by the Commission. When the railroads carried the Adamson eight-hour law to the United States Supreme Court he made the summing-up argument for the railroads before that tribunal.

Mr. Hines was appointed December 31, 1917, assistant to the director general of railroads, the staff of the director general at that time being of a temporary nature. When the director general, February 6, 1918, announced the permanent organization of his staff, Mr. Hines was retained as assistant to the director general. He then resigned as chairman of the board of directors, general counsel and director of the Atchison, Topeka and Santa Fe. He was succeeded as general counsel of the Santa Fe by his assistant, S. T. Bledsoe.

Mr. Hines' title of assistant to the director general was changed in May, 1918, to assistant director general, which position he held until he was made director general.

## OFFICIAL CIRCULARS.

## Anchorage Division.

## CHANGES MADE IN TRAIN SCHEDULE.

Department of the Interior,  
Alaskan Engineering Commission  
Office of Trainmaster.  
Anchorage, Alaska, Jan. 9, 1919.

Bulletin No. 134:

## TO ALL CONCERNED:

Effective Monday, January 13, the following changes in train schedules are announced.

An extra train will leave Anchorage at 8 a. m. Monday of each week for Montana and Talkeetna. Arriving at Montana this train will tie up for the night, holding the main track at Montana Creek bridge.

Tuesday of each week an extra train will leave Montana at 8.30 a. m. for Talkeetna and upon arrival there will return to Montana, leaving Talkeetna at 1 p. m., and upon arrival at Montana will tie up for the night. This train will return to Anchorage Wednesday of each week, running as No. 3.

An extra train will leave Anchorage Thursday of each week at 8 a. m. for Montana. Returning this train will leave Montana for Anchorage Friday of each week, running as No. 3.

Northward main line train Mondays and Thursdays will not wait at Matanuska while passengers secure meals, but upon arrival at Matanuska will leave there as soon as possible, continuing to Houston, where meals may be taken while engine is being coaled.

Neither main line nor branch line trains will be held at Matanuska in future in order to make connection with each other.

The extra train leaving Anchorage Mondays at 8 a. m. will not handle freight or passengers for points between Anchorage and Matanuska. This service will be performed by train No. 2 leaving at 8.30 a. m., the same day.

L. C. L. freight for points North of Matanuska on the main line will be handled only on Monday of each week. Carload freight may be handled either Mondays or Thursdays.

The train crew handling main line trains will handle trains Nos. 5 and 6 on Turnagain Arm subdivision on Saturday of each week.

The Yard Engine in Anchorage Yard will handle train Nos. 5 and 6 on Turnagain Arm subdivision on Mondays of each week.

The time of trains Nos. 1, 2, 11 and 12 will not be changed.

Train No. 4 of Tuesday and Thursday of each week will be annulled by train order. Time Card No. 2 will continue in effect and provisions for handling the above changes will be made by train order.

On train running North of Montana Tuesdays, coach will not be handled on this train. Same will be left at Montana in charge of designated camp employee. Passengers between Montana and Talkeetna will be handled in caboose.

J. T. CUNNINGHAM, Trainmaster.

## TALKEETNA LISTED AS RAILROAD STATION.

Department of the Interior,  
Alaskan Engineering Commission  
Office of Trainmaster.  
Anchorage, Alaska, Jan. 10, 1919.

Bulletin No. 135:

## TO ALL CONCERNED:

Bulletin No. 116 is cancelled and distances between Montana and Talkeetna corrected as follows:

Station No.	Miles from Seward	Stations	Capacity of Siding in Car lengths
209	209.3	Montana	36
		5.8	
215	215.1	Sunshine	35
		6.2	
221	221.3	Fishlake	12
		5.4	
227	226.7	Talkeetna	33

A "wye" is located at Mile Post 225.4, which is 1.3 miles South of Talkeetna. The yard limits of Talkeetna extend from the South leg of "wye" at Mile Post 225.4 to the North end of Talkeetna River Bridge. Yard limit boards will be placed there as early as practicable.

J. T. CUNNINGHAM, Trainmaster.

## USE OF SWITCH ENGINE.

Department of the Interior,  
Alaskan Engineering Commission  
Office of Trainmaster.  
Anchorage, Alaska, Jan. 10, 1919.

Bulletin No. 138:

## TO ALL CONCERNED:

Effective January 13, 1919, switch engine will be used on Monday of each week in handling trains Nos. 5 and 6 on Turnagain Arm subdivision.

L. C. Y. car handled at Material Yard Office, also any other L. C. L. cars from Warehouses 1 or 2, are to be moved to depot at 3 p. m. daily except Sundays and Mondays.

After L. C. L. is spotted at depot, unless otherwise instructed, switch engine will tie up for the day. Any orders for switching received after 3 p. m. will be held over for the following day's work.

Coal received on train No. 1 will be held over to be weighed and spotted the following day except in emergency cases when the power plant or heating plant requires coal immediately.

J. T. CUNNINGHAM, Trainmaster.

## RATES AND FARES TO TALKEETNA.

Department of the Interior,  
Alaskan Engineering Commission  
Office of Trainmaster.  
Anchorage, Alaska, Jan. 10, 1919.

Bulletin No. 137:

## TO ALL CONCERNED:

Service between Montana and Talkeetna was inaugurated Monday, January 13, which includes service to the following stations: Sunshine, Fishlake and Talkeetna.

Freight Rates—In computing freight rates from Anchorage, classes and commodity rates indicated in the current local freight tariff will be used.

In computing freight rates from other points, the dis-

tariffs as based by Bulletin No. 135 will be used in arriving at distances North of Montana.

Passenger Fares—The fares indicated below will be added to the fare shown to Montana in local passenger tariff No. 18 in arriving at fares to stations North of Montana:

To	Add the following to Fares shown to Montana
Sunshine .....	\$0.35
Fishlake .....	0.75
Talkeetna .....	1.00

Local fare as follows:

Montana to Sunshine .....	0.35
Sunshine to Fishlake .....	0.40
Sunshine to Talkeetna .....	0.70
Fishlake to Talkeetna .....	0.30

The above does not include War Tax which must be added in accordance with regulations.

Supplement to passenger tariff and distance tariff will be issued as early as practicable.

J. T. CUNNINGHAM, Trainmaster.

#### BIDS ARE REQUESTED FOR CARE AND CUSTODY OF ALASKA'S INSANE.

For the care and custody of Alaska's insane for the period of five years beginning January 20, 1920, the Department of the Interior is asking for sealed bids. Insane persons from Alaska are now treated at Morningside Hospital, Portland, Oregon. Its contract for the care of such persons will expire January 16, 1920. The request for bids is worded as follows:

"Department of the Interior,  
Washington, D. C., Dec. 9, 1918.

"Pursuant to the provisions of the act of Congress approved February 6, 1909, sealed proposals in duplicate will be received in the office of the Secretary of the Interior, Washington, D. C., until 2 p. m., Thursday, January 16, 1919, from responsible asylums or sanitariums west of the main range of the Rocky mountains, for the care and custody of persons legally adjudged insane in the Territory of Alaska, for the term of five years, beginning January 16, 1920. Proposals should contain a statement showing the location of the institution and number of patients cared for at the present time, detailed information as to the scope and facilities of the institution including the number and character of buildings, and the number of patients, male and female, that can be accommodated after January 16, 1920, so that the Secretary of the Interior may be enabled to arrive at an intelligent conclusion in the matter. The number of patients cared for at Morningside Hospital, Portland, Oregon, on September 30, 1918, by The Sanitarium Company, under its existing contract with the Department was 194 males and 27 females. Each proposal must be accompanied by a certified check payable to the Secretary of the Interior in the sum of \$500 as a guarantee that the bidder will, if successful, promptly execute a satisfactory contract and furnish a bond in the sum of \$10,000 for the faithful performance of the contract, such check to be forfeited to the Government in event of failure to enter into contract afterward. Additional bond in the sum of \$2000 will be required to safeguard the care and disbursement of moneys belonging to patients. Proposals should be securely enveloped, marked, 'Proposal for the Care of Alaskan Insane,' and addressed to the Secretary of the Interior. The right is reserved to reject any and

all bids and waive technical defects. Bidders are invited to be present at the opening. Further information will be supplied on application.

"E. C. BRADLEY,  
"Assistant to the Secretary."

#### SEVERAL CHANGES ARE REPORTED IN REGARD TO ELECTRIC METERS.

Four electric meters were "cut in" and eight were "cut out" during the week ended January 4 by the Telegraph and Telephone Department, according to the report of John J. Longacre, acting superintendent of the Department.

The alarm system at the Pumping Plant was inspected and found in good order.

The motor for the pump at the Central Heating Plant was installed.

Protective relays and release coil were installed for the fan motor in the Revolving House in the Anchorage Terminal Yards.

Damage to distribution lines, caused by snow and ice, was repaired.

Three telephones were installed, three disconnected and two moved during the week in the Anchorage townsite.

#### ADDITIONAL SECTION LABORERS ARE EMPLOYED TO TAKE CARE OF ICE HEAVES.

Additional section laborers were put to work in the week ended January 4 on the Anchorage Division to take care of ice heaves and iced overflows on the track in various places, according to the report of F. A. Hansen, engineer of Maintenance of Way.

All bridges between Montana and Talkeetna, reports Mr. Hansen, were completed on schedule time.

The steam shovel was cut in at Mile 83 January 3 and moved 150 cubic yards of rock. The shovel January 4 moved 520 cubic yards of rock.

Repairs to the damaged boilers in the heating plant in the Anchorage Terminal Yards were brought to such a state of completion that the plant resumed the making of its own steam January 9.

#### WAR STAMPS OF NEW SERIES ARE ON SALE AT ANCHORAGE POSTOFFICE.

War Savings Stamps of the new series are on sale at the Anchorage postoffice. Their price this month is \$4.12 each, and it will increase one cent every month this year. These war stamps will mature January 1, 1924. War stamps of the new series are small in size and bear the portrait of Benjamin Franklin, apostle of saving, and former postmaster general.

Thrift Stamps, as last year, may be exchanged for War Savings Stamps.

#### DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements of the Anchorage office of the Alaskan Engineering Commission for the week ended January 7, 1919, were \$49,092.85. Salaries and wages were \$48,658.14; purchases \$220.55; other expenses, \$214.16.



### FAIRBANKS DIVISION MAKES PROGRESS IN WORK OF CONSTRUCTION IN NOVEMBER.

Progress of construction work on the Government Railroad in the Fairbanks Division is set forth in the November report of Frederick D. Browne, engineer in charge of the Division.

On the "D" line, which replaces the former route of the Railroad between Mile 389 and Mile 410, all contract grading was completed prior to November; but, nevertheless, some contract yardage was shown after final measurements were made in November. Train hauling continued during November. A raise of one foot was put on two miles of track through a swamp where there was evidence of possible glaciation. Excavation on the "D" line in November totaled 11,784 cubic yards. Track laying on the "D" line was completed in October.

On the "L" line, which is the originally established route of the Government Railroad, only a few grading contractors worked in November and very little grading work was done. The task of surfacing the finished grade was continued and all grade was surfaced ahead of track. Excavation on the "L" line in November totaled 9845 cubic yards. Good progress was made with track laying on the "L" line until November 27 when steel reached the bridge on which the pile driver was working. Track reached Mile 381.13 November 30. In November 7.87 miles of main line track and 0.30 mile of sidings were laid.

#### Pile Driver on "L" Line.

The record on bridge work in November shows that one pile driver worked during the month on the "L" line. Three bridges had been driven when track reached the driver. The driver November 29 was taken down and hauled ahead to the Nenana River crossing. The intervening openings not already driven will be cribbed for track. The length of bridge construction on the "L" line in November totaled 288 lineal feet. One hundred and thirty piles, of an aggregate length of 3482 lineal feet; 3470 lineal feet of hewed caps and stringers; 33,621 board measurement feet of lumber and 4177 pounds of iron were used.

The drag line excavator worked during November. Only one train was available for hauling, however. This fact materially lessened the yardage hauled. Gravel loaded on cars during the month totaled 8500 cubic yards.

In the Goldstream District, grading on the wye was continued in November, and one cut on the main line was let. This cut was partially taken out by steam shovel in the winter of 1916. In Goldstream District in November the excavation totaled 10,728 cubic yards. In this District a number of tie contracts have been awarded, but there has been considerable difficulty in finding enough timber available.

#### Cut at Mile 456.43.

In the Fairbanks District, the cut at Mile 456.43, which was started in October, was not completed as early as expected. However, it was almost completed November 30, thus assuring the resumption of track laying in the Fairbanks District early in December. The work on this cut was done by forces of the Alaskan Engineering Commission. There were no grading contracts in force in the Fairbanks District in November. The excavation by Commission employees during the month totaled 1500 cubic yards. No track in this District was laid during the month. The steam shovel, which operated until November 10 when it was shut down because of cold weather, moved

1268 cubic yards of gravel. The work of decking bridges ahead of steel in the Fairbanks District was continued during November. Hewed caps and stringers were used to the extent of 2428 lineal feet; lumber amounted to 54,300 board measurement feet, and iron to 3769 pounds.

The Tanana Valley Railroad track is in good winter condition. Practically all section crews, with the exception of a small crew on the summit, have been laid off. A three-car spur was installed at the summit to facilitate the handling of wood over the hill. There was quite a movement of wood in November with prospects of larger business during the winter. Repairs on locomotive engine No. 52, which is operated on the Tanana Valley Railroad, were completed in November.

In the Nenana Terminal Yards in November, the driving of fender piles on the dock was completed by the American ditcher. A skid driver was rigged and the driving of piles along the waterfront for bank protection was continued. One hundred and eighty piles, totaling 3495 feet in length, were driven.

#### Approach to Coal Bunker Built.

The approach to the coal bunker in the Nenana Terminal Yards was built, 225 cubic yards of gravel being used. The office, 12 by 15 feet, on the dock was completed, and also the powerhouse coal bunker. The first coal from the nearby coal fields was delivered at Nenana in November. The coal amounted to 270 tons. It was expected that this amount would be increased in December. A statement as to the efficiency of the coal had not been issued at the close of November.

The Mechanical Department at Nenana in November assembled and put into service engine No. 208. Work was started on assembling engine No. 238. Running repairs were made to all engines. Both boilers in the power house were repaired.

The generator in the Electrical Plant at Nenana ran continuously during November, furnishing light and power to the Commission, for street lights and to townsite consumers. The total power produced was 20,354 kilowatt hours. The Commission consumed 8660 kilowatt hours; street lights 3210, and commercial consumers 8484. A temporary fire alarm system was installed.

The Telephone Department rendered continuous service during November on town and camp lines. There were 58 cash calls on camp lines. The Nenana-Fairbanks line handled 289 messages. Two hundred poles were set and cross-armed, and wire was transferred from tripods on the permanent telephone line South of Nenana.

#### November Record at Hospital.

The Commission's hospital at Nenana in November took care of 20 medical and surgical cases. Of these patients 15 were Commission employees; two were contractors; one was an employee's dependent, and two were non-employees. The patients spent a total of 355 days in the hospital. The hospital treated 47 dispensary cases and made 50 physical examinations.

The number of employees in the Fairbanks Division as shown by the payrolls November 30, 1918, was as follows:

Dept.	Nenana Goldst'm F'banks Tanana				Total
	Dist.	Dist.	Dist.	R. R.	
Gen'l Super. ....	8	....	....	1	9
Engineering .....	19	14	4	....	37
Office .....	39	....	3	8	45

Depos	Nenana Dist.	Goldst'm Dist.	F'banks Dist.	Tanana R. R.	Total
Inventory .....	14	....	....	....	14
Tel. Operators .....	4	....	....	....	4
Hospital .....	12	....	....	....	12
Foreman & Subs. ....	20	....	1	3	24
Mess House .....	51	....	4	....	55
Mech. & Labor.....	374	....	35	6	415
	541	14	47	13	615
Stationmen and laborers .....					118

Grand total employees, Fairbanks Division ..... 733

The Commission's payroll force in November shows a decrease of 88 as compared with its pay roll force in October. The number of stationmen and laborers in November shows an increase of five as compared with the number of stationmen and laborers in October.

#### Weather at Nenana.

Weather conditions at Nenana in November are noted as follows:

Maximum temperature, 40 degrees, November 24.  
Minimum temperature, -38 degrees, November 17.  
Mean maximum, 6.23 degrees.  
Mean minimum, -8.80 degrees.  
Greatest daily range, 36 degrees, November 19.  
Snowfall, 4.0 inches.  
Total precipitation 0.27 inches.  
Clear days, 11.  
Cloudy days, 11.  
Partly cloudy days, 8.  
Calm days, 3.  
Light wind, 6 days.  
Strong wind, 21 days.  
Maximum wind velocity, 32 miles per hour.  
Mean wind velocity, 5.95 miles per hour.  
Tanana River, frozen.

#### WEEKLY FORCE REPORT.

##### Anchorage Division.

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, January 4, 1919, was as follows:

Engineer in Charge .....	19
Terminal Shops and Yards .....	43
Track, Bridge and Ballast .....	213
Receiving and Forwarding Agent .....	9
Machine Shops .....	68
Marine Ways .....	26
Store Department .....	81
Employment Bureau .....	17
Transportation Department .....	42
Disbursing Office .....	7
Accounting Department .....	11
Base Hospital .....	11
Townsite Office .....	10
Telegraph and Telephone Department .....	26
Mining Department .....	149
Talkeetna District .....	86

Stationmen and Laborers ..... 107

Grand total employees, Anchorage Division..... 925

#### FOOD ADMINISTRATION REMOVES RESTRICTIONS ON PUBLIC EATING PLACES.

All food restrictions heretofore imposed on public eating places are removed by an official notice received by the acting Food Administrator for the Anchorage District from the Food Administrator for Alaska, whose headquarters are at Juneau.

Public eating places, however, are urged to effect every possible saving in foodstuffs, despite the abrogation of the formal regulations. The Food Administrator for Alaska says:

"The United States Food Administration asks and the Federal Food Administration for Alaska also wishes that the greatest importance be given to the strictest economy in the saving of foodstuffs, and also in the elimination of waste by all the public eating places of Alaska. While specific restrictions are now removed, the continued conservation of all foodstuffs is essential to the end that America may fulfill her promise to the allies and the millions of starving people in stricken European countries."

#### DECEMBER WEATHER AT ANCHORAGE.

Date	Temperature			Rain Inches	Snow Inches	Wind	Day
	Max.	Min.	Range				
Dec. 1....	25	14	11	....	....	N	Cldy.
Dec. 2....	20	7	13	....	....	E	Cldy.
Dec. 3....	28	4	24	....	....	NE	Cldy.
Dec. 4....	25	12	13	....	....	NE	Cldy.
Dec. 5....	31	12	19	0.09	3.75	N	Cldy.
Dec. 6....	25	8	17	0.05	5.0	N Pt.	Cldy.
Dec. 7....	15	-7	22	....	....	N	Cldy.
Dec. 8....	-6	-29	23	....	....	NE	Pt.Cldy.
Dec. 9....	-8	-20	12	....	....	E	Cldy.
Dec. 10....	-15	-32	17	....	....	E Pt.	Cldy.
Dec. 11....	-5	-20	15	....	....	E	Cldy.
Dec. 12....	-4	-24	20	....	....	NE	Cldy.
Dec. 13....	-5	-21	16	....	....	E	Cldy.
Dec. 14....	-6	-23	17	....	....	NE	Cldy.
Dec. 15....	11	-18	29	....	....	E	Cldy.
Dec. 16....	21	10	11	....	....	NE	Pt.Cldy.
Dec. 17....	30	12	18	....	....	NE	Pt.Cldy.
Dec. 18....	32	21	11	0.14	2.5	SE	Cldy.
Dec. 19....	31	24	7	0.10	2.0	NE	Cldy.
Dec. 20....	28	14	14	....	....	NE	Cldy.
Dec. 21....	32	13	19	0.02	0.25	E	Cldy.
Dec. 22....	44	31	13	0.09	....	SW	Cldy.
Dec. 23....	47	30	17	trace	....	SWS	Cldy.
Dec. 24....	31	12	19	....	....	N	Cldy.
Dec. 25....	37	25	12	trace	....	N Pt.	Cldy.
Dec. 26....	37	29	8	0.26	1.75	E	Cldy.
Dec. 27....	31	6	25	....	....	NE	Cldy.
Dec. 28....	31	-6	37	....	....	ESE	Clear
Dec. 29....	27	-2	29	....	....	N Pt.	Cldy.
Dec. 30....	40	18	22	....	....	W	Cldy.
Dec. 31....	32	27	5	0.59	2.6	N	Cldy.

SUMMARY—Temperature, mean maximum, 21.35; mean minimum, 4.42; mean, 12.895; maximum, 47, Dec. 23; minimum, -32, Dec. 10; greatest daily range, 37. Precipitation, total, 1.36 inches; greatest in 24 hours, 0.59, Dec. 31. Snow, total snowfall 17.85 inches; on ground at end of month, 12.5 inches. Number of days with .01 inch or more precipitation, 8; clear, 1; partly cloudy, 8, cloudy, 22. Dates of sleet, Dec. 23, 26; auroras, Dec. 7, 8, 9.

**PERSONAL**

Gust Conom has been appointed sub-foreman of the section which includes the Anchorage Terminal Yards.

Thomas Phillips, who was sub-foreman of the steel gang at Talkeetna, has been made foreman of section No. 35, recently organized at Talkeetna.

William Brown, an employee of the Alaskan Engineering Commission at Talkeetna, was an Anchorage visitor for a few days in the past week.

Mr. and Mrs. George Chantes are in Anchorage from Talkeetna. Mr. Chantes has a contract to get out ties and cribbing for the Alaskan Engineering Commission.

Walter S. Jones, inspector of bridges, left Monday for Talkeetna, where work will soon start on the erection of a bridge. He expects to return this week to Anchorage.

Mrs. Sumner S. Smith, whose husband is resident mining engineer at Eska for the Alaskan Engineering Commission, is visiting in Anchorage. She is accompanied by little Sumner S. Smith, jr.

James Brennan, acting superintendent in charge of track, spent most of last week inspecting track on both the main line North and the Turnagain Arm line. He left Monday morning on another inspection trip of the main line North.

Harry R. Munson, former general timekeeper for the Anchorage Division of the Government Railroad, is now employed in the auditing department of the War Department. His duties keep him traveling most of the time between Washington City and Baltimore.

John F. Coffey came to Anchorage Friday to qualify as United States Commissioner at Talkeetna, to which position he was recently appointed. He took the oath of office before United States Commissioner Leopold David. Mr. Coffey, who was storekeeper and timekeeper at Montana, will move this week to Talkeetna, where in addition to holding the commissionership, he will be storekeeper for the Government Railroad. He returned Monday to Montana.

Employees of the Alaskan Engineering Commission who left Anchorage for Seward Saturday to board the steamship Alameda on their way to the States included J. E. Chovin, electrician in the Telegraph and Telephone Department; William D. Coppernoll, storekeeper, and Buda Curich and Stever Korcar, station contractors, at Talkeetna; Erick Linell and Tony Martinovich, Eska coal miners; John E. Maresh, laborer, and Steve Opalich, station contractor, at Talkeetna; Thomas R. Shea, foreman of the steel gang that recently completed its tracklaying work at Talkeetna, and Peter Shinoff, section laborer.

John H. Robinson, special inspector for the Alaskan Engineering Commission, who is on two month's leave of absence and who is spending his vacation in the States, recently wrote from Seattle that he and Mrs. Robinson were hastening from there to California on account of the cold weather on Puget Sound. He said that the cold, damp, penetrating atmosphere of Seattle could not be endured by persons accustomed to the climate of Alaska and that he and Mrs. Robinson did not expect to be thawed out until they reached Los Angeles. Mr. Robinson in Seattle saw Captain I. H. Fleishman, formerly chief clerk of the Alaskan Engineering Commission, and Captain Charles W. Donnally, formerly cashier in the Anchorage Disbursing Office. Both of them are attached to the Seattle depot of the Quartermaster's Department of the United States Army.

**Anchorage Division Notes.**

The Christmas membership drive of the Anchorage Chapter of the Red Cross netted \$2052.90, according to report of H. U. M. Higgins, who had charge of the drive.

Extra Gang No. 1, which has been laying steel in the Talkeetna District, came to Anchorage Friday and was disbanded. The track laying work planned for this winter has been completed.

The snow plow and flangers on engine No. 266 were completed in the week ended January 11 by the Mechanical Department. Work was done on engine No. 265, which is undergoing heavy repairs and on engine No. 275, the repairs to which are 90 per cent complete. Running repairs were made to engines Nos. 224, 225, 242, 247, 266 and 280. Light repairs were made to 36 freight and work equipment cars.

At the request of residents of Wasilla, the Alaskan Engineering Commission is surveying a cemetery there. The work is in charge of the Maintenance of Way Department. E. L. Bauer, assistant engineer of Maintenance of Way, and William C. Snook, transit man, left Anchorage Monday to run the lines of the cemetery. Its location is just outside the city limits of Wasilla on ground donated for the purpose by Frank B. Cannon from his homestead.

**USE OF ROLLING STOCK IN DECEMBER IS MADE SUBJECT OF REPORT BY TRAINMASTER.**

Use of rolling stock on the Anchorage Division of the Government Railroad during December, 1918, is outlined in the monthly report of John T. Cunningham, trainmaster.

Ten thousand, four hundred miles were traversed in December by locomotive engines. Of this total, 4618 miles were covered in hauling mixed passenger and freight trains; 86 miles in hauling freight trains; 3998 miles in hauling work trains, 216 miles in road switching, and 1482 miles in Anchorage Terminal Yard switching.

Engine No. 224 in mixed train service traversed 2260 miles and in road switching 72 miles; No. 225 in mixed train service 300 miles, freight train service 86 miles and work train service 83 miles; No. 242 in mixed train service 48 miles and in work train service 1836 miles; No. 247 in mixed train service 2010 miles and in road switching 144 miles; No. 266 in work train service 1104 miles; No. 277 in work train service 975 miles.

Fifty-four passenger coaches were in service in December and they traversed 4212 miles. Twenty-four baggage cars covered 1776 miles. Four hundred and fifteen loaded freight cars went 24,321 miles. Two hundred and ninety-five empty freight cars were hauled 15,440 miles. Fifty-four cabooses are credited with 4478 miles. Four hundred and eighty-two cars in work trains negotiated 10,243 miles. The work train mileage was 3998. The mixed train mileage was 4618.

**END OF STEEL SOUTH OF NENANA IN FAIRBANKS DIVISION IS AT MILE 373.28**

End of steel on the route of the Government Railroad South of Nenana in the Fairbanks Division, Saturday night, January 11, was at Mile 373.28. Track to the extent of 0.86 mile was laid last week, according to a message from Frederick D. Browne, engineer in charge of the Fairbanks Division.



# ALASKA RAILROAD RECORD

VOL. III. ANCHORAGE, ALASKA, TUESDAY, JANUARY 21, 1919.

No. 11

## 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.

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

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.

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### SANTA CLAUS STOPS HIS SLEIGH AND REINDEER AT DEADHORSE HILL.

Santa Claus this season stopped his sleigh and reindeer at Deadhorse Hill to set up a Christmas tree with presents on it for all the Railroad workers there, says H. F. Dose, engineer for Talkeetna District, who makes his headquarters at Deadhorse Hill and who last week visited Anchorage for the first time since the Yuletide.

The Christmas tree party was held Christmas eve in the mess building of the construction camp. Anton Kvorsst, stalwart cook for the camp, attired in gray wig and whiskers, made from the tail and mane of a horse; a red undershirt; a new pair of blue overalls, and white hip rubber boots, took and looked the part of Santa Claus. After the distribution of presents, the Christmas tree was moved into a corner, the music box was wound up and everybody waltzed. The dance continued until late. Four women and forty men were present. The women were Mrs. Max Kuney, wife of the resident engineer at Deadhorse Hill; Mrs. W. T. Gill, clerk in the Stores Department at Deadhorse Hill, whose husband is a soldier with the Thirty-first Engineers in France; Mrs. A. L. Garrow, waitress for the Deadhorse Hill mess, and Miss Edith Swanson, clerk in the Stores Department at Deadhorse Hill.

The dance Christmas proved such an enjoyable affair that its participants were encouraged to hold another New Year's eve. Moccasins, rubber boots and hobnailed shoes shuffled in rhythmic measure as the strains of "Let's Keep the Glow in Old Glory" greeted 1919.

### WASHINGTON CITY WOMAN MAKES RECORD TRIP BETWEEN ENDS OF STEEL.

Mrs. W. A. Ryan, whose husband is examiner of accounts in the office of the Secretary of the Interior at Washington, D. C., has the distinction of having made for a woman the fastest trip over the trail between the ends of steel on the Fairbanks and Anchorage Divisions of the Government Railroad. Mrs. Ryan, Mr. Ryan and G. H. Gamble, who is connected with the Washington City office of the Alaskan Engineering Commission, left Nenana January 12. From Nenana, they traveled by train to Mile 373, which then was the Southern end of steel in the Fairbanks Division. At Mile 373, they took the trail. They reached Indian River, which is Mile 265.5 on the surveyed route of the Government Railroad, January 17. From Indian River, they continued by trail to Talkeetna, which is Mile 226 and which is the Northern end of steel in the Anchorage Division. They arrived at Talkeetna January 20. They will come to Anchorage on tomorrow's train.

Mr. Ryan and Mr. Gamble visited Nenana on official business. En route there, they left the Northbound steamship at Cordova. From Cordova, they went by train on the Copper River & Northwestern railroad to Chitina, and thence by trail to Nenana. Mr. Ryan formerly was comptroller of the United States Reclamation Service, and he was secretary of the Federal Wage Commission, which recently adjusted the wages of railroad men in the United States.

Mrs. Gamble arrived in Seward on the last Northbound voyage of the steamship Alameda. She came by train and trail to Anchorage, arriving here last night.

Mr. and Mrs. Ryan and Mr. and Mrs. Gamble are expected to visit in Anchorage before starting on their return to Washington City.

### PERSONS WHO HAVE PERFORMED SERVICES FOR GOVERNMENT FAIL TO CALL FOR CHECKS.

At the United States Marshal's office in Anchorage, there are unclaimed checks which the Government has issued, for various services, to the following persons:

N. Barie, Anton Brundstrom, Ed. Challace, George Derschug, Gust Johnson, Peter Jorgensen, W. P. Knight, R. C. Loudermilk, Nick Maloff, Alec Masoff, Frank Nelson, George Sacoff, Charles J. Weidenbacker, Harry White, Charles Zambarda and Ernest Zinetti.

The addresses of these persons, so the checks may be mailed to them, are wanted by the Marshal's office.

BUY WAR SAVINGS STAMPS.

## AGRICULTURAL POSSIBILITIES OF MATANUSKA ATTRACT GOVERNOR'S ATTENTION

Diversified farming, livestock breeding and dairying are emphasized as developments, either of the present or of the very near future, in the Matanuska Valley by Thomas Riggs, jr., Governor of Alaska, in his annual report.

"There are now" says the report, "five agricultural experiment stations operated under the auspices of the United States Relations Service. Every station has been assigned its own specific task.

"A station was established in the Matanuska Valley April 1, 1917. Nothing but pioneer work could be done during the first year, but some buildings were erected and about 12 acres of land cleared to be cropped in 1918. The clearing will be extended as fast as money is available to pay for the labor. It is believed that the Matanuska Valley is well adapted to nearly all phases of farming, and the station will be charged chiefly with the work of assisting the farmers with the problems that confront them in all lines of their work. It is believed that live-stock breeding, and particularly dairying, will be important features of farming in that region. The station will do its best to co-operate with the Alaskan Engineering Commission in the development of territory along the line of the railway.

"The railway will do more to develop interior Alaska than all other agencies put together. Adequate transportation facilities and a very large reduction in freight rates are the two essential features in the work of development. It is devoutly to be hoped that for the good of Alaska railroad construction under the direct supervision of the Government may become a fixed policy for this territory, and that the work may be prosecuted with vigor until the several projected lines are completed.

### Fairbanks Station.

"The Fairbanks experiment station is located in a fine agricultural region which is being well settled with farmers. The station is therefore operated chiefly as a model farm so as to afford an object lesson to those who visit it, but it is also used for the growing and increase of seed from new varieties produced at the Rampart Agricultural Station, or introduced from other sections, and the grain produced is either sold for seed at a nominal price or it is distributed free of charge among the farmers for the purpose of introducing among them those varieties of grain which have been found to successfully grow in the interior. Upwards of 1,200 bushels of grain were thrashed out from the 1917 crops.

"A certain variety of turnip which was introduced from Finland by the Department of Agriculture has been found to be well adapted to the Alaska climate and in some respects it is the best turnip that has been tried at the stations. Upwards of 3,000 pounds of seed from this turnip have been produced at the Fairbanks station during the last few years. This seed is distributed free of charge to settlers all over the Territory.

"The experimental station has also undertaken certain lines of cooperative work with the farmers of the interior. The superintendent of the Fairbanks station has the immediate charge of these cooperative experiments. Certain amounts of seed grain produced at the Fairbanks station are furnished to those farmers who desire to cooperate. These grains are then sowed under the instructions of the superintendent of the cooperative work, who also gives advice and suggestions on the problems that confront the farmer. The climatic conditions at Fairbanks show that in

1917 there were 123 days from the last frost in the spring until the first in the fall, which is about three weeks longer than normal.

### Cattle Breeding at Kodiak.

"The Kodiak station is devoted entirely to the breeding of live stock. It is stocked with a herd of Galloway cattle which are well adapted to the country. They do well on the native pastures. Some two years ago a small herd of pure-bred Holstein-Friesian cattle was introduced. The object of the introduction is two-fold—first, to ascertain how that breed will prosper under climatic conditions of the Western coast region and secondly, and chiefly, for the purpose of cross-breeding them with the Galloways in an effort to establish a hardy breed indigenous to Alaska which shall partake of the hardy qualities of the Galloways and, in some degree, of the milking qualities of the Holstein. This experiment has not proceeded far enough to make possible any report on the results.

"Another line of experiment is under way at this station. It was found that some of the Galloway cattle had become infected with tuberculosis. These affected cattle were segregated from the sound part of the herd, and they are now bred by themselves. Their calves are fed on sterilized milk, the object being to ascertain if healthy calves can be reared from parents affected with tuberculosis.

### Grain Experiments at Rampart.

"The northernmost station is located at Rampart in latitude 65 degrees 31 minutes. This station is chiefly devoted to the breeding of grains and leguminous plants. Upward of 100 varieties of grains of all kinds have been tested there and many new varieties have been created at that station. This is done by cross-pollinating existing varieties with each other; for instance, certain varieties of barley mature early, but in other respects are inferior. Other varieties are of superior quality, but they mature too late for that latitude; that is to say, they are usually caught by early frosts before they ripen. By crossing some of these latter with an early variety some of the offspring will be vigorous growers and heavy producers, and at the same time they have acquired the earliness of the early parent. There have been produced at this station several varieties of barley which are early enough to mature even in unfavorable seasons and at the same time work is being done with spring wheat and oats. It is found that grains that are born and bred, so to speak, in the Alaska climate are better adapted to Alaska than varieties introduced from the outside. It is slow work, but the success has been such that in the course of a few years more it may be reasonably expected to have established varieties of wheat, barley and oats that can be counted on to mature in interior Alaska.

"Alfalfa is one of the forage plants that have been under experiment at the station for a number of years. Seed of a hardy species of alfalfa was obtained from Siberia through the Department of Agriculture some nine years ago. This species which has yellow flowers is found to be entirely hardy in interior Alaska, and energies have been directed toward the selection of desirable types of this species and the propagation of these types. There are now about ten acres of this alfalfa at Rampart station, all of which is devoted to seed growing in the hope that eventually enough seed may be raised so that the whole of interior Alaska can be stocked with this valuable plant. The experimental station is doing a valuable work for the

Territory in the breeding of grains, alfalfa, and other plants.

"The Sitka station is devoted entirely to horticulture, for the reason that the heavy rainfall in the coast region prevents the growing of grain except during abnormally favorable seasons. At Sitka they experiment with orchard fruits, berries, vegetables and ornamentals. In the test orchard there are a few trees each of some 15 or 16 different varieties of apples. Only two or three of these have borne fruit to maturity, and they are Yellow Transparent, Lowland Raspberry, and Keswick Codlin. The cloudy and cool summer of 1917 was so unfavorable that not a single apple matured. Several varieties of cherries were a failure for the same reason.

"Of the small fruits, gooseberries, currants, and raspberries were a success. These bush fruits can be grown throughout the coast region of Alaska every year almost without failure.

"Experiments are made somewhat extensively with strawberries and they have produced hundreds of varieties of hybrid strawberries, the result of the crossing of cultivated berries with the wild berries of the Territory. About 10 per cent of the varieties produced prove to be of sufficient value to warrant further trials. These hybrid strawberries are all hardy in the coast regions and many are hardy in the interior, where they will stand temperatures of 60 degrees below zero without other protection than that afforded by the snow. Many of these new creations have been tried at the experiment stations at Rampart and Fairbanks for several years past and found to bear fruit abundantly. It is permissible to point out that the production of these berries will be of inestimable value to the Territory for all time to come. Heretofore strawberries could not be grown in the interior because the plants invariably died during the winter.

"The characteristics of these hybrids are: First, that the plants are much more vigorous and grow to larger size than either of their parents; second, that many of the berries are of very large size and of delicious flavor that partakes of the flavor of the native wild berry. But they are also soft and can not bear shipment to distant points. They are especially adapted to home consumption and to local market.

#### New Variety of Potatoes.

"At Sitka station they also experiment with the production of new varieties of potatoes, and at this writing have upward of 300 varieties growing which have been raised from seed balls at the station. It is not expected that many of them will be of much value, but even if only a few varieties can be produced here in Alaska which shall be adapted to our peculiar climate, the labor will be well spent.

"The ordinary hardy vegetables, cabbage, cauliflower, peas, and root crops of all kinds, were a success.

"A number of hardy shrubs and perennial flowering plants are under test at the station and many of them can be grown successfully throughout the coast region.

"It is at this station that they also propagate a long line of the aforementioned fruits and small fruits with a view to having them tested by settlers in other sections of the Territory, and for this purpose the plants are distributed free of charge. The chief value of this distribution is that the Territory gradually becomes stocked with useful plants and some valuable information is also obtained from their behavior in the various districts."

#### FORMER EDITOR OF RAILROAD RECORD WRITES OF CONDITIONS IN VENEZUELA.

Spanish influenza levied a heavy toll on the inhabitants of Caracas, Venezuela, according to a letter from Charles W. Jones, former editor of the Alaska Railroad Record, who, as the representative of a Chicago banking house, is promoting business for it in South American countries. He writes entertainingly of the capital of Venezuela.

"Caracas," he says, "has about 100,000 inhabitants. To reach it from the coast one has to take a narrow gauge train, which winds more than 4000 feet up the Andes, over a roadbed that almost continuously threatens to fall over the brink to the plains below. After reaching the summit, the train drops 1000 feet to the elevated plateau upon which Caracas is built. Thus the city has an altitude above sea level of some 3000 feet. The altitude gives a climate that is described as 'perpetual spring.' Although the city is near the equator, woolen blankets are comfortable at night and a light overcoat can be worn without inconvenience in the evening.

#### In Clutches of Influenza.

"At present, this country is in the clutches of the influenza. The death rate until last week was extremely high. Today's newspaper says 100 new cases are developing every twenty-four hours. Most of the people here are very poor. Their power of resistance is low. The undertakers are busy. As I experienced a ten day's siege of the illness before I left New York, I am hopeful that I shall not get it again. All theatres, museums, schools, churches and other places of public meetings are closed. The ban has been placed on even the bull ring and the cock pit. Stores close at 6 o'clock in the evening and after that hour very few persons are on the streets.

"I shall be here for a few months. Then I shall go to Port-of-Spain, Trinidad (British West Indies). From there I shall take a boat up the Orinoco River to visit that country in the interest of the banking concern with which I am connected. I was at Port-of-Spain last August on a previous trip to South America. That Island is essentially British in every way—customs and language—and is hot as blazes.

#### Lake of Natural Asphalt.

"Trinidad, as is well known, boasts as its principal attraction and chief resource, a great lake of natural asphalt. This lake is owned by a United States corporation, which has made millions of dollars by shipping the product to the United States. It is better than a gold mine. Despite the amount of asphalt taken out of the lake one day, the hole fills up the next day with a brand new deposit of the mineral, which comes from the depths of the earth.

"I have seen only one Alaskan acquaintance since I left Anchorage last April. That one was Don Griffiths, formerly accountant for the Alaskan Engineering Commission at Anchorage. I met him in the lobby of the McAlpine Hotel in New York just before I left on my present trip. He looked fine in his uniform of second lieutenant and hoped to get across into France, but seemed to think there was little chance of his doing so.

"Please address any mail for me in care of the Ice House, Port-of-Spain, Trinidad, B. W. I. Ice House is the real name of the hotel, and, of course, signifies coolness, which means a great deal in that tropical climate."



**OFFICIAL CIRCULAR****Anchorage Division.****REPAIRS TO TYPEWRITING MACHINES.**

— Department of the Interior,  
Alaskan Engineering Commission.  
Anchorage, Alaska, Jan. 16, 1919.

Circular No. 358:

**TO ALL DEPARTMENTS:**

Office equipment such as typewriters, adding machines, etc., when in need of cleaning or repair must be sent to the stores department, which will arrange for all necessary work in this connection.

WM. GERIG, Engineer in Charge.

**TIMEKEEPERS AND OTHER EMPLOYEES SHOULD PAY ATTENTION TO CIRCULAR NO. 303.**

Attention of timekeepers and other interested persons is called by William Gerig, engineer in charge of Anchorage Division of the Government Railroad, to Circular No. 303, which was printed in the issue of the Alaska Railroad Record of April 16, 1918, and which refers to information that should be notated on Form No. 79. Some employees seem to be ignorant of the fact that the information called for is imperative. Circular No. 303 follows:

"Department of the Interior,  
"Alaskan Engineering Commission  
"Anchorage, Alaska, April 10, 1918.

"Circular No. 303:

**"TO ALL CONCERNED:**

"Circular No. 259, issued September 8, 1917, requests that the following additional information be shown on reports of injury, Form 79:

"'Conjugal condition of injured person. (Single, married or widower.)

"'Whether or not injured person speaks English, and if not, what language.

"'How long at present work.

"'How long at present work in establishment.'

"On a number of injury reports received recently the above information was given only in part, and on others it was omitted altogether.

"In future particular care must be given to supply all this information together with all other information called for by the report of injury, Form 79.

"There appears to be some question as to just what information is wanted in answer to the last two questions above quoted. In answer to the question 'How long at present work,' there should be shown the length of time the person has worked at the trade he was following when injured. For example, if the injured man is a machinist, we desire to know how long he has been a machinist.

"In answer to the question 'How long at present work in establishment,' we desire to know how long he has worked in our shop as machinist.

"WM. GERIG, Engineer in Charge."

**PAID-IN-FULL COUPON BONDS ARE RECEIVED BY BANKS AND DISBURSING OFFICE.**

Coupon Liberty Bonds of the fourth issue for which payment was made in full at the time of purchase have been received by the banks and the disbursing office of the Alaskan Engineering Commission in Anchorage and may

be obtained by the purchasers on request.

Only paid-in-full coupon bonds were sent here; paid-in-full registered bonds have not yet been received.

The fourth payment on Liberty Bonds of the fourth issue that were bought on the installment plan was due January 16. This fourth payment was 20 per cent of the face value of the bonds. The fifth and last payment on Liberty Bonds of the fourth issue will be due January 30. This last payment will be 30 per cent of the face value of the bond.

**PILE-DRIVING COMMENCES FOR BRIDGE ACROSS TALKEETNA RIVER.**

Driving of piles for the Government Railroad bridge across the Talkeetna River began last Wednesday. The completion of the spanway is expected about May.

The initial work on the structure, so far, has been done by Bridge and Building Gang No. 7, under J. S. Park, foreman; but Thursday another Bridge and Building gang, No. 5, under James McGill, foreman, and accompanied by Walter S. Jones, inspector of bridges, will also go on the job.

The piling driven last week consisted of 14 bents and is for the South approach to the bridge, which will consist of nineteen 14-foot spans and be 266 feet long. The main structure will consist of four 121-foot Howe truss spans and be 502 feet and 9 inches long. The North approach will consist of one hundred and nine 14-foot spans and will be 1432 feet long. The entire spanway will total 2200 feet and 9 inches in length. The highest elevation of the bridge will be 372 feet above Anchorage datum.

The laying of steel on the Government Railroad to the South bank of the Talkeetna River was completed January 6.

William Gerig, engineer in charge of the Anchorage Division, and H. F. Dose, engineer for the Talkeetna District, left Anchorage Monday morning for Talkeetna to inspect preliminary work on the bridge and to outline operations in connection with it for the immediate future. Mr. Gerig will return to Anchorage Wednesday. Mr. Dose, from Talkeetna, will go to his headquarters at Deadhorse Hill.

**CONSTRUCTION WORK FOR DECEMBER REDUCED TO FIGURES BY ENGINEER IN CHARGE.**

Work of a constructive nature in the Anchorage Division of the Government Railroad in December is tabulated by William Gerig, engineer in charge of the division, as follows:

Clearing, 1.69 acres; grubbing, 0.49 acres; excavation, prism of cut, common, 1033 cubic yards; excavation, prism of cut, loose rock, 2936 cubic yards; excavation, frozen material, 3398 cubic yards; excavation, prism of cut, solid rock, 15,254 cubic yards; excavation, borrow, ditches, etc., common, 157 cubic yards; excavation, borrow, ditches, etc., loose rock, 314 cubic yards; excavation, borrow, ditches, etc., frozen material, 336 cubic yards; excavation, borrow, ditches, etc., solid rock, 8228 cubic yards; embankment, swell, 1194 cubic yards; embankment, total equivalent embankment, 32,850 cubic yards; embankment, prism of embankment, 17,656 cubic yards; embankment, waste or shrinkage, 15,194 cubic yards; overhaul, 1000 cubic yards hauled 100 feet, 99.04 cubic yards; lumber for permanent trestles, 83.0 feet; iron for permanent trestles, 9400 pounds; hardware, 520 pounds; ties for main line, 3663 lineal feet; 70-pound rails, main line, 13,424 lineal feet.

## PRICES ARE SKY-HIGH IN NATIONAL CAPITAL BUT CITY ENJOYS NICE WEATHER.

Some interesting sidelights on conditions in Washington City are contained in a letter written in December by Charles L. Mason, who is in the national capital in connection with his duties as secretary to William C. Edes, chairman of the Alaskan Engineering Commission. The letter is printed below.

BY CHARLES L. MASON  
Secretary to Chairman of Alaskan Engineering Commission.

Here we are up in the capital. It formerly was spoken as down in Washington, but with prices sky-high, as they are here, it should be referred to as up. Why man, even the street car fares have advanced 20 per cent since last spring—from six rides for a quarter to five cents a ride straight. Everything else seems to have advanced in about that proportion, the Department of Labor estimating that living expenses on the average have advanced nearly one-fifth.

The congestion on the cars, along the streets, in public buildings, etc., is as great or greater than last year. Hotel and rooming-house accommodations are apparently just as scarce, and the prices are as high or higher.

### Soldiers Much in Evidence.

Soldiers are still much in evidence. They are being used now to drive automobiles labeled 'U. S. A.' and carrying officers about from place to place. They are also doing duty at the street crossings in place of policemen. Many of the boys are, of course, being mustered out of the service and are passing this way in great droves with banners indicating they are on their way home for Christmas!

Expenditures for war purposes are being curtailed as rapidly as possible, apparently, for since the armistice was signed contracts aggregating more than a billion and a quarter of dollars have been cancelled.

### E. T. Lindner in War Department.

E. T. Lindner, of our Land and Industrial Department, is working temporarily in the contract division of the War Department.

After a siege or two of influenza, Washington is being visited by a renewal of this new white man's plague. The papers report two and three hundred new cases daily, and the deaths per day are running as high as sixteen. Schools, churches, theatres, etc., remain open, however, and to judge from the packed stores there is not much fear of the disease.

In December, 1917, Washington was experiencing some real winter weather—snow, sleet, cold. December, 1918, however, has been quite the opposite. True, there have been several hard rains since our arrival here—something like spring of the year in Missouri—but taken all in all the weather has been pleasant. Not until the night of December 17 did the temperature go as low as freezing.

Congress has not, of course, reached the Sundry Civil Bill, which will contain our appropriation. We are busily engaged on data for a hearing when Mr. Edes is called upon.

## ESKA COAL MINERS IN 1918 SUBSCRIBE TO WAR ACTIVITIES MORE THAN \$44,150.

More than \$44,150 were donated or subscribed in the

year 1918 to war activities by employees of the coal mine operated by the Alaskan Engineering Commission at Eska. Donations to various charitable funds amounted to \$2050; subscriptions to Liberty Bonds totaled \$42,100, and there were other numerous contributions of which no record was kept. The number of employees at the mine throughout the year averaged 123, which makes the average amount of donations to charitable causes per man \$16.67, and the average amount of bond purchases per man \$342.27.

In order that donations and subscriptions might be listed and collected in a methodical manner, the Eska miners organized an association named the Eska War Relief club. The nature and extent of the war activities in 1918 of the members of the club are the subject of a brief report just submitted to Sumner S. Smith, resident mining engineer, by the club's secretary, H. S. Attridge. It follows:

### Relief Work Donations.

Monthly contribution to Neuilly Bed Fund, April to December)	\$1,199.00
Red Cross drive, May	350.00
Italian Refugee fund, June	80.00
Polish White Cross, August	10.00
American Relief fund, Sept.	36.50
Neuilly Bed fund drive in October	375.00

Total donations .....\$2,050.00

### Subscriptions to Bonds.

April	\$20,600.00
September	21,500.00

Total bond subscriptions	\$42,100.00
Average number of employees for year	123
Average donations per man	\$16.67
Average amount of bonds purchased per man	\$342.27

"The tabulated statement," says Mr. Attridge, "does not include contributions by employees remitted through their different lodges, nor the 1919 Red Cross membership drive. There are other war relief donations of which I have no record."

## LAYING OF STEEL CONTINUES IN FAIRBANKS DIVISION OF RAILROAD.

Laying of steel continues in the Fairbanks Division of the Government Railroad, according to a message from Frederick D. Browne, engineer in charge of the division, to William Gerig, engineer in charge of the Anchorage Division.

The end of track last Saturday night South of Happy, in the Fairbanks district, was at Mile 453.61. The amount of steel laid last week on this part of the line was 0.09 mile.

The end of track Saturday night South of Nenana, in the Nenana district, was at Mile 372.41. The amount of steel laid last week on this part of the line was 0.87 mile.

### DAUGHTER TO MR. AND MRS. E. T. LINDNER.

BORN—To Mr. and Mrs. Edward T. Lindner, at Washington, D. C., Thanksgiving Day, November 28, 1918, a daughter, which has been christened Mary Ellen. Mr. Lindner, who is on leave of absence at present, is assistant manager of the Land and Industrial Department of the Alaskan Engineering Commission, with headquarters in Anchorage, Alaska.

### DECREASE OF \$12,000,000 IN ALASKA'S MINERAL OUTPUT IS SHOWN IN 1918.

The value of the mineral output of Alaska in 1918 is estimated at \$28,900,000, a decrease of almost \$12,000,000 from the value in 1917, and the smallest since 1914, according to the advance report just issued by the United States Geological Society. The decrease was chiefly in copper and gold and was due to shortage of labor and ships and high cost of mining. There was an increase of more than 60 per cent in the production of mineral fuels, and a slight increase in chrome ore. The only new item among Alaska's mineral products in 1918 is palladium. Since 1880 Alaska has produced gold, silver, copper, and other minerals worth more than \$419,000,000.

"Alaska mines produced gold to the value of about \$10,000,000 in 1918, compared with \$14,650,000 in 1917," declares the report. The total value of the gold mined in the territory is now about \$302,000,000, of which \$213,500,000 was won from placers. In 1918 about 69,400,000 pounds of copper was produced in Alaska, valued at about \$17,180,000. The production in 1917 was 88,793,000 pounds valued at \$24,240,000. The total copper produced to date is 499,000,000 pounds, valued at \$105,800,000. The value of Alaska's lesser mineral products in 1918 was as follows: Silver, \$870,000; coal, \$435,000; tin, \$90,000; lead, \$85,000; miscellaneous metallic products, including chrome ore, tungsten, palladium, platinum, and antimony, \$117,000; and miscellaneous nonmetallic products, including petroleum, marble, gypsum, lime and bricks, \$120,000.

#### Copper Mining.

"The copper production of Alaska in 1918 was about 69,400,000 pounds, valued at \$17,180,000, obtained from about 720,000 tons of ore. This is less than the production in 1917, which was 88,793,000 pounds, valued at \$24,240,000, obtained from 660,000 tons of ore. The reduction in output was due to shortage of labor and ships. During the year 14 copper mines were operated, compared with 17 in 1917. Six mines in the Ketchikan district yielded 1,781,000 pounds of copper; four mines in the Prince William Sound district yielded 15,060,000 pounds; and four mines in the Chitina district yielded 52,585,000 pounds.

#### Gold Placer Mining.

"The value of the placer gold produced in Alaska in 1918 is about \$6,100,000, derived by regions as follows: Yukon basin, \$4,325,000; Seward Peninsula, \$1,140,000; Copper River, \$300,000; Cook Inlet-Susitna region, \$215,000; Kuskokwim region, \$90,000; miscellaneous, \$30,000. The total production in 1917 was \$9,810,000. The decrease in 1918 was general throughout the Territory, except in the Chistochina district, where there was a 50 per cent increase, and in the upper Yukon districts, where there may have been a slight increase. The decrease was in general due to curtailment of operations because of shortage of labor and high cost of supplies. Local decreases were also due to unfavorable climatic conditions and to the depletion of some of the richer placers. Twenty-eight dredges were operated in 1918; 20 in Seward Peninsula, three in the Iditarod district, two in the Fairbanks district, and one each in the Circle, Yenta, and Kuskokwim districts. Thirty-six dredges were operated in 1917.

#### Gold Lode Mining.

"About 25 gold-lode mines were operated in 1918, compared with 31 in 1917. The value of the lode gold mined in 1918 is about \$3,780,000, compared with \$4,580,000 in

1917. The decrease was due partly to the disaster at the Treadwell mine in April, 1917, and partly to the curtailment of operations, especially in the Juneau district, because of shortage of labor. There were increases in output at the Ready Bullion and Chichagoff mines, in southeastern Alaska, and in the Willow Creek district. Most of the gold mines on Prince William Sound have suspended operations. The mill and cyanide plant of the North Midas mine, in the Chitina Valley, was completed and began operating late in the year. In the Fairbanks district, seven small mines operated part of the year, yielding a total output about half as large as in 1917.

#### Mineral Fuels.

There was a notable increase in the production of mineral fuels in Alaska in 1918, and it is believed that a substantial coal-mining industry has at last started. The output of coal in 1918 was about 77,000 tons, valued at \$435,000, compared with 53,955 tons, valued at \$265,317, in 1917. The larger part came from the Matanuska field, which yielded 63,200 tons. The remainder came from eight or ten small mines in various parts of the territory. All these mines, except in the Matanuska and Bering River fields and at Port Graham, produced coal for local use under free-use permits.

"In the Matanuska field the Eska Creek mines were operated regularly throughout the year by the Alaskan Engineering Commission to supply fuel for railroad and other Government use. At the Chickaloon mine, also operated by the Alaskan Engineering Commission, the work has consisted primarily of exploration and development, and only a small amount of coal, won incidentally, has been produced. In 1918 for the first time Matanuska coal was shipped beyond Anchorage. Private operations preparatory to mining were continued by two lessees in the Matanuska field, but their mines are not yet productive.

"It is reported that in the Bering River field the railroad has been extended from its temporary terminus on Bering River to the mine of the Alaska Petroleum & Coal Co. in the eastern part of the field, and that small shipments of semianthracite coal were made late in the year. A lease was granted in 1918 to another company for a tract of semibituminous coal land in the western part of the field, and it is reported that extensive operations preparatory to mining are being undertaken.

"In the Nenana field no leases have yet been granted, but a small amount of lignite was mined for use in the construction of the railroad.

"In the Cook Inlet region lignite was mined at Bluff Point, on Port Graham, in the Cache Creek district, and on Little Susitna River for local markets.

"In northern Alaska lignite mined near Unalaklik, on Norton Sound, was shipped to Nome and St. Michael, and lignite mined on Kobuk River was shipped to Kotzebue. It is reported that lignite will be mined on Kugruk River, Seward Peninsula, during the winter for use at the placer mines on the Immachuk.

"The Alaska petroleum output is still derived wholly from the single patented claims in the Katalla field. The old wells on this claim and the refinery were operated as usual, and two new productive wells were drilled. The total production was somewhat larger than in 1917.

#### Tin Mining.

"About 94½ tons of cassiterite, containing 113,000 pounds of tin, were mined in Alaska in 1918. Most of this



came from the York district, Seward Peninsula, where one tin dredge was operated. Stream tin was also obtained by sluicing at one mine in the York district and at several mines in the Hot Springs district. Considerable work was done on the Lost River tin lodes, but no ore was mined. The examination of placer concentrates by the Geological Survey has resulted in the discovery of stream tin in concentrates from Boob Creek, in the Tolstoi district; from Willow Creek, near Nome; and from Riglagalik River, in the Kuskokwim Delta. The discovery of placer tin has been reported from Potato and Humboldt creeks, on Seward Peninsula, and from Moran Creek, a tributary of Melozzi River, where the gravels are said to contain  $2\frac{1}{2}$  pounds of tin and 10 cents' worth of gold to the cubic yard.

#### Miscellaneous Mining.

"Among the miscellaneous metallic products silver was produced in 1918 only from copper and gold mines, and lead only from gold mines. The silver-lead mine in the Fairbanks district was not operated. Some silver-lead ore was mined at Port Chatham on a somewhat larger scale than in 1917. The production of tungsten continued at several mines in the Fairbanks district and Seward Peninsula, but the total output was only about 11 tons, valued at \$22,000. A vein of scheelite has been discovered near Sitka. The mining of antimony ore (stibnite) almost ceased because of low prices. The discovery of large bodies of stibnite in the Broad Pass and Kantishna districts is reported.

"One of the most interesting events of the year in connection with Alaska mining is the production of palladium from the copper ore of the Salt Chuck mine, near Ketchikan. The recovery of substantial amounts of palladium and of some platinum is authentically reported. Platinum was recovered also from the gold placers of the Dime Creek district, Seward Peninsula, in larger amounts than last year.

"Among the miscellaneous nonmetallic products marble was quarried in about the same amount as in 1917. The production of gypsum decreased, as the gypsum mine on Chichagoff Island has not operated since March, when the mine buildings were burned. Some bricks and quicklime were made near Anchorage, as in 1917, and it is reported that bricks and other clay products are to be made at Nenana. No graphite was mined in 1918."

#### TRAVELING CONDITIONS IMPROVE ALONG ROUTE OF SEWARD-ANCHORAGE LINE.

Conditions along the route of the Seward-Anchorage line of the Government Railroad have improved considerably in the past week, according to G. W. Colwell, assistant superintendent of construction on the Seward Division, with headquarters at Kern. Mr. Colwell, who Sunday traversed the route from Mile 47 to Kern, or Mile 71, said in a telephone message Monday to the dispatcher's office at Anchorage that trains were operating from Seward to Mile 47; that dog sleds and horse sleds were in use between Mile 47 and Mile 62; that a locomotive engine and a caboose were operating between Mile 62 and Kern, and that dog sleds and horse sleds were in use between Kern and Mile 77. Trains are operating between Mile 77 and Anchorage.

Mr. Colwell stated a light fall of snow Saturday night had made traveling conditions better on the trail parts of the route.

A train January 15 brought to Anchorage 48 tied sacks

and one locked pouch of mail—weighing in all 2000 pounds—which had been put off at Seward from the steamship Admiral Watson.

A train January 17 brought to Anchorage 30 tied sacks and nine locked pouches of mail—weighing in all 2075 pounds—which had been received in Seward from the steamship Alameda. This train also brought one sack of express matter, weighing about 100 pounds, and 25 passengers, of whom eight were Anchorage young men that a few months ago entered the Army and that recently were discharged from training at Fort Liscum, near Valdez.

A train January 20 arrived in Anchorage with one woman passenger; 45 tied sacks and one locked pouch of mail. These had reached Seward on the steamship Alameda.

#### TROUBLE IS OCCASIONED TO TELEPHONE AND TELEGRAPH LINES BY SNOW SLIDES

Considerable trouble was occasioned to the Telegraph and Telephone Department during the week ended January 11, as the result of damage done to its line by snow slides at Mile 71 and Mile 76, on Turnagain Arm, according to the report of John J. Longacre, acting superintendent of the department.

Two telephones were installed and two disconnected in the Anchorage townsite during the week.

Five electric light meters were connected and two were disconnected. Six meters were changed and four new services were run.

Repairs were made to the transmission line to the Pump Station. The lighting of the rip track was rearranged. A call system was installed in the Stores Department.

#### DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements of the Anchorage office of the Alaskan Engineering Commission for the week ended January 14, 1919, were \$60,931.81. Salaries and wages totaled \$60,736.19 and other expenses were \$135.62.

#### WEEKLY FORCE REPORT.

##### Anchorage Division.

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, January 11, 1919, was as follows:

Engineer in Charge .....	19
Terminal Shops and Yards .....	42
Track, Bridge and Ballast .....	171
Receiving and Forwarding Agent .....	9
Machine Shops .....	69
Marine Ways .....	26
Store Department .....	74
Employment Bureau .....	17
Transportation Department .....	42
Disbursing Office .....	7
Accounting Department .....	11
Base Hospital .....	11
Townsite Office .....	10
Telegraph and Telephone Department .....	26
Mining Department .....	148
Talkeetna District .....	86
	768
Stationmen and Laborers .....	91
Grand total employees, Anchorage Division.....	859

### PERSONAL

R. D. Chase, paymaster, left Monday morning on the Northbound train to pay off between Anchorage and Talkeetna.

Donald MacDonald, resident engineer at Camp 255, in the Talkeetna district, was an Anchorage visitor in the past week.

Conductor Clarence E. Olson has relieved Conductor Frank O'Shea on the rock train at Mile 88, Turnagain Arm. Mr. O'Shea is on leave of absence.

George H. Tiffany, clerk in the stores department, returned last Friday from a vacation of two months in the States. He spent most of the time in Seattle.

Walter DeLong, formerly general storekeeper at Anchorage for the Alaskan Engineering Commission, now has a position with the Deep Sea Canning Company, at Seattle, Wash.

Mrs. Antonio Chimento, whose husband is foreman of the railroad section at Montana, has returned to Anchorage to take up her residence here. She has been living at Montana several months.

Dr. Christopher Woodhouse, physician for the Alaskan Engineering Commission at Camp 83 on Turnagain Arm, and Mrs. Woodhouse came to Anchorage last Friday. They returned to Camp 83 Monday.

Walter Todd, resident engineer at Camp 245 in the Talkeetna district, came to Anchorage a few days ago. He will leave in the near future for Seward to board the steamship Alameda on her next Southbound voyage to Seattle.

M. W. Diedrick, who was timekeeper with the steel gang which recently disbanded, will leave Saturday for Seward where he will take steamship for Seattle. He will visit for two months in the States, going as far East as New York.

Mr. and Mrs. Chester M. Murphy will return North on the next voyage from Seattle of the steamship Alameda. They have been in the States since last fall. Mr. Murphy formerly was dock timekeeper in the Anchorage Terminal Yards. Mrs. Murphy formerly was employed in the Anchorage disbursing office.

N. B. Cicovich, formerly locomotive fireman here on the Government Railroad, who is now a private with the Thirty-first Engineers in France, says in a letter dated November 16 that George L. Jenkins, formerly railroad conductor here, also with the Thirty-first Engineers, has been commissioned a second lieutenant.

C. S. Sapp, formerly purser on the Alaskan Engineering Commission's steamer Omineca, is a captain in the ordnance branch of the United States Army. In a letter dated December 18, he wrote that he had been on duty at Washington, D. C.; Camp Hancock, Augusta, Ga., and that he had just been ordered to Charleston, S. C.

C. S. Lovelace, formerly employed in the stores department of the Alaskan Engineering Commission, whose death in Seattle was reported recently, is alive and well. He is now in Seattle. The false report in regard to Mr. Lovelace grew out of the fact that another man of the name of Lovelace did die in Seattle in the recent epidemic of influenza that raged there.

### Anchorage Division Notes.

The spreader was sent out last Thursday to clean the

track and flange out the snow between Houston and Talkeetna.

Light repairs to locomotive engine No. 275, according to the report of the Mechanical Department for the week ended January 18, were 98 per cent complete. The overhauling of engine No. 265 for a new fire box and heavy repairs was 30 per cent complete. The assembly of engine No. 264, which was received from Panama last spring, was 98 per cent complete. Running repairs were made to engines Nos. 224, 225, 247, 266 and 277. Light repairs were made to four coaches, eight freight cars and one work car.

Serving of breakfast in the mess hall in the Anchorage Terminal Yards was discontinued this morning. Hereafter, according to the announcement of A. B. Cummings, who has charge of the mess hall and cafeteria, breakfast will be served only in the cafeteria. Discontinuance of the serving of breakfast in the mess hall resulted from the fact that but few persons ate this meal there, almost everybody preferring the cafeteria. Only four persons ate breakfast in the mess hall yesterday morning. The serving of dinner and supper will be continued as usual in the mess hall, as well as in the cafeteria.

At the coal mine operated by the Alaskan Engineering Commission at Eska during the two weeks' period ending January 11, according to the report of Sumner S. Smith, resident engineer, 110 men were employed and 1607 tons of coal were taken out. Prospecting with the churn drill and the driving of Martin West, of Emery East and of the crosscut from Eska East to David Rock Tunnel were continued. At the Commission's coal mine at Chickaloon 39 men were employed during the two weeks' period. The sinking of the East Slope and the driving of "G" rock crosscut and of "F" West were continued. The driving of Chute No. 1 in the East Slope was commenced. Workmen also commenced preparing No. 5 Portal.

### COAL CLEANING PLANT AT ESKA MINE GIVES VERY SATISFACTORY RESULTS.

With a capacity of 200 tons daily, the coal cleaning plant, which began operations about ten days ago at the Alaskan Engineering Commission's mine at Eska, is giving results of the most satisfactory character, declares William Gerig, engineer in charge of the Anchorage Division, who returned Saturday to Anchorage from a trip of inspection to Eska and Chickaloon.

"All coal produced at the Eska mine," says Mr. Gerig, "now goes over the cleaning plant, which is working with one eight-hour shift. Three grades of coal are turned out at Eska, namely:

"First, selected lump coal. Second, steaming coal, which consists of all coal that goes through a three-quarter inch mesh. Third, mine-run coal, which consists of coal that has been cleaned but that has not been separated as to size.

"The Eska coal, after it has gone over the cleaning plant, is practically as good as the coal produced at the Commission's mine at Chickaloon; that is, where forced draft is not required to burn it."

Mr. Gerig spent two days at Eska and two at Chickaloon. He was accompanied on the trip by F. A. Hansen, engineer of maintenance of way; H. F. Dose, engineer for the Talkeetna District; B. H. Barndollar, examiner of accounts, and W. R. Manning, general storekeeper.

# ALASKA RAILROAD RECORD

VOL. III. ANCHORAGE, ALASKA, TUESDAY, JANUARY 28, 1919.

NO. 12

## 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, China, 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.

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

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### PIERS AND FALSE WORK BEING DRIVEN FOR FIRST SPAN OF TALKEETNA BRIDGE.

Excellent progress was made last week on construction work on the bridge across the Talkeetna River at Talkeetna, according to the report of F. A. Hansen, engineer of maintenance of way, to William Gerig, engineer in charge of Anchorage Division.

After driving on the South approach to the bridge, the workers are now driving the piers and false work for the first span. There is a depth of three and a half feet of snow at Talkeetna, and as a result there is less than one foot of frost in the ground.

Two bridge and building gangs are at work on the bridge. They are Gang No. 5, James McGill, foreman, and Gang No. 7, J. S. Park, foreman. Gang No. 5 arrived at Talkeetna last Friday. Upon its arrival there, the mess that had been maintained by Gang No. 7 was abandoned and the members of No. 7 joined the mess of Gang No. 5.

Mr. Hansen Monday went to Talkeetna to look over the bridge work. He will return Wednesday to Anchorage.

### CREWS ARE ENGAGED IN MAKING LINE CHANGES ON SEWARD DIVISION.

The small crews engaged on force account work on line changes between Mile 23 and Mile 30 in the Seward Division are making fair progress, according to R. J. Weir, engineer in charge of the division.

A station contract has been let to Sam Radish & Co.,

to reconstruct the line between the section house and tunnel No. 2 in Mile 52.

Winter work has been suspended on Fransons & Co.'s station contract in Mile 49 on account of heavy snow.

Bridge No. 87, the Placer River crossing in Mile 55, is completed.

Bridge No. 90 $\frac{1}{2}$  in Mile 57 and bridge No. 126 in Mile 62 are completed. The bridge crews that were located at Mile 54 and Mile 57 have disbanded for the winter season. This was necessary on account of the heavy snowfall. The bridge crew located at Mile 65 will continue work throughout the winter. It will reconstruct bridges between Mile 62 and Mile 65.

All steam shovels are closed down on the Seward Division.

A good trail has been completed and staked for the operation of horse and dog sleds between Mile 47 and Mile 62. Train service is maintained between Seward and Mile 47 by use of the rotary snow plow.

Weather conditions were favorable in the past week. At Seward the snow is two feet deep; at Mile 12 it is eight feet deep and at Mile 45 it is twelve feet deep.

The mechanical department at Seward has completed heavy repairs to engine No. 278.

Total disbursements of the Seward Division for the week ended January 21 were \$21,889.13. The total number of employees on the Seward Division were 329.

### TRACK IS LAID IN FAIRBANKS DIVISION TO MILE 371.78.

Steel last Saturday night in the Fairbanks Division South of Nenana reached Mile 371.78, according to a message from Frederick D. Browne, engineer in charge of the Division, to William Gerig, engineer in charge of the Anchorage Division. Track laid during the week South of Nenana amounted of 0.63 mile.

### TRAIN WILL LEAVE HERE TOMORROW TO CONNECT WITH STEAMER ALAMEDA AT SEWARD.

Passengers, mail and express that are listed to go to the States on the steamship Alameda will leave Anchorage at 9 o'clock tomorrow morning. They will stay tomorrow night at Kern and proceed Thursday to Seward. The Alameda is scheduled to arrive in Seward Thursday night or Friday morning.

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.12.



### EXPENSE OF ADMINISTRATION AFFAIRS OF TOWNSITE OF ANCHORAGE IS GIVEN IN DETAIL.

Two thousand, five hundred and eighty-five dollars and thirty-six cents constitute the expense of administering the affairs, aside from the water department, of the townsite of Anchorage during the month of last December.

Under the general heading of "administration", which totaled \$791.33, there is an item of \$224.66 for "stationery and supplies" which seems excessive. However, it includes the price of an adding machine, which was bought from the stores department of the Alaskan Engineering Commission and in part payment of which an old adding machine, owned by the townsite, was delivered to the stores department. Credit will be allowed for this old machine in the January account by the Stores Department to the townsite. The heaviest item under the general heading of administration is \$374.51 for the dog pound.

Fire protection, which cost \$1152.46, is the largest outlay made by any of the townsite departments. Included in this amount is a charge for water by the water department against the fire department.

Sanitation, for which the sum of \$407.82 was spent in December, includes under the notation, "inspection," a salary of \$100 to the health officer.

The itemized expenditures for the townsite in December follow:

#### Townsite Expenses for December.

<b>Administration—</b>			
Salaries .....	\$ 130.24		
Stationery and supplies .....	224.66		
Fuel, light and telephone .....	57.22		
Maintenance buildings and grounds..	4.70		
Dog pound .....	374.51	\$ 791.33	
<b>Fire Protection—</b>			
Salaries .....	\$ 602.57		
Maintenance team and equipment.....	270.28		
Maintenance hydrants and water rent	244.12		
Fuel, light and telephone .....	21.35		
Miscellaneous supplies .....	14.14	1152.46	
Maintenance, streets, alleys and walks..	233.75	233.75	
<b>Sanitation—</b>			
Disposal of garbage .....	\$ 226.67		
Maintenance of sewers .....	63.00		
Inspection .....	100.00		
Superintendence .....	18.15	407.82	
	\$2585.36	\$2585.36	

The total cost of maintenance and operation of the Anchorage townsite for the period from August, 1915, the time of the organization of the townsite, to September 30, 1917, was published in the issue of the Alaska Railroad Record of December 11, 1917. The total cost of maintenance and operation of the townsite for the period from October 1, 1917, to March 31, 1918, was published in the issue of the Alaska Railroad Record of April 30, 1918. The total cost of maintenance and operation of the townsite for the period from April 1, 1918, to December 31, 1918, is now compiled

#### Tabulation of Total Expenses.

A general tabulation of the total cost of maintenance and operation of the Anchorage townsite from August, 1915, to December 31, 1918, follows:

August, 1915, to September 30, 1917—	
Administration .....	\$13,636.26
General engineering and surveying	3,102.45

Fire protection .....	8,574.44	
Sanitation .....	5,979.30	
Maintenance of streets and walks..	4,224.82	\$35,517.27
October 1, 1917, to March 31, 1918—		
Administration .....	\$ 3,830.61	
Fire protection .....	5,354.52	
Maintenance streets, alleys, walks	1,999.20	
Sanitation .....	2,136.44	13,320.77
April 1, 1918, to December 31, 1918—		
Administration .....	\$ 3,076.19	
Fire protection .....	8,747.70	
Maintenance streets, alleys, walks	2,015.98	
Sanitation .....	4,500.35	18,340.22
	\$67,178.26	\$67,178.26

Revenues from the dog pound from July, 1918, to December, 1918, amounted to \$346.20.

Employees of the townsite on its payroll at the present time number ten. They are C. L. Dunn, clerk, whose salary is \$135 a month; M. J. Dolan, chief of the fire department, \$175 a month; W. C. Neff, R. D. Deschamps and T. J. McKinney, firemen, \$140 a month each; Carl E. Martin, foreman, who looks after the water and sewer systems, streets, alleys and walks, \$165 a month; Thomas Callopy, who is listed as plumber's helper and who works under Mr. Martin, 65 cents an hour; Dr. F. M. Boyle, health officer, \$100 a month; C. Edward Cone, master of the dog pound, \$120 a month; Charles L. Kemp, janitor, \$125 a month. (While Mr. Kemp is carried on the townsite payroll for \$125 a month, he also does the janitor work at the telegraph and telephone office and it assumes two-thirds of his salary. Every month it credits \$83.33 to the townsite.)

The work of garbage disposal is handled for the townsite by the maintenance of way department of the Alaskan Engineering Commission. The two men and the horses engaged in this task are supplied by the corral in the Anchorage terminal yards.

### ONE HUNDRED AND EIGHT PATIENTS TREATED IN DECEMBER IN ANCHORAGE HOSPITAL

One hundred and eight patients were treated during December in the Anchorage Hospital, according to the report of Dr. J. B. Beeson, chief surgeon of the Alaskan Engineering Commission. These patients spent an aggregate of 488½ days in the hospital during the month. There was one death in December, the deceased person being a member of the family of an employee of the Commission.

Of the patients treated in the hospital in December, 27 were Commission employees; 32 were members of employees' families; 44 were not connected with the Commission in any way nor with any other branch of the Government service, and five were in some branch of the Government service other than the Commission.

Of the 27 employees of the Commission who were treated in the hospital, 26 cases were listed under the head of illness and one case was listed under the head of accident.

### DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements of the Anchorage office of the Alaskan Engineering Commission for the week ended January 21, 1919, were \$16,367.69. Salaries and wages were \$4204.44; purchases, \$361.59; contractors, \$11,006.25; compensation, \$139.67; other expenses, \$655.

### TRAIL WORK DONE BY COMMISSION PROVES OF GREAT BENEFIT TO TRAVELERS.

In view of the fact that this winter all records have been broken for fast time on the Nenana-Anchorage trail, it is interesting to recall that these achievements have been made possible as a result of work done on the trail by the Alaskan Engineering Commission.

At the direction of the Anchorage headquarters of the Commission two parties at different times have marked the Nenana-Anchorage trail.

The first work of this nature was done in December, 1917, by H. F. Dose, now engineer for the Talkeetna District. His party, besides himself, consisted of M. McDonald, Charles Dwyer, Bert Gauthier and U. R. Legault. They started their work in the Fairbanks Division at a place on the Cantwell River, also called the Half Moon River, approximately four miles above its confluence with Jack Creek.

"The trail," said Mr. Dose in a report on his work, "for almost its entire length is located on high ground. After leaving Cantwell River, it crosses the Middle Fork of the Chulitna near the mouth of Sport Creek, where a roadhouse is located. The route was not marked along the ice of the Chulitna, thereby avoiding dangerous overflows. The trail crosses the East Fork of the Chulitna where it meets with the Middle Fork. Here Sullivan's roadhouse is located. The distance between the Nenana watershed and the Susitna River (approximately 60 miles) can be covered with an ordinary dog team in 14 hours' travel. There are no difficult hills to overcome, and those encountered can be considerably reduced in order to permit freighting with horses. The trail is at all times within easy reach of timber, and in no instance does the distance to it exceed two miles. Approximately 50 miles of the trail is entirely in the timber, and only 15 miles on lakes and barren regions, but within easy reach of timber. The total distance from the Nenana watershed to the Talkeetna River is 99 miles, as follows:

"Cantwell to mouth of Indian River, 60 miles; Indian River to Deadhorse Hill, 16 miles; Deadhorse Hill to Talkeetna, 23 miles."

Mr. Dose's party marked the trail with signs and tripods.

The second time work was done on the Nenana-Anchorage trail was last fall by the locating surveying party in charge of T. W. Secrest.

"Considerable work was done," reported Mr. Secrest, "on the trail from Broad Pass to Indian River. A horse trail was blazed and cut and some grading and corduroying were done between Hurricane Gulch and East Fork River. In October, a trail was blazed and brushed from Broad Pass to Indian River. This trail for the greater part of its distance can be and has been used as a horse trail. The trail is well blazed and in the open stretches fairly well marked with tripods."

### REPORT IS MADE ON HANDLING OF MAIL ON SEWARD AND ANCHORAGE DIVISIONS.

Reports in connection with the handling of mail on the Anchorage and Seward Divisions of the Government Railroad have been submitted to William Gerig, engineer in charge of the Anchorage Division, by J. T. Cunningham, trainmaster.

The railroad's contract with the Government for the transportation of mail between Seward and Anchorage be-

came effective November 1 last. In November, there were seven trips on which mail was handled. The weight totaled 7230 pounds. In December there were 13 mail trips between Seward and Anchorage, the weight aggregating 14,838 pounds.

In November, 18 trips on which local mail was carried were made between Kern and Anchorage. In December, there were 14 local mail trips between Bird and Anchorage and between Kern and Anchorage.

The contract for the carrying of mail between Anchorage, Matanuska, Wasilla, Moose Creek, Chickaloon and Eska calls for at least one mail train every week. The report of the trainmaster shows two mail trains have been run every week on the route North of Anchorage.

### ICE HEAVES NORTH OF ANCHORAGE ARE TAKEN CARE OF AND TRACK IS IN GOOD CONDITION.

All ice heaves on the railroad between Mile 91, North of Anchorage, and Chickaloon have been taken care of and the ballasted track is in first-class condition, according to the report of F. A. Hansen, engineer of maintenance of way, for the week ended January 18. Track on the newly constructed part of the main line North of Anchorage is in good condition, considering that there is no ballast under the ties.

All bridges between Montana and Talkeetna are completed.

The steam shovel at Mile 83 on Turnagain Arm made very satisfactory progress despite stormy weather in the week ended January 18. Two thousand, five hundred and eighty cubic yards of rock were moved in the six working days of the week. This material was placed around the piles of bridge No. 18, between Mile 83 and Mile 84.

A snow slide came down at Mile 76 January 12 and covered the track for a distance of 800 feet. A trail has been graded over this slide. Mail, express and freight are hauled by Anchorage Division force from the temporary end of train service at Mile 76½ to Mile 71. Bob sleds and teams are used for this work.

### WEEKLY FORCE REPORT.

#### Anchorage Division.

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, January 18, 1919, was as follows:

Engineer in Charge .....	19
Terminal Shops and Yards .....	42
Track, Bridge and Ballast .....	173
Receiving and Forwarding Agent .....	9
Machine Shops .....	71
Marine Ways .....	27
Store Department .....	73
Employment Bureau .....	17
Transportation Department .....	37
Disbursing Office .....	7
Accounting Department .....	11
Base Hospital .....	12
Townsite Office .....	10
Telegraph and Telephone Department .....	26
Mining Department .....	151
Talkeetna District .....	68
	753
Stationmen and Laborers .....	82
Grand total employees, Anchorage Division.....	835

## OFFICIAL CIRCULARS.

## Anchorage Division.

## BUSINESS ASSIGNED ASSISTANT SECRETARY.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Jan. 23, 1919.

Washington, D. C., Order:

## TO ALL CONCERNED:

"The assignment of business to the Assistant to the Secretary, E. C. Bradley, is hereby transferred to the Assistant Secretary, S. G. Hopkins, until further notice, effective this date."

Communications heretofore addressed to the Assistant to the Secretary, E. C. Bradley, should now be addressed to the Assistant Secretary, S. G. Hopkins.

WM. GERIG, Engineer in Charge.

## CHARGES AT MESS HOUSES.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Jan. 25, 1919.

Circular No. 359:

## HEADS OF DEPARTMENTS:

Where messes are furnishing transients or parties without meal tickets, 75 cents per meal should be charged. Cash receipt slips for 75 cents can be obtained through the stores department.

This is effective as of January 2.

WM. GERIG, Engineer in Charge.

## SICK LEAVE REGULATIONS.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Jan. 25, 1919.

Circular No. 360:

## TO ALL CONCERNED:

Referring to the Circular No. 267, dated October 31, 1917, relative to granting sick leave to employees of this Division, the following additional regulations relative to the approval and payment of sick leave will be effective at once:

1. Application for sick leave must be made on the earliest practicable date after return to duty. Application made for such leave after the expiration of 10 days will not be approved.

2. Payment for sick leave when period of disability does not exceed accrued leave will be made on rolls current for month in which such leave is granted.

3. In the case of application for sick leave when the period of disability exceeds accrued leave, recommendation may be made for the period of disability so long as the period does not exceed the maximum sick leave accruing to the employee during the calendar year. Payment, however, will not be made until sufficient leave has accrued to cover such period of disability or leave granted.

4. In the case of an employee leaving the service before sufficient leave is earned to cover period of disability, such employee will be paid for leave accrued to the date of leaving the service.

5. Any regulations of this division heretofore issued inconsistent with these are hereby revoked.

WM. GERIG, Engineer in Charge.

VISITING FEDERAL OFFICIAL HAS GREAT FAITH  
IN ALASKA'S POSSIBILITIES.

Mr. W. A. Ryan is in the office of the Secretary of the Interior at Washington City. He is visiting in Anchorage on official business, having come here from Nenana. He is analyzing conditions along the route of the Government Railroad and is looking into the resources and possibilities of the country. With him on the trip is Mr. George H. Gamble, of the Washington City office of the Alaskan Engineering Commission. They are accompanied by Mr. P. C. McDonald and Mr. C. H. Hall, clerks.

By W. A. RYAN.

"Alaska can pay the Nation's War Debt!"

There is a fine flavor of magnificence in this slogan originated by the Alaska Citizen, of Fairbanks.

In seven words Mr. J. H. Caskey, the editor of the Citizen, has summed up the limitless resources and ambitions of Alaska. The phrase conveys to the war-ridden world the hope, nay, the promise that Alaska can and will create sufficient wealth during the next two or three generations to minimize, if not to neutralize, the burden of debt placed upon the people of the United States through the great war.

To anyone at all conversant with the potential wealth of Alaska the claim will not seem at all extravagant. The Nenana News and the Anchorage Times have declared their confident belief in the possibility that the potential wealth of this great Territory is sufficient to accomplish this result. There will be those, of course, who will challenge the possibility, but they will be men of small vision.

Twenty years ago the world looked upon the old Indian Nation as a cattle range of little value for agriculture and of none for mineral production. Yet Oklahoma's coal lands, oil lands and zinc mines have added untold wealth to the Nation. The Western half of the United States was regarded as a desert by the majority of the people of the United States. The school books even in my school days referred to the "Great American Desert," just as Alaska is now referred to as a land of ice and snow. The Llano Estacado was never dreamed of as a region of boundless riches, yet that Great American Desert is dotted with cities and towns and the oil production of the staked plains is enormous. Beside those regions once so inhospitable, so bleak and barren, Alaska is a fruitful field. It was to the wise and provident policies of the National Government, which through its liberal laws, made the development of the latent wealth of the great West possible that the burdens laid upon the people by the Civil War were made easy to bear and easy to pay. The West paid that debt many times over.

## Alaska's Great Area.

In area Alaska nearly equals that part of the United States West of the Mississippi. It has as many square miles as 28 of the 48 states of the Union. It has as great a variety of resources as the Northern tier of states possesses. At Fairbanks recently a banquet was given by the Agricultural Society at which every article of food, including the sugar, was of local production. Cattle and horses, wintered in the open in some of the interior valleys, come out in the spring butter-fat and as sleek as if cared for in box stalls. The enormous herds of mountain



sheep and caribou are demonstrations of the value of the ranges for meat production. The grain production of the Fairbanks and Rampart farmers prove that cereal crops are not confined to the valleys of the coastal slope.

But the basic industry, of course, is and must be mineral production. There are literally millions of acres of alluvial gold, silver, tin and copper deposits that would be held of bonanza richness in California that are now unproductive because of the excessive costs of recovery. With the completion of the Government Railroad and connecting wagon roads to points of production, with adequate water lines on interior rivers and sufficient coastwise shipping facilities, the development of Alaska's mineral resources must be rapid and remunerative. Central power plants eligibly located for the distribution of electric power to the various mining camps would revolutionize mining methods and production costs. Electric current may be transmitted to distant and inaccessible regions where the cost of fuel transportation would be prohibitive. Mills for the reduction and concentration of ores operated electrically will in turn reduce the cost of transportation to the railroad. It is even possible that systems of trolley lines for the operation of electrically-driven trucks over mountain roads may be found practicable and economical. Looking twenty years ahead none of these foreshadowed possibilities will seem stranger or more wonderful than the developments of the twenty years just passed.

#### Wonders of Recent Years.

Who (speaking twenty years ago as I am today of the next twenty years) had predicted that in metallurgy a method of floating the mineral content of ores on soap bubbles would increase production and reduce costs, would have been regarded otherwise than as a dreamer? Who, then predicting the aeroplane as the winning factor in a world war, the submarine as an instrument that would nearly annihilate trans-oceanic commerce, or would have foretold the completion of the Panama Canal by the United States, or would have pictured our Government as owner and operator of great systems of hydro-electric generation and distribution, as reclaiming vast areas of arid lands by irrigation—who, I say, predicting these things twenty years ago, would have been classed other than as a visionary?

Perhaps the United States Government may never construct a system of wagon roads in Alaska; it may never erect immense electric power plants adjacent to its coal fields and distribute that power throughout the mining districts; it may never electrify the Alaskan Railroad; it may never encourage and stimulate the search for gold and other mineral riches of Alaska by directly aiding prospectors, as Canada does; it may never appropriate money to assist in the development of Alaskan resources; it may never establish a system of farm loans and state aid for agriculture, but if it does not it will be because Alaskans fail to impress upon the Nation the importance and profitableness of such policies. River and harbor improvements, railroad land grants, liberal land laws, liberal forestry laws, generous mineral and homestead rights, prodigal expenditures for public works fostered, encouraged and made possible for a single generation of Americans to accomplish more in the development of natural resources in the Western States than was ever accomplished before in the history of mankind in 20 generations. With the example of the prodigious increase of National wealth due to these policies so that the United States is the richest of all na-

tions, how can any one believe that Alaska will be left, like Topsy, to "just grow"?

Those who know anything at all about Alaska know that her coal, her oil, her precious and semi-precious mineral deposits are greater than those of any other known like area on this continent. Five well-defined coal seams on Lignite Creek in the Nenana field have a total thickness of over 300 feet. One field in the Chulitna district is reputed to have one bed 200 feet thick. As these deposits exceed the largest elsewhere known so do most of Alaska's mineral deposits exceed those elsewhere known.

Alaska could readily support a population of from 20 to 30 to the square mile, or over 11,000,000. She has less than 30,000. Sweden has a population of 31 to the square mile and Norway 18 to the square mile. Russia has ten provinces lying farther North than Anchorage having an area considerably less than that of Alaska, and these ten provinces have a population of over 5,000,000. The basic industries of these far Northern countries, like that of Alaska, is mineral production, but agriculture is by no means neglected. The farms of these countries, having about the same climatic conditions as Alaska, produce a larger average per acre of grain crops than Southern European countries.

#### COMMISSION DEPARTMENTS AND EMPLOYEES ARE URGED TO BE CAREFUL ABOUT MAIL

Official and private letters sent out by departments and employees of the Alaskan Engineering Commission should contain notations on the envelopes so in case the addresses are wrong the letters may be returned to the departments or individuals that mailed them. Attention to this matter is directed by William Gerig, engineer in charge of the Anchorage Division.

In a statement, dated January 23, Mr. Gerig declares that "the Anchorage post office is experiencing a good deal of trouble in returning to senders misdirected penalty envelopes originating in some cases from Commission departments and in some cases from private persons." In a communication to E. McPhee, postmaster at Anchorage, Mr. Gerig says that, "unstamped envelopes used for private correspondence should be returned to the Executive Building, Room 8. Stamped envelopes used for private correspondence should bear the name of the sender under return card."

#### BUSINESS DONE BY RAILROAD DURING DECEMBER IS OUTLINED IN OFFICIAL REPORT.

Six hundred and thirteen passengers were carried in December on the Seward and Anchorage Divisions of the Government Railroad, according to the report of B. H. Barndollar, examiner of accounts for the Alaskan Engineering Commission. These passengers traveled an aggregate distance of 31,502 miles. Per passenger, the average distance was 52 miles.

Commercial tonnage on both Divisions in December amounted to 803 tons, an increase of 70 as compared with November.

Commission tonnage for the purpose of construction on the Anchorage Division in December amounted to 1732 tons and the same class of tonnage on the Seward Division amounted to 280 tons. Other tonnage for the Commission, coal, etc., on both Divisions amounted to 4644 tons, making for all classes of Commission tonnage a total of 6665 tons.

# HONOR ROLL OF INTERIOR DEPARTMENT LISTS NAMES OF 223 COMMISSION EMPLOYEES.

Two hundred and twenty-three former employees of the Alaskan Engineering Commission are listed on the Department of Interior's Honor Roll, which contains the names of Department employees who to November 11, 1918, had been reported as having entered the Military or the Naval service of the United States. There are other former employees of the Commission who joined the Army or Navy while the war was in progress, but they failed to communicate the fact to either the Commission or the offices of the Interior Department in Washington.

Two thousand, four hundred and sixty-two former employees of the Interior Department are on its Honor Roll. They enlisted from the branches and bureaus of the Department as follows:

Office of the Secretary, 51; Alaskan Engineering Commission, 223; General Land Office, 161; Office of Indian affairs, 268; Pension Office, 28; Patent Office, 169; Bureau of Education, 7; Geological Survey, 444; Reclamation Service, 757; Bureau of Mines, 223; National Park Service, 39; Capitol Building and Grounds, 1; Saint Elizabeth's Hospital, 62; Freedmen's Hospital, 7; Howard University, 20; Board of Indian Commissioners, 2.

The names of former employees of the Department on the Honor Roll follow:

## Former Employees of Commission.

Alaskan Engineering Commission—Albert L. Adams, Engineer Corps, U. S. A., Alaska; Dan Agbaba, Serbian Army; Alex Agden, U. S. A., Cal.; Holley V. Ashby, U. S. A.; Ernest Thomas Aubrey, Engineer Corps, U. S. A., Cal.; Robert S. Austin, field clerk, U. S. A., Tex.; Leslie Axe, Engineer Corps, U. S. A., Cal.; Gust Backstrom, U. S. A.; G. H. Bailey, U. S. A.; Frank Bartholomew, Engineer Corps, U. S. A., Wash.; A. Baumberger, U. S. A.; George D. Beaumont, Signal Corps, U. S. A., Alaska; V. Bertleson, Infantry, U. S. A., Oreg.; Albert G. Bickel, Engineer Corps, U. S. A., N. Y.; Carl B. Bickel, Aviation Section, Signal Corps, U. S. A., N. Y.; F. W. Blikle, Q. M. C., U. S. A., Wash.; M. H. Blote, Engineering Corps, U. S. A.; R. E. Boothby, Engineer Corps, U. S. A., D. C.; John Joseph Brennan, Aviation Section, Signal Corps, U. S. A., Minn.; Robert Britton, U. S. A.; O. S. Brown, Infantry, U. S. A., Tex.; E. Brugger, U. S. A.; Donald Buckingham, Engineer Corps, U. S. A., Alaska; George Calogero, U. S. A.; Russell Calvert, Engineer Corps, U. S. A.; A. B. Camp, Engineer Corps, U. S. A.; Grant Carlson, Engineer Corps, U. S. A.; F. W. Carr, U. S. A.; R. E. Case, U. S. N.; Mike Chabitney, U. S. A.; Louis Checha, Serbian Army; Paul Fred Christensen, U. S. A.; Wm. Christensen, U. S. A.; G. B. Cicovich, U. S. A., Alaska; N. B. Cicovich, Engineer Corps, U. S. A., Cal.; G. W. Compton, U. S. A.; Elmer Curtis Cook, U. S. A.; James P. Cooper, Infantry, U. S. A., Alaska; Guy Cordinir, U. S. A.; Martin P. Cotter, U. S. N., D. C.; Jim Crough, U. S. A.; G. S. Cullen, Engineer Corps, U. S. A., D. C.; C. R. Darrah, U. S. N.; Wm. Davidson, Infantry, U. S. A., Alaska; Jim Davis, U. S. A.; Wallace Daykin, U. S. A.; E. C. Deane, U. S. A.; Bert Denny, Engineer Corps, U. S. A.; Dan Djekich, Serbian Army; A. I. Dohrman, U. S. A., Alaska; Wm. C. Donaldson, Engineer Corps, U. S. A.; Ulysses G. Donstan, Medical Corps, U. S. A.; John S. Dorwin, Infantry, U. S. A., Alaska; H. L. Dout, U. S. A., Wash.; J. H. Dowling, O. T. C., U. S. A.; C. S. Duncan, Engineer Corps, U. S. A., Colo.; F. E. Dutton, Engineer

Corps, U. S. A., Wash.; Don Easton, U. S. A., Alaska; Arthur Ecklund, Coast Artillery, U. S. A., Wash.; Roy Ellis, Infantry, U. S. A., Alaska; Norman Engle, Q. M. C., U. S. A., Wash.; Wm. A. English, Engineer Corps, U. S. A.; A. D. Estes, U. S. A., Va.; Fred Farnsworth, U. S. A.; I. P. Farnsworth, 182d Aero Squadron, U. S. A.; A. A. Ferguson, Engineer Corps, U. S. A., Wash.; G. N. Fletcher, Infantry, U. S. A., Alaska; Roy Fonda, Engineer Corps, U. S. A.; John Frost, U. S. A.; H. Gardner, Engineer Corps, U. S. A., Cal.; Sigurd Gilbertsen, Engineer Corps, U. S. A., Alaska; W. D. Googe, Engineer Corps, U. S. A., Wash.; J. E. Gothberg, Infantry, U. S. A., Alaska; Harold J. Gott, Coast Artillery, U. S. A., Alaska; M. A. Graham, Infantry, U. S. A., Alaska; Arthur B. Gray, U. S. A.; D. R. Green, Q. M. C., U. S. A., Kans.; F. Greenberg, Engineer Corps, U. S. A., Wash.; D. S. Griffith, Engineer Corps, U. S. A., Wash.; E. H. Hagen, Engineer Corps, U. S. A., Wash.; Frank Hagerty, U. S. A.; V. O. Hallier, Infantry, U. S. A., Alaska; Jack Hanson, U. S. A.; John Harkin, Infantry, U. S. A., Alaska; V. O. Harkins, Engineer Corps, U. S. A., Alaska; Otis Harrington, U. S. A.; Edgar T. Hawley, Aviation Section, Signal Corps, U. S. A.; F. B. Head, Infantry, U. S. A., Alaska; Allen W. Henderson, field clerk, U. S. A.; John Henahan, U. S. A.; Wm. Henahan, U. S. A.; A. B. Herrell, U. S. A.; John Edward Hewitt, U. S. N., Wash.; E. G. Hinde, Engineer Corps, U. S. A., Wash.; Joseph J. Hittinger, Q. M. C., U. S. A.; Harold F. Holley, Engineer Corps, U. S. A., Cal.; H. W. Howard, Engineer Corps, U. S. A., Alaska; John Jacobson, U. S. A.; W. H. Jaenicke, Engineer Corps, U. S. A., Cal.; Mike Jelaca, Serbian Army; G. L. Jenkins, Engineer Corps, U. S. A., La.; J. C. Jenson, U. S. A.; G. Jepson, Infantry, U. S. A., Alaska; C. G. Jones, Engineer Corps, U. S. A., N. J.; Ted Julian, U. S. A.; Karl Kahleen, Cavalry, U. S. A.; Guy P. Kearns, Infantry, U. S. A., Alaska; Wm. S. Kennedy, Engineer Corps, U. S. A.; O. A. Kenyon, Engineer Corps, U. S. A., Wash.; J. F. Kerper, Engineer Corps, U. S. A.; G. E. Kertis, Engineer Corps, U. S. A., Wash.; John M. Kimmel, Infantry, U. S. A.; Otto Kind, U. S. A., Alaska; Raymond Knight, Coast Artillery, U. S. A., Alaska; J. F. Krause, Aviation Section, Signal Corps, U. S. A., Alaska; Nathan Kulman, U. S. A., Wash.; Peter Lalios, U. S. A.; David W. Lamb, Engineer Corps, U. S. A., Oreg.; Harry Lane, Q. M. C., U. S. A., Canada; E. C. Larson, U. S. A.; Theodore Larson, U. S. A.; David B. Lee, Medical Corps, U. S. A., Cal.; Jack Lee, jr., U. S. N.; Mac Lee, jr., U. S. A.; Orville Leech, Engineer Corps, U. S. A., Alaska; Lockyear, Geo. W., Signal Corps, U. S. A.; L. E. Longfellow, Engineer Corps, U. S. A., Alaska; Walter Love, Infantry, U. S. A.; Charles Lundberg, U. S. A.; D. J. McCarthy, Infantry, U. S. A., Alaska; H. E. McCutcheon, Engineer Corps, U. S. A., Cal.; John McFadden, U. S. A.; Edward R. McFarland, Signal Corps, U. S. A., Alaska; A. P. McLane, U. S. A., Alaska; R. C. McNally, Infantry, U. S. A., Alaska; Henry McPhee, Engineer Corps, U. S. A.; Carl S. T. Marchhoff, Engineer Corps, U. S. A., Ill.; Wm. Robt. Mathewson, Engineer Corps, U. S. A., Nebr.; Robt. Maxey, Infantry, U. S. A., Alaska; F. U. Mayhew, Engineer Corps, U. S. A., Oreg.; James J. Meacham, Engineer Corps, U. S. A., Oreg.; F. Mears, Engineer Corps, U. S. A., Ill.; C. D. Merritt, Engineer Corps, U. S. A., N. L.; Herbert A. Meyer, Aviation Section, Signal Corps, U. S. A., D. C.; J. W. Miles, U. S. A.; Fabian S. Miller, Engineer Corps, U. S. A.; H. D. Mills, Engineer Corps, U. S. A., Cal.; James P. Momb, Engineer Corps, U. S. A.; Neil Monroe, Canadian Contingent; Carl W. Moot, Aviation Section, U. S. A.,

Alaska; R. E. Morton, U. S. N., Cal.; Leslie R. Moses, Signal Corps, U. S. A., Alaska; Godfrey Mueller, Engineer Corps, U. S. A., Oreg.; R. J. Munro, Canadian Army; Wm. J. Murphy, Engineer Corps U. S. A., Wash.; Frank Nash, U. S. A.; Carl Nelson, U. S. A.; J. Elton Niven, Engineer Corps, U. S. A., Mich.; John Norberg, U. S. A.; E. C. Oldfin, Engineer Corps, U. S. A., Ontario, Canada.; Morris Olsen, Infantry, U. S. A., Alaska; Carl Gustave Olson, U. S. A.; J. L. Olsson, U. S. A., Alaska; Thorward Osbo, U. S. A.; F. S. Overton, Officers' Training School, U. S. A.; James G. Park, Engineer Corps, U. S. A., Alaska; John R. Parr, Artillery, U. S. A., Tex.; Ray Pedrick, U. S. A.; A. L. Peterson, Engineer Corps, U. S. A., Cal.; Max Pochlmann, Engineer Corps, U. S. A.; Glenn W. Porter, Engineer Corps, U. S. A.; James E. Powrie, O. R. C., U. S. A., Oreg.; Harold B. Radcliffe, Engineer Corps, U. S. A., Oreg.; Wallace Reynolds, Engineer Corps, U. S. A., N. Y.; Virgil Rich, U. S. A.; Raymond W. Roan, Infantry, U. S. A., Wash.; G. L. Royerts, Engineer Corps, U. S. A., Cal.; Francis Rotch, jr., Coast Artillery, U. S. A.; Jack Ryan, U. S. A.; Joe G. Ryan, Aviation Section U. S. A., Wash.; J. J. Ryan, Q. M. C., U. S. A.; Matt Ryan, Engineer Corps, U. S. A.; H. M. Rydholm, Engineer Corps, U. S. A., Wash.; F. H. Saunders, Infantry, U. S. A., Alaska; R. C. Schott, Engineer Corps, U. S. A., Oreg.; Charles M. Sheehan, 31st Engineers, A. E. F.; Charles Sheldon, Aviation Section, Signal Corps, U. S. A.; F. G. Serrard, Engineer Corps, U. S. A.; Sigvard Skatbo, U. S. A.; Theodore Steinrock, U. S. A.; W. R. Stevenson, Canadian Army; L. L. Stichler, U. S. A.; Roy E. Stone, Engineer Corps, U. S. A.; J. P. Stoliza, Serbian Army; J. L. Strong, Engineer Corps, U. S. A., Alaska; Emil Swanson, Engineer Corps, U. S. A., Wash.; George Switzer, Q. M. C., U. S. A.; Stephen Szumanski, U. S. A.; J. O. Thielan, Engineer Corps, U. S. A., Iowa; H. L. Townsen, Engineer Corps, U. S. A.; Roy A. Trachsel, Aviation Section, Signal Corps, U. S. A., Mo.; G. James Truitt, Engineer Corps, U. S. A., Alaska; Steve Vancar, Serbian Army; P. Vukelich, Serbian Army; Tracy Wade, Engineer Corps, U. S. A., Alaska; Thomas G. Wansbury, U. S. A., Alaska; L. Warren, U. S. A.; I. B. Weiss, Aero Squadron, U. S. A.; H. B. Wells, Q. M. C., U. S. A., Mich.; E. L. Werner, Aviation Section, U. S. N., Wash.; Thos. Werner, U. S. A.; Carl Whitmoyer, U. S. A.; C. E. Williams, U. S. A.; R. H. Williams, Engineer Corps, U. S. A., Alaska; W. E. Williams, Engineer Corps, U. S. A.; R. D. Winne, U. S. A.; Jens Wold, Infantry, U. S. A., Alaska; Russell Woolsey, U. S. A.; Norman Worth, Engineer Corps, U. S. A., Wash.; C. M. Wressell, Engineer Corps, U. S. A., Wash.; W. G. Wright, Forestry Regiment, U. S. A., Alaska; Frank T. Young, U. S. N., Wash.

#### Office of the Secretary.

Office of the Secretary—William Alexander, U. S. A., D. C.; David Altman, U. S. N., D. C.; Francis M. Blohr, 155th Depot Brigade, U. S. A., Minn.; Charles B. Bodine, Ordnance Detachment, U. S. A., N. J.; James A. Braxton, 426th Labor Battalion, U. S. A., D. C.; Lathrop Brown, O. T. C., Tany Corps, U. S. A., N. Y.; John W. Bundrant, U. S. A., Nebr.; William H. Burnette, 349th Field Artillery, A. E. F., D. C.; Robert H. Cheeks, Infantry, U. S. A., D. C.; Virgil W. Clark, U. S. A., Ky.; John J. Curran, U. S. A., N. Y.; Floyd H. Cutshaw, 92nd Casual Detachment, U. S. A., Iowa; Earnest J. Davis, Signal Corps, U. S. A., Tex.; Henry Dismukes, Students' Army Training Corps, U. S. A., Ala.; Daniel T. Dodson, U. S. N., Kans.; Fred B. Freeland, Students' Army Training Corps, S. Dak.; Walter C.

Gleichman, U. S. N., Ind.; Thomas J. Goebel, Q. M. C., U. S. A., D. C.; Foster N. Grooms, U. S. A., Va.; Bennett Hammond, Students' Army Training Corps, Pa.; Moore F. Harrington, Aviation Corps, U. S. A., Tex.; Frank Hart, Naval Reserves, Tex.; Raymond W. Healey, 155th Depot Brigade, U. S. A., Pa.; Mainnie J. Highman, U. S. N., Ill.; Ernst P. Hogman, Tank Corps, U. S. A., Ill.; Joseph E. Jefferson, 154th Depot Brigade, U. S. A., La.; William C. Johnson, 154th Depot Brigade, U. S. A., D. C.; Robert W. Johnston, Engineer Corps, U. S. A., Mass.; Benjamin Kagan, field clerk, U. S. A., N. Y.; Roy F. Lassly, U. S. A., Pa.; Robert B. Lindsay, Training School, U. S. A., D. C.; Charles F. Lloyd, Q. M. C., U. S. A., D. C.; Thomas R. Manning, 56th Pioneer Infantry, U. S. A., Pa.; Daniel R. Matthews, Students' Army Training Corps, U. S. A., D. C.; Raymond J. Matthews, U. S. A., Va.; Robert W. Merritt, Ordnance Bureau, Navy Department, Okla.; Frederick M. Nestler, field clerk, U. S. A., Tenn.; Lester Plummer, 388 Labor Btn., A. E. F., D. C.; Abraham Rawles, Provisional Depot Brigade, U. S. A., D. C.; George W. Rogers, Aviation Corps, U. S. A., Conn.; Corban H. Rudy, Naval Reserves, D. C.; Joseph J. Sargent, Gas Defense, War Department, N. J.; Chester R. Smith, U. S. A., Pa.; Ralph J. Smith, Training School, U. S. A., D. C.; Irving E. Tier, Sanitary Corps, U. S. A., N. J.; William Toy, U. S. A., D. C.; Frank C. Updike, U. S. A., Va.; Gene Whisman, Machine Gun Battery, U. S. A., Mont.; Siegel A. Wilhite, U. S. A., Ill.; Carey T. Wyatt, Students' Army Training Corps, D. C.

Pension Office—Andrew Armstrong, field clerk, U. S. A., Ala.; Frank J. Bain, U. S. A., Tex.; Garvin C. Bain, Naval Reserves, Tex.; Arthur Brown, Field Signal Battalion, U. S. A., D. C.; Clarence M. Butler, Ordnance Corps, U. S. A., Ohio; Fred W. Carrington, Marine Corps, Vt.; Don E. Clarke, Q. M. C., U. S. A., N. Y.; Walker H. Colston, Medical Corps, U. S. A., Va.; James Tanner Eisenstein, Signal Corps, U. S. A., Ohio; Frank H. Garnett, Naval Reserves, Va.; Philip S. Gunion, Q. M. C., U. S. A., D. C.; Rufus H. Hamilton, Engineer Corps, U. S. A., D. C.; W. Laurence Hazard, 383d Infantry, U. S. A., D. C.; Daniel O. N. Hoffman, Field Artillery, U. S. A., Wis.; Karl Koester, U. S. N., Tex.; Charles Lynch, Medical Corps, U. S. A., N. J.; Emilio E. Merino, Aviation Section, Signal Corps, U. S. A., P. R.; Wm. S. Parker, Q. M. O. R. C., U. S. A., Cal.; Samuel M. Powell, Depot Brigade, U. S. A., D. C.; Lester H. Reese, Depot Brigade, U. S. A., N. C.; Charles S. Robbins, Medical Reserve Corps, U. S. A., Ill.; Frederick A. Royce, 811th Pioneer Infantry, U. S. A., Cal.; Harry S. Sifton, Naval Reserves, R. I.; George E. Umhau, Ambulance Corps, U. S. A., D. C.; Arthur G. Vanderlip, M. C., U. S. A., Ohio. Died of disease; Wm. U. Watson, Q. M. O. R. C., U. S. A., Iowa; John T. West, Q. M. C., U. S. A., Tenn.; D. B. Willensky, Aviation, Signal Corps, N. Y.

(Continued in Next Issue)

#### NEWLY ASSEMBLED LOCOMOTIVE NO. 264 MAKES SUCCESSFUL TRIAL TRIP.

Success of the most gratifying character marked the trial trip January 21 of newly assembled locomotive engine No. 264, which was received last spring from Panama. On its trial trip, the engine pulled a train to Mile 77 on Turnagain Arm to get mail, express and passengers that had arrived there from Seward. W. T. Clark was the engineer and Thomas Callahan, the fireman.

The locomotive, approved for service, is now in the Anchorage round house.



## PERSONAL

John Demiroff, section laborer, will leave Anchorage this week for Latouche.

W. T. Leroy has relieved Joseph Johnson, resigned, as foreman of section B-1 at Eska.

E. M. Dowling, recently employed by the Alaskan Engineering Commission, at Nenana, is in Anchorage on his way to Juneau.

Mrs. W. A. Costello, whose husband is employed in the maintenance of way department, will leave this week for a visit in the States.

Charles Balliser, locomotive engineer; Mrs. Balliser, and their little daughter will leave this week for the States. They will visit in Spokane, Wash.

Mrs. J. B. Becson, wife of the chief surgeon of the Alaskan Engineering Commission, will leave for a visit to the States on the next Southbound voyage of the steamship Alameda from Seward.

C. L. Cadwallader, who recently came here from Nenana, where he worked for the Alaskan Engineering Commission, has been employed in the stores department of the Commission at Anchorage.

R. S. Temme, accountant in the accounting department, and Mrs. Temme will go to Seward this week to take the steamship Alameda for the States. They will return to Anchorage in about two months, at the expiration of Mr. Temme's leave of absence.

T. J. McKinney has succeeded Joseph Prairie as a member of the Anchorage townsite fire department. Mr. McKinney formerly was employed at the corral of the Alaskan Engineering Commission in the Anchorage terminal yards. Mr. Prairie resigned from the fire department to give his attention to a billiard hall in which he recently bought an interest.

Andrew Christensen, manager of the Land and Industrial Department of the Alaskan Engineering Commission, who is now in Washington city on business in connection with the department, said in a recent letter that he and E. T. Linder, assistant manager of the Land and Industrial Department, who is also in Washington, would soon return to Anchorage.

A. L. Norris, recently discharged from the United States Army, will return to Anchorage within the next few weeks to take a position in one of the offices of the Alaskan Engineering Commission. Mr. Norris formerly was employed in the disbursing office and in the accounting department at Anchorage. At the time of his enlistment in the Army, he was employed on the Seward Division.

F. R. Martin, formerly employed in the Anchorage Material Yards of the Stores Department, who is now with the Thirty-first Engineers in France, recently sent to his father, F. H. Martin, of the Maintenance of Way Department, a copy of the date of November 1 of The Stars and Stripes, the official weekly newspaper of the American Expeditionary Force in France. The paper is replete with accounts of rapid advances by American troops into German-occupied sectors.

Employees of the Alaskan Engineering Commission who will leave for Seward this week to take steamship passage for the States include A. Church, lineman's helper in the telegraph and telephone department; E. M. Culbertson, clerk in the receiving and forwarding department; Fred Fafri, trackman in Extra Gang No. 1, which recently was disbanded; E. H. Herbert, of the Fairbanks Division, who

arrived here a few days ago from Nenana; Albert Johnson, trackman, and Gust Klang, waiter in Extra Gang No. 1; R. A. McCullough, carpenter in Bridge and Building Gang No. 4; Loui Plechast, contractor, and E. Polovina, hand driller, in the Talkeetna district; Richard Reinhart, trackman in Extra Gang No. 1; Walter Selke, Alle Shakir and George Skideff, trackmen in Extra Gang No. 1; Ralph Stetich, laborer in the Talkeetna district; Alfred Strandberg, of the mechanical department; Adolph Tuomonen, hand driller, Camp 83, Turnagain Arm; Nels Undi, laborer in the Talkeetna district, William Woerner, lineman in the telegraph and telephone department, and W. C. Neff, of the fire department.

## Anchorage Division Notes.

A contract for coyote hole work near Mile 85 on Turnagain Arm has been let to the Daniels station gang. There are eleven men in the gang, and the work will take about ten days.

The maintenance of way department has taken over from the construction forces the mess house at Montana. The mess, which is in charge of L. N. Lowell, will be maintained for train crews and other employees of the Alaskan Engineering Commission.

At the coalmine operated by the Alaskan Engineering Commission at Eska, in the week ended January 18, there were 962 tons of coal produced and 108 men employed. Prospecting with the churn drill and the driving of Eska West, Emery East and the crosscut from Eska to David were continued. At the Commission's mine at Chickaloon, in the week ended January 18, there were 43 men on the payroll. The driving of "F" West and No. 5 West were continued.

Considerable work was done last week by the mechanical department on locomotive engine No. 620, which was received last spring from Panama. Assembly work on this locomotive is 20 per cent complete. Running repairs were made to locomotives Nos. 221, 225, 242, 247 and 266. Repairs were also made to crane-ditcher No. 2. The crane was sent to the Talkeetna district for service. The ditcher boom is not yet completely repaired. In putting the crane into service, the crane boom was substituted for the ditcher boom. Repairs were made to Bucyrus steam shovel No. 7 and to Jordan spreader No. 2.

## PLACES ALONG LINE OF GOVERNMENT RAILROAD EXPERIENCE COLD WEATHER.

The weather along the Government Railroad turned quite cold Monday night. Thermometers registered 48 degrees below zero at Talkeetna, 50 below zero at Montana, 40 below zero at Chickaloon and Matanuska, and 27 below zero at Anchorage, on the Anchorage Division, and 40 below zero at Mile 60 on the Seward Division.

## SOUNDINGS WILL BE MADE FOR BRIDGE ACROSS SUSITNA RIVER.

To make soundings for the proposed bridge across the Susitna River, at Indian River, about 150 miles North of Anchorage on the route of the Government Railroad, F. H. Chapin, of the bridge engineer's office, left Anchorage Monday in charge of a party of three men. The work of making the soundings will require about six weeks.

The Susitna River bridge, figuring together its approaches and main structure, will be about 1270 feet long. The bridge over the main channel will be of steel and will be about 400 feet long.

# ALASKA RAILROAD RECORD

VOL. III. ANCHORAGE, ALASKA, TUESDAY, FEBRUARY 4, 1919.

NO. 13

## 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.

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

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### WORK GOES FORWARD ON TALKEETNA BRIDGE IN ANCHORAGE DIVISION.

Piles have been driven for the North approach of the bridge across the Talkeetna River, according to the report of F. A. Hansen, engineer of maintenance of way, to William Gerig, engineer in charge of the Anchorage Division. Ties and track have been laid as far as the first abutment.

Driving and capping of the false work for the first span have been completed, and likewise the driving of the first pier.

Four bents of the false work for the second span have been driven.

The steam shovel at Camp 83 in the Turnagain Arm district made unusually good progress last week. For the last four days of the week, it averaged 625 yards of rock a day. This rock will be used for riprap at bridge No. 18 across the mud flats between Mile 83 and Mile 84 in order to protect the trestle from the movement of ice.

During the cold weather last week a number of ice-heaves showed up along the line of the railroad in the Anchorage Division, but all of them were taken care of and the track is now in good condition.

### DRILLING OF ROCK CUTS IS COMPLETED FOR PRESENT ON SEWARD DIVISION.

Drilling of rock cuts at Mile 23 and Mile 29, in the Seward Division, were completed last week, according to

R. J. Weir, engineer in charge of the Division, and the small extra gangs, which were engaged in the work, have been laid off as no further activity of this kind will be attempted in the immediate future on account of the unusually large amount of snow. This work later will be shot and removed by steam shovels.

A small extra gang has been put to work widening the North portal of tunnel No. 3, where a very bad glacier condition exists.

Good progress is being made on the intermediate drain in tunnel No. 3.

The bridge crew is decking bridge No. 127 at Mile 62½. The pile driver is driving piles for bridge No. 128, which is between Mile 62 and Mile 63.

The number of employees on the Seward Division in the week ended February 1 totaled 261.

The trail between Mile 47 and Mile 62 was in good condition last week. Practically twenty-five tons of freight were transferred between Mile 47 and Mile 62 by dog and horse teams. The train and rotary made a trip last Thursday between Seward and Mile 47½ with freight, mail, express and passengers.

Bad weather prevails now. Wind, rain and snow are intermixed. The trail is bad. A snow slide occurred in Mile 70 Saturday morning. The slide is 25 feet deep and 40 feet long.

F. A. Pauli, formerly draftsman on the Anchorage Division, and recently transferred to the Seward Division, has left for the States.

A. D. Estes, assistant superintendent of construction on the Seward Division, returned recently from a visit to the States and has resumed his duties between Mile 45 and Mile 65.

Richard Windele returned on the steamship Alameda to take up his work as resident engineer on the Seward Division.

The steamship Ketchikan is at Seward with 1,100 tons of freight.

### STEEL IS LAID TO MILE 371.64 IN NENANA DISTRICT OF FAIRBANKS DIVISION.

Steel in the Nenana district of the Fairbanks Division was at Mile 371.64 last Saturday night, as stated in a telegraphic message from Frederick D. Browne, engineer in charge of the Division. Track laid last week South of Nenana amounted to 0.14 mile.

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.13.

### GOLD OUTPUT OF WILLOW CREEK AND OTHER DISTRICTS IS DETAILED FOR 1918.

Two hundred and seventy thousand dollars is the officially estimated value of the gold output for 1918 of the Willow Creek district, which is about 60 miles North of Anchorage in territory served by the Government Railroad and which next to the Juneau district is the richest gold-bearing quartz district in Alaska. Two hundred thousand dollars is the estimated value of the Cache Creek placer district, which is about 90 miles Northwest of Anchorage. These figures are made public in the advance report of the United States Geological Survey.

Coal mining activities in the Matanuska field are reviewed and facts relative to the gold production in the Fairbanks district and other districts in the Yukon Basin are given in the report.

"The gold lode mines of the Willow Creek district," says the report, "had a successful season in 1918. The Gold Bullion, Gold Cord, Alaska Free Gold, Mabel and Talkeetna mines were operated, producing an aggregate amount of gold worth more than \$270,000. Development work was carried on and a small mill erected at the War Baby mine on Craigie Creek.

"The Cache Creek district in the Yentna basin produced placer gold valued at \$200,000, derived from the operation of 16 hydraulic plants and one dredge, also some figure which was used in the operation of the dredge. Electric power will be installed on the dredge in 1919.

#### Chromite at Port Chatham.

"The chromite mine at Port Chatham was operated throughout the season, making a somewhat larger production than in 1917. The developments for the year included the construction of a wharf and tramroad and the installation of a stamp mill. Prospecting for chrome ore continued in the Port Chatham and Red Mountain areas. The discovery of chrome ore on Peters Creek Southeast of Knik Arm is reported.

"In Kenai Peninsula three gold lode mines and one placer mine were operated. The production of lode gold was considerably greater and of placer gold considerably less than in 1917.

"Coal mines were operated at Bluff Point, Port Graham and Little Susitna River. The Bluff Point coal mine was opened in April and operated throughout the season. The output was taken largely by the canneries of Cook Inlet. The Little Susitna coal mine was opened in March and was operated with a maximum force of nine men.

#### Matanuska Coal Field.

"The Eska and Chickaloon coal mines were operated throughout the year by the Alaskan Engineering Commission, Sumner S. Smith, resident engineer. At Eska, 3000 feet of main entries were driven. A churn drill was operated during the entire year, and 30 holes with an average depth of 60 feet were put down. A small lighting and power plant and a hand-picking and cleaning plant were erected, and two fans of 25,000 and 50,000 foot capacity were installed. An average of 130 men were maintained on the payroll. The production was 56,000 tons. At Chickaloon prospecting has been continued throughout the year and 4200 tons of coal was mined. An average of 35 men were employed, and 1700 feet of development work was done. The Baxter mine, on Moose Creek, was operated until April. Work preparatory to mining was continued by the Chickaloon Coal Co. on leasing unit No. 11.

The developments include six crosscut tunnels aggregating 1616 feet long, about 300 feet of surface trenching, and several hundred feet of diamond drilling.

#### Yukon Basin Districts.

"The placer camps of the Yukon basin in Alaska produced about \$1,325,000 worth of gold in 1918. This is a decrease of more than \$2,000,000 from the production of 1917 and is the smallest production since 1904. The decrease was general throughout the region, except in the Circle district, and was due to the high cost of operating, the scarcity of labor, and a general hesitation to undertake ventures in the face of future uncertainties. The output of the principal camps was as follows:

"Iditarod, \$1,300,000; Tolovana, \$870,000; Fairbanks, \$800,000; Ruby, \$400,000; Marshall, \$200,000; Circle, \$200,000; Hot Springs, \$150,000; Koyukuk, \$125,000.

"In the Fairbanks district the production of the placer mines was about \$500,000 less than in 1917. A large number of operators did not undertake any work, and others shut down during the summer. Sixty-eight mines were operated for at least part of the season. The old dredge of the Fairbanks Gold Mining Co. on Claim 'No. 6 above', Fairbanks Creek, was operated throughout the season. A new dredge of larger capacity, which was installed by the same company on 'No. 1 below', Fairbanks Creek, was completed and began operations late in the summer.

#### Lode Mining in Fairbanks District.

"Lode mining in the Fairbanks district included the operation of seven small gold mines, the value of whose combined output was about \$25,000. There were small outputs from one antimony mine and one tungsten mine.

"The value of the placer gold produced in the Tolovana district is estimated at about \$870,000, which is about \$280,000 less than in 1917. The decrease is due partly to the working out of claims and partly to scarcity of water and labor. About 35 mines were operated, employing 270 miners.

"Operations in the Fortymile and Eagle districts were restricted by lack of water. The production in the Eagle district shows a considerable increase over 1917, due to the operation of two new hydraulic plants.

"The production of the Circle district was at least as large as in 1917, the supply of water having been ample during part of the summer. The dredge on Mastodon Creek was operated throughout the season.

"In the Rampart district two mines employing four men operated in the winter of 1917-18 and nine mines employing 21 men in the summer of 1918. The value of the total production was about \$25,000.

"The Hot Springs district produced placer gold worth \$150,000. Placer tin was also recovered by several operators. There was a general suspension of gold and tin mining because of shortage of labor and high cost of mining. Construction of a large ditch has been started by Howell & Cleveland preparatory to hydraulic mining on the benches of Sullivan Creek. The gravels on lower Patterson Creek are said to have been extensively prospected by drilling, with encouraging results.

#### Output of Ruby District.

"The gold production of the Ruby district is reported to be about \$400,000, which is only about half that of 1917. The decrease is due largely to the fact that the Greenstone dredge did not operate, its ground having been worked out in 1917. Some of the smaller operators sus-



ended work on account of high prices of supplies and material.

"In the Iditarod district the gold production was about \$1,300,000, \$200,000 less than in 1917.

"The scanty information at hand concerning the Innoko and Marshall districts indicates that the general decrease in gold production holds in these districts.

"The gold output of the Koyukuk district is apparently about \$125,000, which is only half that of 1917. Twenty outfits operated, employing 150 miners.

#### Copper River Region.

"The productive mines of the Copper River region in 1918 included four copper mines and one gold mine in the Chitina Valley and the gold placer mines of the Nizina and Chistochina districts. The total value of the mineral output of the Copper River region was about \$14,000,000.

"The Kennecott-Bonanza and Jumbo mines were in continuous operation except when the Bonanza mine was shut down for two weeks because the tram had been carried away by snowslides. Shipments from the Jumbo mine were curtailed for six weeks from the same cause. The production of both mines was reduced throughout the year by scarcity of labor, the mines being operated from March 1 to October 1 with approximately a 75 per cent crew. In October the crew was increased to about 90 per cent of the normal capacity of the mines. At the Jumbo mine a new double-compartment incline was begun and extended to the 500 level. At the Bonanza mine the double-compartment incline was extended to the 800 level. The 700 level was the only new level opened during the year, but a large amount of lateral development was done on the 600 level. Some work was done preparatory to increasing the capacity of the Bonanza tramway from 500 to 800 tons and of the Jumbo tramway from 450 to 650 tons a day. At the mill only minor changes and additions were made.

#### Addition Not Entirely Completed.

"The addition to the ammonia leaching plant was not entirely completed during the year, but was so far advanced that the plant is now capable of treating all tailings coming from the concentrating mill. Material treated in the leaching plant for the year will assay approximately 0.85 per cent of copper in the form of carbonates. An extraction of about 75 per cent will be made, with a loss of half a pound of ammonia per ton of material leached. The Erie mine was operated until August 19, when it was shut down for lack of labor.

"The Mother Lode mine made shipments of ore during the winter. Developments at the Mother Lode include the continuation of the sinking of the shaft and the driving and development of the Rhodes level by about 2500 feet of drifting and tunneling thereon. Some ore was shipped from the Westover mine in the winter. The Nugget Creek mine of the Alaska Copper Corporation was operated during part of the year, and some ore and concentrates were shipped from it. A mill was installed in 1918. Development work was continued at several other copper properties.

"The gold mine of the North Midas Copper Co. was operated during part of the year, and a carload of ore from this mine was shipped during the winter. A mill and cyanide plant were installed during the summer and were reported to be in operation in November.

"The Nizina gold placers are still being worked on a large scale. The Chistochina placer mines are said to have had a very successful season and to have made an unusually large production."

### ACTIVITIES ALONG RAILROAD ARE DEPICTED IN PHOTOGRAPHS AND MOTION PICTURES.

Four hundred and ninety still views were taken and 5600 feet of film for motion pictures were used to depict scenes in the Seward and Anchorage Divisions of the Government Railroad in the year 1918, according to the report of H. G. Kaiser, official photographer for the Alaskan Engineering Commission, to William Gerig, engineer in charge of the Anchorage Division. These views and pictures were of construction and operating work from Seward to Indian River and from Matanuska to Chickaloon. Attention was also given to agricultural activities in the Matanuska Valley.

A large number of these still views and motion films of construction and operating work and agricultural activities were taken at the time of the visit last summer of E. O. McCormick, chairman, and other members of the Federal commission that came here to investigate the country's resources.

Photographs were taken of 790 persons. Almost all this work was necessitated by the war regulation requiring persons having business at the dock and marine ways to show photographic passes.

From the 490 plates of still views taken in 1918 and from old plates on hand 8192 pictures were finished and delivered during the year. From the 5600 feet of motion film exposed in 1918 and from old exposed film on hand, 9210 feet of motion pictures were printed at the studio, made ready for the screen and shipped to Washington, D. C.

Negatives from still views on hand January 1 numbered 1390. Prints of still views on hand January 1 numbered 1200. Motion film negatives on hand January 1 amounted to 8075 feet. Motion film prints on hand January 1 amounted to 1225 feet.

### WEEKLY FORCE REPORT.

#### Anchorage Division.

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, January 25, 1919, was as follows:

Engineer in Charge .....	19
Terminal Shops and Yards .....	41
Track, Bridge and Ballast .....	197
Receiving and Forwarding Agent .....	9
Machine Shops .....	69
Marine Ways .....	27
Store Department .....	72
Employment Bureau .....	16
Transportation Department .....	42
Disbursing Office .....	7
Accounting Department .....	11
Base Hospital .....	12
Townsite Office .....	10
Telegraph and Telephone Department .....	26
Mining Department .....	153
Talkeetna District .....	63

Stationmen and Laborers .....

774

82

Grand total employees, Anchorage Division..... 856

**OFFICIAL CIRCULAR****Anchorage Division.****RAILROAD USES ALASKA SPRUCE.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Jan. 30, 1919.

Circular No. 361:

**TO ALL CONCERNED:**

In making requisitions for bridge timbers, the following may be ordered of native Alaska spruce:

- 8x8 ties.
- 6x8 guard rails.
- 4x10 braces.
- 4x12 braces.
- 4x4 fillers.
- 1x6 braces.
- 2x12 flooring.

WM. GERIG, Engineer in Charge.

**NEW TARIFFS ARE ISSUED FOR POINTS BETWEEN SEWARD AND TALKEETNA.**

New tariffs have just been issued for the Seward and Anchorage Divisions of the Government Railroad.

Tariff No. 22 names class, commodity and distance rates on all articles, except coal. It is applicable at every station on the railroad between Seward and Talkeetna.

Tariff No. 23 fixes rates on coal from Houston, Moose Creek, Eskra and Chickaloon to all other points on the Railroad.

The new tariffs will become effective March 15. According to federal law, they must be published and submitted to the Interstate Commerce Commission before they can be put into force.

The purpose of the new tariffs is not so much to announce changes in rates as to bring together in compact form the contents of original tariffs and various supplements that were issued from time to time as steel was laid and stations established along the route of the railroad.

**BUSINESS MEN SECOND EFFORTS OF OFFICIALS TO GET MORE MONEY FOR RAILROAD.**

Besides the \$4,000,000 remaining in the original appropriation authorized by Congress for the construction of the Government Railroad in Alaska, an additional sum is wanted by Franklin K. Lane, Secretary of the Interior, and William C. Edes, chairman of the Alaskan Engineering Commission, according to press dispatches from Washington, D. C. To obtain the additional appropriation the Alaska Bureau of the Seattle Chamber of Commerce is seconding the efforts of Secretary Lane and Chairman Edes.

The additional money is needed, the press dispatches state, to prosecute with vigor new work in the Fairbanks Division and in the Talkeetna district and to rebuild old Alaska Northern bridges and to put up snow sheds in the Seward Division.

Reports were received in Anchorage last week to the effect that there is some opposition to the efforts of Chairman Edes in behalf of the Government Railroad. To meet such opposition, the Anchorage Chamber of Commerce has

sent communications to Secretary Lane, James Wickger-sham, delegate in Congress from Alaska; Chairman Edes, and the chairman of the Appropriations Committee of the House of Representatives. The communications read in part as follows:

"The Alaskan Engineering Commission is efficient and businesslike. It is necessary that appropriation be passed at earliest possible time to create employment for idle men and returning soldiers, who are now arriving here."

**GOVERNMENT BOAT AND AIRSHIPS SUGGESTED FOR BETTERMENT OF MAIL SERVICE.**

Operation by the Federal Government of a steamship between the States and Anchorage and the employment of airships are suggested for the betterment of Alaska's mail service by the Anchorage Chamber of Commerce to prominent United States officials. The proposals were contained in cablegrams sent last Saturday by Frank W. Redwood, president of the chamber, to Albert S. Burleson, postmaster general; Senator Thomas P. Gore, of Oklahoma; Senator Miles Poindexter, Senator Wesley L. Jones, Representative John F. Miller and Representative L. H. Hadley, of Washington, and J. L. McPherson, manager of the Alaska Bureau of the Seattle Chamber of Commerce. The text of the cablegrams in part follows:

"Mail service bad. Delays incident thereto make business conditions intolerable. Dealers in States loath to do business with us on account of lack of mail and delays in arrival of payments. Alaska mail is shipped by freight and in case of disaster to ship is treated as other freight. Mail is unloaded at Seward, and Anchorage mail is made up there, causing further delay. Aerial service from Seward would help. Anchorage mail should be sorted at Seattle and delivered direct to Alaskan Engineering Commission at Seward. Government steamship line would solve problem. Can you help?"

**MECHANICAL DEPARTMENT REPORTS ON REPAIR AND ASSEMBLING WORK.**

Progress was made in the work of overhauling locomotive engine No. 265, which is in the shop for a new fire box and general repairs, according to the report of the mechanical department for the week ended February 1. This work is about 35 per cent complete.

The assembling of engine No. 620 is about 25 per cent complete.

Running repairs were made to engines Nos. 224, 225, 242, 247, 266, 275 and 277.

Repairs were also made to Jordan spreader plow No. 2, steam shovel No. 7, Browning cranes Nos. 1 and 2, to 24 freight and work equipment cars and to two coaches.

**SUBSCRIBERS TO LIBERTY BONDS SHOULD NOT DELAY FINAL PAYMENT.**

Subscribers to Liberty Bonds of the fourth issue should not delay their final payment. The last and final installment was due January 30. Neglect in paying this installment risks the loss of previous payments. Settlement should be made at once at the disbursing office of the Alaskan Engineering Commission, the Bank of Anchorage or the Bank of Alaska—whatever place the subscriber designated for payments at the time he made his subscription.

### NEW LAW ENACTED TO PUNISH PRESENTATION OF FALSE CLAIMS AGAINST GOVERNMENT.

Imprisonment for not more than ten years or a fine of not more than \$10,000, or both, are punishments provided for the presentation of fraudulent claims against any department of the Federal Government, as set forth in the new law which was recently enacted by Congress and a copy of which has just been received by William Gorig, engineer in charge of the Anchorage Division of the Alaskan Engineering Commission. The text of the law follows:

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section thirty-five of the Criminal Code of the United States be, and the same hereby is, amended to read as follows:

"Sec. 35. Whoever shall make or cause to be made or present or cause to be presented, for payment or approval, to or by any person or officer in the civil, military, or naval service of the United States, or any department thereof, or any corporation in which the United States of America is a stockholder, any claim upon or against the Government of the United States, or any department or officer thereof, or any corporation in which the United States of America is a stockholder, knowing such claim to be false, fictitious, or fraudulent; or whoever, for the purpose of obtaining or aiding to obtain the payment or approval of such claim, or for the purpose and with the intent of cheating and swindling or defrauding the Government of the United States, or any department thereof, or any corporation in which the United States of America is a stockholder, shall knowingly and willfully falsify or conceal or cover up by any trick, scheme, or device a material fact, or make or cause to be made any false or fraudulent statements or representations, or make or use or cause to be made or used any false bill, receipt, voucher, roll, account, claim, certificate, affidavit, or deposition, knowing the same to contain any fraudulent or fictitious statement or entry; or whoever shall take and carry away or take for his own use, or for the use of another, with intent to steal or purloin, any personal property of the United States, or any branch or department thereof, or any corporation in which the United States of America is a stockholder; or whoever shall enter into any agreement, combination, or conspiracy to defraud the Government of the United States, or any department or officer thereof, or any corporation in which the United States of America is a stockholder, by obtaining or aiding to obtain the payment or allowance of any false or fraudulent claim; and whoever, having charge, possession, custody or control of any money or other public property used or to be used in the military or naval service, with intent to defraud the United States, or any department thereof, or any corporation in which the United States of America is a stockholder, or willfully to conceal such money or other property, shall deliver or cause to be delivered to any person having authority to receive the same any amount of such money or other property less than that for which he received a certificate or took a receipt; or whoever, being authorized to make or deliver any certificate, voucher, receipt, or other paper certifying the receipt of arms, ammunition, provisions, clothing, or other property so used or to be used, shall make or deliver the same to any other person without a full knowledge of the truth of the facts stated therein and

with intent to defraud the United States, or any department thereof, or any corporation in which the United States of America is a stockholder, shall be fined not more than \$10,000 or imprisoned not more than ten years, or both. And whoever shall purchase, or receive in pledge, from any person any arms, equipment, ammunition, clothing, military stores, or other property furnished by the United States, under a clothing allowance or otherwise, to any soldier, sailor, officer, cadet, or midshipman in the military or naval service of the United States or of the National Guard or Naval Militia, or to any person accompanying, serving, or retained with the land or naval forces and subject to military or naval law, having knowledge or reason to believe that the property has been taken from the possession of the United States or furnished by the United States under such allowance, shall be fined not more than \$500 or imprisoned not more than two years, or both."

### FORMER EMPLOYEE OF COMMISSION LOSES HIS LIFE IN SNOWSLIDE.

Ralph K. Pulver, who had arranged to resume on February 1 the position in the Anchorage Stores Department of the Alaskan Engineering Commission that he resigned last spring to enter the Army, lost his life January 22 in a snowslide on the trail between Portage Bay and Mile 63, on the Government Railroad. Efforts by a squad of soldiers from Fort Liscomb, Valdez, to recover his body have failed, and it probably will not be found until spring. He leaves a widow, residing in Anchorage.

The young man, who was a corporal with the detachment of troops stationed in Anchorage, went to Valdez early in January to obtain his discharge from the Army. He was anxious to return to Anchorage without delay, and, having determined not to wait at Valdez for a regular steamship for Seward and from there come by rail and trail to Anchorage, he and a companion, Joseph Robbins, arranged for a gasoline launch to convey them from Valdez to Portage. After arriving at Portage, they started by trail to Mile 63 on the railroad, from where they planned to continue to Anchorage. They had proceeded only four miles on the trail from Portage when the fatal slide occurred. It buried Mr. Pulver, but Mr. Robbins escaped it.

Mr. Robbins, after making a futile effort to recover the body of his companion, returned to Portage. Between there and Valdez, there is no wire communication, and Mr. Robbins was not able to get a gasoline boat to Valdez until January 31. The commandant of the military post there at once sent a squad of soldiers, with Mr. Robbins as guide, to recover the body of Mr. Pulver. The searching party on returning to Valdez reported that the unfortunate young man's remains are probably under 50 feet of snow.

### REGULATIONS ON SALMON PRICES IN ALASKA CANCELLED BY FOOD ADMINISTRATION

With the announcement recently by the Food Administrator for Alaska that he is closing his work in the Territory, the statement was issued that all regulations in regard to the matter of fixing the price of salmon in Alaska had been cancelled, the cancellation to be effective as of January 1, 1919. The removal of salmon price regulations, however, does not, it was explicitly said, affect the matter of licenses for canneries, fishermen, etc., such requirements being still in force and effect.



# ADDITIONAL NAMES OF INTERIOR DEPARTMENT MEN IN SERVICE GIVEN PUBLICITY.

Former employees of the Department of the Interior who to November 11, 1918, had joined the fighting forces of the United States were published in part in last week's issue of the Alaska Railroad Record. In the list of men from the Alaskan Engineering Commission on the Honor Roll of the Interior Department, the name of Robert Y. Jacob was unintentionally omitted. At the time of his enlistment with the Thirty-first Engineers' Regiment, which is now in France, he was employed in the Stores Department of the Commission.

Besides the names printed in last week's Record, other employees who joined the Army or Navy of the United States follow:

## General Land Office Employees.

General Land Office—James H. Allen, Naval Reserves, D. C.; Kent Allen, U. S. A., Cal.; Louis L. America, Naval Reserves, D. C.; Edward R. Ames, 57th Field Artillery, U. S. A., Ariz.; Roy K. Anderson, U. S. A., Wash.; Frank K. Anderson, U. S. A., Minn.; George L. Armstrong, Training Camp, U. S. A., S. Dak.; Dupree R. Averill, Field Artillery, U. S. A., Ariz.; Talmadge Baker, Medical Reserve Corps, U. S. A., La.; Searcy Bartley, U. S. N., Ala.; Archer W. Bedell, New Mexico National Guard, N. Y.; Edward T. Best, Depot Brigade, U. S. A., Nebr.; Herbert V. Betts, Signal Reserve Corps, U. S. A., Okla.; Walter S. Binley, Depot Q. M. C., U. S. A., Hawaii; Alford J. Bradford, Aviation Corps, A. E. F., Alaska. Killed in action on July 25, 1918; Clarence R. Bradshaw, Training Camp, U. S. A., Miss; William G. Brennan, Engineer Corps, U. S. A. Wounded in action; Nelson O. Brigham, U. S. A., Wis.; Clarence N. Brown, Depot Brigade, U. S. A., N. J.; Bernard G. Burke, U. S. A., Cal.; Elmer D. Calvin, Field Artillery, U. S. A., Alaska; George R. Campbell, Engineer Officers' Reserve Corps, U. S. A., Wash.; Quinton Campbell, Naval Reserves, Cal.; Paul E. Carlson, U. S. N., Colo.; Guy C. Chamberlain, Aviation Corps, U. S. A., N. Mex.; Francis J. Clarke, Medical Corps, U. S. A., D. C.; Donald B. Clement, Sanitary Corps, Medical Department, U. S. A., Minn.; Alvin Coburn, Infantry, U. S. A., wounded in action, Mass.; John G. Collins, Engineer Officers' Reserve Corps, U. S. A., Nev.; Francis B. Condon, U. S. A., R. I.; James Conlon, U. S. N., N. Y.; Francis J. Connelly, Aviation Corps, U. S. A., Me. Missing in action since August 30, 1918; Cooper, James R., Medical Corps, U. S. A., Fla.; William A. Crawford, field clerk, U. S. A., D. C.; Theodore Cronyn, Engineer Corps, U. S. A., Idaho; Richard H. Dalton, field clerk, U. S. A., Ind.; Richard M. Daly, Q. M. C., U. S. A., Ark.; M. Claire Dameron, U. S. A., Colo.; Henry K. Dinan, Naval Reserves, N. H.; Fenwick G. Dorman, Engineer Corps, U. S. A., Mont.; William Dorff, Radio School, U. S. A., Md.; Alvie H. Dotter, U. S. A., Mo.; Earl C. Duckworth, Air Service Repl. Squad, A. E. F., Mo.; Arthur T. Edwards, U. S. A., Tenn.; Leo T. Farrell, Ordnance Depot, U. S. A., Iowa; Stanley W. Fenn, Army field clerk, U. S. A., N. Y.; Harry A. Ferris, U. S. A., Wyo.; Byron L. Fitch, U. S. Guards, U. S. A., Colo.; Roscoe Frederick, U. S. A., Ala.; Earl C. Galbraith, Engineer Officers' Reserve Corps, U. S. A., Wash.; Alex H. Gilbert, jr., Q. M. C., U. S. A., S. C.; Nathan H. Glueck, U. S. A., Wis.; Arthur L. Guess, Machine Gun Battalion, A. E. F., Miss; Edwin C. Hamilton, School of Military Aeronautics, U. S. A., Pa.; James Y. Hamilton, Q. M. R. C., U. S. A., Colo.; Courtnay B. Harris, U. S. A., Utah; Eugene Hashbarger, Engineer Officers'

Reserve Corps, U. S. A., Kans.; Glenn R. Haste, Engineer Corps, U. S. A., N. Mex.; Alvin D. Hathaway, Infantry, U. S. A., Ky.; Floyd E. Hedges, field clerk, U. S. A., Mich.; Frank S. Hemmick, Signal Corps, U. S. A., D. C.; William L. Hemphill, 316 Ammunition Train, U. S. A., S. C.; Lewis E. Hoffman, field clerk, U. S. A., N. Y.; John J. Honan, Infantry, U. S. A., Mass.; James C. Hooper, Training Camp, U. S. A., Cal.; Albert C. Horton, jr., Engineer Corps, U. S. A., Nev.; Fred K. Houston, 603d Engineers, A. E. F., Pa.; Philip L. Inch, Engineer Corps, U. S. A., D. C.; Walter S. Ingalls, Infantry, U. S. A., Ariz.; Arvid T. Johnson, U. S. A., N. Mex.; Carl E. Johnson, Field Artillery, U. S. A., Mich.; Wm. R. Johnston, Engineer Corps, U. S. A., Utah; Arthur T. Kapelke, Students' Army Training Corps, Colo.; Louis Kassman, Q. M. C., U. S. A., N. Y.; Harry L. Kays, Field Artillery, U. S. A., Pa.; Edward J. Keefe, U. S. N. R., D. C.; Edward L. Kimball, Aviation Corps, U. S. A., Oreg.; Leyburn B. Kimble, Training Camp, U. S. A., Md.; Luther R. King, Hospital Corps, U. S. A., Idaho; Norman L. King, N. M. N. G., N. Mex.; Frank Krattenmaker, field clerk, U. S. A., N. J.; McKinley W. Kreigh, Railway Construction Engineers, U. S. A., Kans.; Abner C. Lakenan, Ordnance Corps, U. S. A., O. C.; Reginald E. Lawrence, field clerk, U. S. A., Wash.; Goodman Lawson, Infantry, U. S. A., Mont.; Max P. Levitt, field clerk, U. S. A., Colo.; Doran W. Lummis, Engineer Corps, U. S. A., Wyo.; Marvin J. Lytle, Aviation Corps, U. S. A., Wyo.; John A. McDonald, Ordnance Corps, U. S. A., Cal.; Herbert W. McFarren, Engineer Officers' Reserve Corps, U. S. A., Nev.; Bernard L. McGarvey, U. S. N., Pa.; John M. McKinney, Medical Reserve Corps, U. S. A., D. C.; Jennings D. McLeod, Aviation Section, Signal Corps, U. S. A., Ark.; Edward C. Marts, 44th Infantry, U. S. A., Mont.; Howard G. Mason, Casual Detachment, U. S. A., Nev.; Thomas B. Matthews, Engineer Corps, U. S. A., Okla.; Otto J. Mengelkamp, Ordnance Training School, U. S. A., Ohio; Willis J. Millrick, Engineer Corps, U. S. A., Idaho; Charles F. Moore, 109th Engineer Corps, U. S. A., Colo.; Josiah A. More, Officers' Training Camp, U. S. A., Ill.; Nelson J. Moskowitz, Ordnance Corps, U. S. A., N. Y.; Christopher C. Mullady, Naval Reserves, N. Y.; William L. Nash, Field Artillery, U. S. A., Ariz.; Arthur A. O'Leary, Medical Corps, U. S. A., D. C.; William O'Leary, N. D. N. G., N. Dak.; George A. Parks, Engineer Corps, U. S. A., Colo.; Chester W. Pecore, Engineer Corps, U. S. A., Wash.; Carl M. Pedersen, Naval Reserves, Iowa; Elmer Pendell, Infantry, U. S. A., N. Y.; Basil C. Perkins, Engineer Corps, U. S. A., Idaho; Wm. C. Perkins, Engineer Corps, U. S. A., Mo.; Fred J. Peterson, 166th Depot Brigade, U. S. A., N. Dak.; Julian T. Petrich, Hospital Corps, U. S. A., Wash.; Louis H. Pinkham, Field Artillery, U. S. A., Wash.; Walter S. Poole, U. S. A., N. J.; James R. Porter, U. S. A., D. C.; Arthur N. Presmont, Officers' Training Camp, U. S. A., Pa.; Thos. C. Rathbone, Engineer Corps, U. S. A., D. C.; Archie M. Reed, Ordnance Bureau, U. S. A., Ala.; Irby Reed, Ordnance Bureau, U. S. A., Ala.; Charles A. Rice, Depot Brigade, U. S. A., Idaho; Wm. H. Richards, jr., Aviation Section, Signal Corps, U. S. A., Va.; Guy H. Richardson, Engineer Officers' Reserve Corps, U. S. A., Colo.; George W. Ridgman, Ordnance Corps, U. S. A., Oreg.; Willie H. Ritenour, Naval Reserve, Va. Accidentally killed in line of duty; William E. Robertson, Field Artillery, U. S. A., Idaho; Wallace R. Robinson, Depot Brigade, U. S. A., Colo.; Bert L. Robison, Engineer Corps, U. S. A., Mont.; Otis Ross, Q. M. R. C., U. S. A., Idaho; Herman H. Rudolph, U. S. A., Wyo.; Clifford A. Rush, Aviation Sec-

tion, Signal Corps, U. S. A., Kans.; Donald Sawhill, Infantry, U. S. A., Mont.; James W. Scanlon, Depot Brigade, U. S. A., S. Dak.; John S. Schalk, Railway Transportation Corps, U. S. A., Wyo.; Frank Schmidt, U. S. A., N. Y.; Wallace G. Shapcott, Artillery, U. S. A., Colo.; Frank J. B. Simonton, Motor Section, A. E. F., D. C.; Albert Smith, jr., Engineer Corps, U. S. A., Idaho; John A. Smith, U. S. A., Pa.; Frank T. Snyder, U. S. A., Po.; Hiram E. Spear, Training Camp, U. S. A., D. C.; Alton O. Stinson, Engineer Corps, U. S. A., N. Dak.; Clarence K. Streit, Engineer Corps, U. S. A., Mont.; Walter M. E. Sullivan, Infantry, U. S. A., R. I.; Carl S. Swanholm, Engineer Corps, U. S. A., Idaho; Nels V. Swenson, U. S. A., Wash.; Andrew J. Szabo, U. S. A., Ill.; Roger D. Thomas, U. S. A., S. Dak.; Wm S. Towner, Signal Reserve Corps, U. S. A., N. Y.; Thomas B. Tuohy, Naval Reserves, Pa.; Guy R. Veal, Engineer Corps, U. S. A., Ky.; Hugh Voris, Central Officers' Training Corps, U. S. A., Ky.; S. Frank Walters, U. S. A., Mont.; Carl A. Watne, U. S. A., N. Dak.; Leslie A. Westover, Q. M. C., U. S. A., Mich.; John A. Whelan, Q. M. C., U. S. A., Utah; Benjamin W. Whitehurst, N. R. F. Corps, Ala.; Perry T. Williams, U. S. A., Colo.; Charles Wolf, U. S. N.; Deane J. Wolff, Coast Artillery, U. S. A., Colo.

Patent Office—John W. Ashurst, U. S. A., S. C.; Harley C. Bacon, U. S. A., Minn.; S. Glenn Barton, 154th Depot Brigade, U. S. A., Pa.; Horace M. Baxter, Reserve Detachment, U. S. A., Mass.; Ernest A. Behrens, U. S. A., Tex.; Henry Berman, Syracuse Recruit Camp, U. S. A., N. Y.; Aubrey B. Bicksler, Marine Corps, D. C.; Harry C. Bierman, U. S. A., Minn.; Chester H. Biesterfeld, U. S. A., Kans.; Charles F. Blakely, Coast Artillery, U. S. A., Nebr.; William A. Brand, U. S. N., D. C.; Benjamin B. Blayton, Signal Corps, U. S. A., Okla.; Jesse B. Blayton, Signal Corps, U. S. A., Okla.; Wm. A. Bramhall, Aviation Corps, U. S. A., D. C.; Hugh G. Brinkley, Aviation Section, Signal Corps, U. S. A., D. C.; Wager S. Brown, U. S. A., D. C.; Albert G. F. Bushler, U. S. A., N. Y.; Harry A. Burgess, Depot Brigade, U. S. A., N. Y.; Walter W. Burns, U. S. A., N. Y.; George S. Carroll, jr., field clerk, U. S. A., La.; Charlie Carter, Naval Reserves, D. C.; Raymond C. Casler, U. S. A., W. Va.; David E. Chapman, U. S. A., Ill.; Ralph H. Chilton, Aviation Corps, U. S. A., Va.; Walter B. Clark, Ordnance Corps, U. S. A., D. C.; Conway P. Coe, Central Officers' Training Camp, U. S. A., Ky.; Vincent G. Cooley, Coast Artillery Corps, U. S. A., N. Y. Killed in action on Oct. 13, 1918; Casper L. Cottrell, Signal Corps, U. S. A., D. C.; Willard F. Cox, Ordnance Supply School, U. S. A., Nebr.; Clarence M. Clews, Aviation Section, Signal Corps, U. S. A., D. C.; John B. Daniels, Signal Corps, U. S. A., Okla.; Squire R. Daniels, Signal Corps, U. S. A., Okla.; Delozier Davidson, Aero Squadron, U. S. A., N. J. Killed in aeroplane accident; Leo. H. Davis, Okla.; Harry S. Demaree, Aviation Corps, U. S. N., Pa.; James E. Dickens, Engineer Corps, U. S. A., N. C.; Fred W. Dodson, Naval Reserves, D. C.; George R. Douglas, U. S. A., N. Y.; Wade H. Douglas, 160th Depot Brigade, U. S. A., W. Va. Died October 12, 1918; Edgar F. Dowell, C. A. C., U. S. A., Va.; Howard R. Eccleston, U. S. N., Md.; Wilber J. Eccleston, U. S. A., Md.; Russell F. Egner, Medical Corps, U. S. A., Pa.; James T. Erwin, jr., Naval Reserves, N. Y.; Horace A. Essex, jr., Signal Corps, U. S. A., D. C.; Justin L. Fearling, 324th Field Signal Battalion, U. S. A., Mass.; J. Ralph Fehr, Ordnance Corps, U. S. A., D. C.; Hobert A. Fellows, Aviation Detachment, U. S. N., Miss.; Albert J. Fihe, U. S. A., D. C.; Ashton A. Fisher, Field Artillery, U. S. A.,

N. C.; Martin T. Fisher, Signal Corps, U. S. A., Mass.; John Flam, Engineer Corps, U. S. A., N. Y.; Edwin F. Fogerty, U. S. A., N. Y.; George A. Ford, U. S. N., D. C.; Hadley F. Freeman, Signal Corps, U. S. A., Ohio; Samuel A. Friedman, Ordnance, U. S. A., N. Y.; David T. Gallo, Training Detach., University of Pittsburgh, Pa.; James W. Geddes, 112th Engineers, A. E. F., N. Y. Died from pneumonia overseas; Ralph J. Gilcher, Officers' Material School, U. S. A., Ky.; Albert B. Goodin, U. S. Military Academy, West Point, Ky.; Lee R. Gabrill, jr., 7th Engineer Tr. Reg., U. S. A., Nebr.; Sheldon H. Graves, U. S. A., Vt.; Aldie R. Greene, Ordnance Bureau, War Department, Mich.; Lewis J. Gregg, Medical Corps, U. S. A., Mich.; Charles F. Haas, U. S. A., Pa.; Joseph P. Haas, National Guard, Pa.; Arthur M. Hahn, Aviation Detachment, U. S. N., D. C.; Edward J. Hailer, Naval Reserves, D. C.; Dorne N. Halstead, Motor Supply Train Unit, U. S. A., Ind.; Frederick C. Hamer, Engineer Training Regiment, U. S. A., Va.; Edward A. Hampson, U. S. N., Md.; Arthur W. Harmon, Provisional Battalion, U. S. A., Pa.; Ernest E. Harmon, U. S. A., W. Va.; Frank H. Harmon, Aviation Corps, U. S. A., Md.; Charles G. Harrington, U. S. N., Va.; Edward C. Healy, Aircraft Production, U. S. A., D. C.; Will F. Heistermann, Q. M. C., U. S. A., Iowa; Silas B. Helms, 601st Engineer Corps, U. S. A., Mo.; Howard M. Hodgkins, U. S. A., D. C.; Austin J. Holliday, Medical Corps, U. S. A., Tex.; David A. Howard, U. S. A., Okla.; George C. Hyde, 155th Depot Brigade, U. S. A., N. Y.; Sereeno S. Ivy, U. S. A., Tenn.; Harold H. Jacobs, U. S. A., Mass.; Clinton S. Janes, Infantry, U. S. A., N. Y.; Carl W. Jennison, U. S. N., Conn.; Hyland R. Johns, Coast Artillery Corps, U. S. A., Pa.; Clair V. Johnson, Signal Corps, U. S. A., D. C.; Walter G. Jones, Infantry, U. S. A., D. C.; Henry Kendall King, U. S. N., Va.; Clarence A. Knudtson, Artillery Corps, U. S. A., Wis., died from wounds received in action; Carl F. Krafft, U. S. A., Wash.; Joseph A. Kurtz, Training Detach., Alabama Polytechnical Institute, Pa.; Edward H. Lange, Signal Corps, U. S. A., Md.; Karl Lesh, U. S. A., D. C.; Oscar I. Levy, U. S. A., La.; Caddie P. Love, Signal Corps, U. S. A., N. C.; Montgomery W. McConkey, Candidate, Training Camp, A. E. F., N. Dak.; Otis E. McCrea, Depot Brigade, U. S. A., Mass.; Carl E. McGlothlin, U. S. A., Tex.; Bryan V. McGrath, Aviation Corps, U. S. A., D. C.; Elwood W. McNelly, U. S. N., D. C.; Marshall E. Magee, 154th Depot Brigade, N. S. A., La.; Herschel L. Main, Field Artillery, U. S. A., Ind.; Lester B. Mann, N. S. A., Ga.; Harold G. Manning, Ordnance Bureau, War Department, Mass.; John B. Marbury, Aviation Corps, U. S. A., D. C.; Luther Marze, Depot Brigade, U. S. A., D. C.; John M. Mason, U. S. A., D. C.; Louis A. Maxson, Naval Auxiliary Reserve, Md.; Edward Maye, Aviation Section, U. S. A., Ark.; Edmond J. Miller, Infantry Corps, U. S. A., Ohio; J. Ballard Moore, U. S. N., Mich.; Albert C. Nolte, U. S. N. R., Pa.; Rhesa M. Norris, Ordnance Bureau, U. S. N., Pa.; Clyde A. Norton, U. S. N. R., D. C.; George E. Parks, Coast Artillery Corps, A. E. F., Ill.; Louis J. Parr, Signal Corps, U. S. A., La.; Leslie M. Paul, U. S. A., N. H.; Aksel M. Pedersen, U. S. A., Conn.; Spencer B. Perry, U. S. A., N. J.; John S. Petrie, Bliss Electrical School, U. S. A., D. C.; William M. Phelps, U. S. N., Va. Died at U. S. Naval Hospital, October 4, 1918; J. Francis Pierce, U. S. A., Mich.; Fred B. Pool, National Guard, D. C.; Hymen Popkin, U. S. A., N. J.; Towson Price, U. S. N., N. J.; Gratton Purcell, 46th Infantry, U. S. A., N. Y.

(Continued next week)

## PERSONAL

E. B. Fosseck, blacksmith at Camp 83 on Turnagain Arm, spent Sunday in Anchorage.

E. S. Patten, steam shovel engineer on Turnagain Arm district, is in Anchorage for a few days.

Henry R. Miller, station agent at Birchwood, came to Anchorage Saturday and went back to Birchwood Monday.

Miss Phoebe Osborne, nurse at Chickaloon, returned there Monday after having visited in Anchorage several days.

Daniel Leach, assistant superintendent of construction with headquarters at Camp 83, was in Anchorage over Sunday.

Evan Jones, superintendent of the Alaskan Engineering Commission's coal mine at Eska, spent several days in Anchorage in the past week.

William McInnis, assistant superintendent of construction in charge of steam shovels, will be back in Anchorage about March 1. He is now in Seattle on leave of absence.

Sidney Bettman, an employe of the Alaskan Engineering Commission at Talkeetna, visited in Anchorage for several days in the past week. He went back to Talkeetna on Monday's train.

Christopher Woodhouse, surgeon's assistant, stationed at Mile 83, came to Anchorage Saturday and returned to Mile 83 Monday. Mrs. Woodhouse, who had been visiting in Anchorage a couple of weeks, returned home Monday.

Dr. F. M. Boyle, who in the absence of Dr. H. W. Stoughton was acting health officer of the Anchorage townsite, left last week for the States. He will visit the Mayo Brothers' hospital at Rochester, Minn., and then enjoy a brief sojourn in California before returning to Anchorage.

J. J. Manning, foreman of the section at Matanuska, who has been on leave in the States, and Dr. H. W. Stoughton, health officer for the Anchorage townsite, who has been visiting in the States for nearly three months, are among the passengers that arrived at Seward on the steamship Alameda.

## Anchorage Division Notes.

The steamship Curacao is scheduled as the next vessel from Seattle to arrive at Seward. She is expected to sail Southbound from Seward about February 12.

Fire early last Friday morning destroyed the old building in the Anchorage Terminal Yards temporarily used as an office by the car repair foreman, as a blacksmith shop and as a storage room by the bridge framing gang. The structure formerly had been occupied by the machine shop. The property loss amounted to only a few hundred dollars. The blaze was caused by a janitor who used gasoline in building a fire in the heating stove in the car repair foreman's office. The janitor was not burned.

One hundred and eight men were employed and 960 tons of coal were produced in the week ended January 25, at the coal mine operated by the Alaskan Engineering Commission at Eska, according to the report of Sumner S. Smith, resident mining engineer. Prospecting with the churn drill and the driving of Eska West, of Emery East and of the crosscut from Eska East to David were continued. Forty-five men were employed in the week ended January 25 at the Commission's coal mine at Chickaloon. The driving of "F" West and No. 5 West were continued.

## WARM WEATHER CAUSES SNOWSLIDES AND MAKES TRAVELING DANGEROUS.

Rain and warm winds last Friday, Saturday, Sunday and Monday caused many snowslides along the route of the Government Railroad on Turnagain Arm, and made the operation of trains and traveling by trail unusually dangerous. As a result of unsafe conditions, the regular Southbound trains from Anchorage Saturday and Monday went no farther than Mile 83. There Saturday's train took aboard a few passengers and some express matter from Seward, and returned Saturday afternoon to Anchorage.

Several slides occurred late last week between Mile 83 and Mile 72. The largest of these was near Mile 72, where an avalanche 300 feet long and about 25 deep, covered the track.

The thirty-odd persons that took the train from Anchorage last Wednesday morning to go to Seward to make connections there with the steamship Alameda for the States experienced an arduous trip. They did not reach Seward until 3.45 o'clock Friday morning. On the trail between Mile 62 and Mile 47, they encountered cold weather. They boarded the train for Seward at Mile 47 at 7 o'clock Thursday night, and on this end of their journey, which required eight hours and forty-five minutes, their train had to make its way through innumerable snow drifts which had been piled on the track by the terrific blizzard that was raging.

The steamship Alameda reached Seward Sunday night and sailed South Monday morning. Mail and passengers off the Alameda destined for Anchorage are expected to leave Seward tomorrow morning, and are scheduled to arrive here Thursday.

The warm, rainy weather, which began last Friday, followed one of the coldest spells this winter. At Kern, Mile 71, the thermometer registered 20 degrees below zero Thursday, and 32 above Friday; at Talkeetna, the temperature was 68 below Thursday and 20 above Friday; at Matanuska, 42 below Thursday and 2 below Friday; at Chickaloon, 27 below Thursday and 6 below Friday, and at Anchorage, 27 below Thursday and 10 above Friday.

## COMMISSION EMPLOYEES WHO WENT TO STATES WANT THEIR OLD JOBS BACK AGAIN.

Many former employees of the Alaskan Engineering Commission who went to the States last fall and during the winter are sending letters and cablegrams to William Gerig, engineer in charge of the Anchorage Division, asking if they can resume their old positions on returning to Anchorage.

Applications for positions are also being filed by numerous persons in the States who have never been in Alaska. Labor troubles in Seattle are turning the attention of many workers, both skilled and unskilled, to the opportunities for employment on the Government Railroad in Alaska.

## DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements of the Anchorage office for the week ended January 31, were \$5203.72. Salaries and wages were \$3957.00; purchases, \$111.55; compensation, \$141.86; other expenses, \$53.22.



# ALASKA RAILROAD RECORD

VOL. III. ANCHORAGE, ALASKA, TUESDAY, FEBRUARY 11, 1919. NO. 14

## 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.

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

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### EXCAVATION COMPLETED FOR SOUTH ABUTMENT OF FIRST PIER OF TALKEETNA BRIDGE.

Excavation work for the South abutment of the first pier of the railroad bridge across the Talkeetna River was completed in the past week by Bridge and Building Gang No. 5, according to reports made to William Gerig, engineer in charge of the Anchorage Division. The driving and capping of bent No. 36 of the bridge was completed Saturday night by Bridge and Building Gang No. 7.

The steam shovel at Mile 83 on Turnagain Arm last week moved 3000 yards of rock, which will be used for rip-rap at the bridge across the mud flats between Mile 83 and Mile 84.

### SNOW STOPS GRADING WORK BETWEEN SEWARD AND MILE 151 IN SEWARD DIVISION.

Both force account work and contract work between Seward and Mile 51 have been abandoned for the winter on account of the unusually heavy snow, according to the report of R. J. Weir, engineer in charge of the Seward Division.

Samuel Padish and Company in Mile 52 are making good progress in daylighting and widening the cut South of tunnel No. 2, preparatory to the reconstruction of bridge No. 80, which is at that point.

John Enstrom and Company are drilling coyote holes for drainage purposes in tunnel No. 3. They have put down holes to a total of 150 feet.

The bridge crew has completed bridge No. 127 and is

now engaged in capping and decking bridge No. 128.

Unusually unsatisfactory weather conditions prevailed on the Seward Division in the past week. On account of snow and ice over the rails, four days were required by the rotary to make the distance from Seward to Mile 40.

The horse and sled trail between Mile 47 and Mile 62 necessitates continuous traveling over it to keep it open.

The snow is four feet deep at Seward; twelve feet at Mile 12, and sixteen feet at Mile 45.

The mechanical department of the Seward Division has completed heavy repairs to locomotive engine No. 10. Locomotive engine No. 278 and the Marion steam shovel are being overhauled so as to be ready for service in the spring.

The total number of employees on the Seward Division last week was 264.

### END OF TRACK SOUTH OF NENANA IN FAIRBANKS DIVISION IS AT MILE 370.28.

End of steel South of Nenana in the Fairbanks Division of the Government Railroad last Saturday night was at Mile 370.28, according to a telegraphic report from Frederick D. Browne, engineer in charge of the Division. The length of track laid last week was 1.36 miles.

### SIXTY-TWO PASSENGERS AND 2000 POUNDS OF MAIL ARRIVE FROM STATES.

Sixty-two passengers, including 11 women; 2000 pounds of mail, and 500 pounds of express arrived Monday night in Anchorage from Seward, having reached there last week on the steamship Alameda from Seattle.

The passengers, mail and express left Seward at 8 o'clock last Saturday morning. They remained at Mile 45 Saturday night. They proceeded Sunday to Kern, where they remained Sunday night. They traveled Monday forenoon to Mile 83, and there boarded the train for Anchorage.

The Southbound train that left Anchorage Saturday morning took 14 passengers destined for Seward, and one car of coal for Mile 83.

There are 35,000 pounds of freight for Anchorage en route from Seward. To assist in the moving of it from Kern to Mile 83, a four-horse team was sent on Monday's train from the Anchorage corral to Samuel Estes, foreman at Girdwood.

The next steamship scheduled to arrive at Seward from Seattle is the Curacao. She was at Cordova Monday and is expected at Seward Thursday.

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.13.

# PROGRESS OF WORK IN TALKEETNA DISTRICT IS OUTLINED BY H. F. DOSE.

Progress of construction work and conditions existing in the Talkeetna district are outlined in the report for January submitted by H. F. Dose, engineer of the district.

"The camp at Montana Creek, one of the first established in the Talkeetna district in the summer of 1916, was abandoned in January," declares the report. "Its force was transferred to the maintenance of way department and to Camp No. 221, which is approximately two miles South of Talkeetna. The supplies and material at Montana Creek were shipped to Anchorage.

"The retail store at Talkeetna was closed, and the material kept in the warehouse at Talkeetna was returned to Anchorage. The warehouse at Talkeetna will be moved in order to avoid the possibility of having it washed away by the river during the spring floods. The sides, ends and roof of this warehouse are of corrugated iron, which also will be shipped to Anchorage as soon as the building is taken down.

"At Mile No. 236, station 10480, further work on the camp has been abandoned.

"Five station gangs are still at work in the Talkeetna district. Two of these gangs will finish their work in February.

"During the first week in January it was again necessary to plow the roadbed clear of snow before tracklaying could proceed.

"On account of the small force employed in Talkeetna district at present, overland freighting to supply existing camps is very light and eight double-enders can transport all the material required. When not engaged in this service, rails, cars and other equipment left at various places along the line are collected and stored at convenient landings where later they can be loaded on boats for future disposal.

"During January the Susitna River North of Camp No. 255 closed up sufficiently to permit traveling on the ice with horses. A plain trail was staked to the mouth of Indian River and the drilling outfit sent up by the bridge engineer to test the foundations for the crossing was transported to the bridge site.

"Extremely cold weather was experienced in the last week in January. An accurate record at Montana Creek, which appears to be the coldest point in the district, could not be obtained on account of the absence of a thermometer capable of recording the lowest degree of cold manifested, but from various sources the temperature seemed to range from 65 to 75 degrees below zero. At Talkeetna, thermometers varied from 50 to 66 degrees below zero, at Deadhorse Hill thermometers registered 43 degrees below zero, and at Indian River 49 degrees below zero. The fall of snow during January was light.

"On account of the severe cold wave, several of the station gangs in the district, which were working on exposed points along the river, were compelled to remain in their quarters at times.

"The inventory of supplies on hand in the Talkeetna Stores Department amounts to \$87,092.87.

"Victor Olson, station man with Gust Holmlund & Co., January 3 received severe fractures of both bones in the left leg below the knee and was transferred to Anchorage after having received the necessary attention in the field hospital at Deadhorse Hill.

"The health of the force in the Talkeetna district dur-

ing January was satisfactory.

"The force employed in the Talkeetna district January 31 was as follows:

"Engineers, clerks and surgeon, 12; foremen and timekeepers, 5; storekeeper and clerks, 7; blacksmith and carpenter, 2; mess house, 3; teamsters and packers, 8; laborers, 11; watchmen, 3; piledriver men, 2; telephone operator, 1; stationmen, 62; stationmen's laborers, 11. Total, 127.

## LOGS DELIVERED TO MILL SITE AT MILE 83 ON TURNAGAIN ARM.

Five hundred and forty thousand feet of logs have been delivered at the mill site, Indian Creek, Mile 88, on Turnagain Arm, according to the report for January of F. A. Hansen, engineer of maintenance of way. Seventy-five thousand feet of logs are yarded in the woods ready to be hauled to the mill site.

"A number of snow slides came down in January between Mile 71 and Mile 77, covering the track from 20 to 50 feet deep," reports Mr. Hansen.

"The steam shovel at Mile 83 moved 10,900 cubic yards of rock in January and the material was placed around the piling of the long trestle across the tide flats opposite the snow slides between Mile 82 and Mile 84 for protection against ice.

"Coyote hole contracts were let to Frank Daniels & Co. and Clyde Brenner & Co. on January 29 at Mile 85. This rock will be used for riprap on Turnagain Arm.

"All bridges between 116 and 154, inclusive, North of Montana to Talkeetna, were completed in January.

"One bridge gang was moved to Talkeetna and started driving January 16. The second bridge-erecting gang moved to Talkeetna January 24.

"All bents of the South approach of the Talkeetna River bridge were driven, sway-braced, and capped in January, and stringers and ties were placed and track laid.

"The first bent of the South abutment of the first span was partly driven, but owing to a compact strata of gravel, which was encountered, it was impossible to get more than three feet penetration. A three-pile temporary bent was driven to let the pile driver over and work continued ahead. The South abutment will be excavated to a depth of five feet below the lowest point in the river before driving is resumed, and the excavation will be filled with rock.

"All false work was driven and capped for the first span of the Talkeetna bridge in January and the first pier of the South end of the second span was driven. Five bents of the seven false work bents of the second span were also driven.

"A number of frost heaves and glaciers showed up along the railroad track in January and were taken care of as soon as they appeared."

## SUM OF \$13,800,000 IS ASKED OF CONGRESS TO COMPLETE RAILROAD.

Thirteen million, eight hundred thousand dollars is the amount asked of Congress by Secretary of the Interior Franklin K. Lane for the completion within the next year of the Government Railroad in Alaska, according to press dispatches received in Anchorage. The Secretary, it is said, hopes Congress will pass the appropriation before next March 4.

## JANUARY WEATHER AT ANCHORAGE

Date	Temperature			Rain Inches	Snow Inches	Wind	Day
	Max.	Min.	Range				
Jan. 1....	32	25	7	0.02	0.5	NE	Cldy.
Jan. 2....	26	15	11	.....	.....	N	Cldy.
Jan. 3....	26	11	14	.....	.....	SE	Cldy.
Jan. 4....	23	2	21	.....	.....	NNE	Cldy.
Jan. 5....	23	18	5	0.07	1.0	NNW	Cldy.
Jan. 6....	23	15	8	0.01	0.4	N	Cldy.
Jan. 7....	24	15	9	0.04	0.7	N	Cldy.
Jan. 8....	39	22	17	.....	.....	SE	Cldy.
Jan. 9....	40	25	15	.....	.....	NNE	Cldy.
Jan. 10....	30	22	8	0.14	3.0	SE	Cldy.
Jan. 11....	26	10	16	0.02	0.5	NNE	Cldy.
Jan. 12....	35	23	12	0.24	3.5	N Pt.	Cldy.
Jan. 13....	26	4	22	.....	.....	NE	Cldy.
Jan. 14....	24	3	21	.....	.....	N	Cldy.
Jan. 15....	10	-12	22	.....	.....	N	Clear
Jan. 16....	11	-7	18	.....	.....	NNE	Clear
Jan. 17....	8	-15	23	.....	.....	N Pt.	Cldy.
Jan. 18....	4	-13	17	.....	.....	N	Cldy.
Jan. 19....	7	-7	14	0.02	0.3	E	Cldy.
Jan. 20....	13	-3	16	.....	.....	NE	Cldy.
Jan. 21....	9	-16	25	.....	.....	E	Cldy.
Jan. 22....	6	-15	21	0.04	1.0	E	Cldy.
Jan. 23....	8	-10	18	0.07	0.8	NE	Cldy.
Jan. 24....	5	-9	14	0.01	0.6	NNE	Cldy.
Jan. 25....	-2	-16	14	.....	.....	NE	Cldy.
Jan. 26....	3	-15	18	0.05	1.2	NE	Cldy.
Jan. 27....	-5	-10	15	0.03	1.0	N	Cldy.
Jan. 28....	-7	-33	26	.....	.....	N	Clear
Jan. 29....	-8	-32	24	.....	.....	NE	Clear
Jan. 30....	-7	-30	23	.....	.....	NNE	Cldy.
Jan. 31....	12	-8	20	0.14	2.5	NNE	Cldy.

SUMMARY—Temperature, mean maximum, 14.94; mean minimum, -1.32; mean, 6.81; maximum, 40, Jan. 9; Minimum, -33, Jan. 28; greatest daily range, 26. Precipitation, total 0.70 inches; greatest in 24 hours, 0.14, Jan.

10 and 31. Snow, total snowfall, 17 inches; on ground 15th, 15 inches; at end of month, 17.5 inches. Number of days with .01 inch or more precipitation, 14; clear, 4; partly cloudy, 2; cloudy, 25.

## WEEKLY FORCE REPORT.

## Anchorage Division.

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, February 1, 1919, was as follows:

Engineer in Charge .....	23
Terminal Shops and Yards .....	51
Track, Bridge and Ballast .....	192
Receiving and Forwarding Agent .....	8
Machine Shops .....	70
Marine Ways .....	25
Store Department .....	73
Employment Bureau .....	16
Transportation Department .....	42
Disbursing Office .....	7
Accounting Department .....	11
Base Hospital .....	12
Townsite Office .....	7
Telegraph and Telephone Department .....	27
Mining Department .....	152
Talkeetna District .....	54
.....	770
Stationmen and Laborers .....	89

Grand total employees, Anchorage Division..... 859

## DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements of the Anchorage office of the Alaskan Engineering Commission for the week ended February 7, 1919, totaled \$113,722.05. Salaries and wages were \$91,651.05; contractors, \$21,446.76; compensation, \$226.38; other expenses, \$307.86.

## CLIMATOLOGICAL DATA—DECEMBER, 1918.

STATIONS	Mile on Railroad	Approximate Elevation, feet	Temperature in Degrees, Fair.							Precipitation Inches		Number of Days				Prevailing Direction of Wind.	
			Mean Maximum	Mean Minimum	Mean	Highest	Date	Lowest	Date	Greatest Daily Range	Total	Greatest in 24 Hours	Total Snowfall, Inches	Clear	Partly Cloudy		Cloudy
ANCHORAGE																	
D. D. Vint, Obs.	115	40	21.35	4.42	12.85	47	23	-32	10	37	1.36	0.59	17.85	1	8	22	NE
MATANUSKA																	
F. E. Rader, Obs.	151	200	21.4	6.5	13.9	48	31	-31	10	38	1.60	0.38	8	5	6	20	NE
CHICKALOON																	
J. E. Manning, Obs.	188	910	17.9	8.8	13.4	39	22	-18	8	26	.....	.....	15	9	4	18	N
TALKEETNA																	
W. Coppernoll, Obs.	227	366	20.97	2.52	11.75	40	26	-41	8	45	4.00	1.59	43.5	8	1	22	NE
INDIAN RIVER																	
A. F. Stowe, Obs.	266	735	21.93	3.29	12.61	39	22	-32	8	41	4.82	1.45	42.13	9	3	19	NE



**OFFICIAL CIRCULARS.****WASHINGTON'S BIRTHDAY IS HOLIDAY.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Feb. 8, 1919.

Circular No. 362:

**TO ALL CONCERNED:**

Washington's Birthday, Saturday, February 22, 1919, will be observed as a holiday at these headquarters, and as far as practicable, in the field.

WM. GERIG, Engineer in Charge.

**GENERAL STOREKEEPER APPOINTED.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Feb. 8, 1919.

Circular No. 363:

**TO ALL CONCERNED:**

Effective this date Mr. W. R. Manning is appointed General Storekeeper of the Anchorage Division.

WM. GERIG, Engineer in Charge.

**GOVERNMENT ACHIEVES GOOD RESULTS BY ITS WORK IN COAL FIELDS.**

W. A. Ryan, who, at the direction of the Secretary of the Interior, is investigating conditions and resources in Alaska, particularly along the line of the Government Railroad, visited last week the coal mines operated by the Alaskan Engineering Commission at Eska and Chickaloon. On the trip, Mr. Ryan was accompanied by Mrs. Ryan, George H. Gamble, accountant in the office of the Secretary of the Interior, and Mrs. Gamble. The party, with William Gerig, engineer in charge of the Anchorage Division, left here Wednesday morning. Mr. Gerig returned to Anchorage Thursday afternoon. Mr. and Mrs. Ryan and Mr. and Mrs. Gamble came back Saturday afternoon.

By W. A. RYAN.

Opponents to the policy of Government development of Alaska's resources should visit the Government's coal mines at Eska and Chickaloon.

If their prejudices were not so fixed and unalterable as to preclude a change of opinion, it seems certain that they must be convinced of the wisdom of that policy.

What the United States is doing at these two mines is in the nature of experimental work in an unknown field. Superficial indications in the Matanuska and Chickaloon fields promised that the coal measures to be revealed by mining operations would be of unlimited extent and unrivaled economy of operation. That the promise of the surface has not been realized is but a confirmation of mining experience in many regions.

The Government has here undertaken the pioneer work that must eventually reveal not only the location and character of the best workable deposits, but the best methods of operation. The result of these operations must be to acquire the requisite information to enable private capital

to proceed in the most orderly and economical fashion with the development of that region.

**Limited to Surface Conditions.**

Geological knowledge of these coal fields, except for the Government workings, is practically limited to surface conditions. The revelations made by Government mining operations has almost completely upset the conclusions based on surface indications. No aggregation of private capital would undertake the development work the Government is doing unless it were assured of Government support. Transportation and market conditions would not justify the private investor in taking the risk involved. The Government, on the other hand, having a market for the fuel produced in the development of the mine, is not concerned so much with profits of operation as with the acquirement of exact and scientific data concerning the character, extent and continuity of workable beds of coal.

This, it is reasonable to expect, will be evolved by the operations at Eska and Chickaloon. Upon the result of these operations private capital may safely proceed with other projects. The data acquired by the Government will be open to all. The Government's experience will be free to all who may wish to avail themselves thereof.

**Results Would Be Kept Secret.**

If the pioneer work were left to private capital the data and experience gained would be carefully guarded business secrets, held inviolate to prevent the growth of competition. And such knowledge would be gained slowly and at enormous cost. The history of coal development in the Cascade Mountains in Pierce and King Counties, Washington, is an illustration of the truth of these observations. How many coal mines failed of proper development and how great the consequent loss to investors may never be exactly known, but even so rich and powerful a corporation as the Northern Pacific Railroad failed properly to develop a profitable mine in those fields. Perhaps if the knowledge and experience of other operators had been available that failure might have been avoided.

The development of a Government coal mine (or any other activity by the Government) should not be considered in the light of an adventure for profit. The Government is not in the business of competing with its citizens in industrial enterprises. It is in the business as a way-shower, as a pioneer. It is concerned in the acquirement of knowledge, in the development of better, safer, more economical business and industrial methods, a more complete utilization of natural resources, the conservation of life and property, the prevention of waste.

**Too Costly for Private Capital.**

It is in this light that the experiments at Eska and Chickaloon must be regarded. The Government is there undertaking a work that no combination of private capital would be justified in undertaking and yet from the results of these operations of the Government will inevitably follow whatever of successful mining operations may come to this district. Perhaps the Government will never undertake to put the product of its mine on the market in competition with other mines in the same field. Its own operations may never show a balance on the credit side of the financial ledger, yet in that larger ledger, the book wherein the sum of benefices conferred upon its people by this Government shall be written, the credit balance will be larger than the total investment.

But after visiting these Government mines the writer is impressed by the fact that even from the sordid stand-

point of monetary gains the Eska and Chickaloon mines are certain to prove themselves good investments. Certainly, if for no other purpose than as a source of fuel supply for the Alaskan Railroad, they justify their existence, and until such time as private enterprise may develop new sources at less cost their continued operation is a necessity.

The Government coal mine is, however, chiefly valuable as a demonstration of the practicable and profitable character of Alaska's coal deposits.

#### MECHANICAL DEPARTMENT REPORTS ON REPAIR AND ASSEMBLY OF LOCOMOTIVES.

Assembling and repairing of locomotive engines and work on other rolling stock of the Government Railroad are outlined in the report of the Mechanical Department for January.

The assembling of locomotive engine No. 620, which was received from Panama last spring, is 25 per cent complete. Two dismantled engines of the 600 class, which also were received from Panama last spring, will be assembled in the near future.

Engine No. 265 is receiving a new fire box and other heavy repairs. The work is about 35 per cent complete.

Engine No. 275 was in the shop the greater part of the month for light repairs.

Engines Nos. 224, 225, 242, 247, 266, 275 and 277 were in yard and road service in January.

Browning crane ditcher No. 2, Marion steam shovel No. 2, Bucyrus steam shovel No. 6, Bucyrus steam shovel No. 7, Bucyrus pile driver No. 6, Jordan spreader No. 2 and motor cars Nos. 2 and 42 were given repairs during the month.

One hundred and three freight and work train cars and six passenger train cars received light repairs. Two box cars are undergoing heavy repairs.

At the power plant, which is operated by the Mechanical Department, 59,951 kilowatt hours of energy were produced. A total of 760.65 tons of coal were used at the power plant during January, an average of 24.5 tons a day.

At the Anchorage townsite pumping station, which is operated by the Mechanical Department, a total of 8,180,801 gallons of water was pumped in January. Of this total, 5,771,226 gallons, or 70.55 per cent, were for townsite commercial consumption and 2,409,575 gallons, or 29.45 per cent, for use in the terminal yards of the Alaskan Engineering Commission. One hundred and ninety-six tons of coal were used during January at the pumping station.

#### TELEGRAPH AND TELEPHONE DEPARTMENT DID GOOD BUSINESS IN JANUARY.

Business done by the Telegraph and Telephone Department of the Alaskan Engineering Commission during January, according to the report of John J. Longacre, acting superintendent of the department, shows there was a total of 1381 wire telegraph messages. Forty-five more messages were received than were sent. Wireless messages, counting those sent, received and relayed, numbered 176 during January.

In the telephone branch of the department, there were approximately 43,400 switchboard commercial connections and 2138 long distance connections in January.

Six telephones were installed during the month in An-

chorage; six long distance telephones were connected; four telephones changed in the townsite, and three long distance telephones moved.

Considerable trouble was occasioned in January to toll lines by ice and snow slides. Between Anchorage and Seward, there were eleven serious cases of trouble as a result of snow and sleet, and a total of 181 hours of labor were required to maintain the lines on an operating basis.

The telegraph service was cut in at Chickaloon and Moose Creek on the dispatcher's circuit. The circuit to these locations, however, will not be turned over for operation until the Wasilla and Matanuska offices are completed.

In the electric light and power branch of the department, 21 meters were "cut out" and 25 "cut in" in Anchorage in January. Five new inspections were made, five new services run and 471 meters, which is the total number in service, were read. Repairs were made to damage caused by ice and snow to electric light and power distribution lines.

#### COMMISSION EMPLOYEES TAKE PROMINENT PART IN ROOSEVELT MEMORIAL SERVICES.

Persons connected with the Alaskan Engineering Commission took a prominent part in the memorial services for the late Col. Theodore Roosevelt Sunday afternoon in the Empress theatre.

As representative of the Commission on the platform was William Gerig, engineer in charge of the Anchorage Division. Others from the Commission on the platform were John H. Dunn, of the Stores Department, representative of the Anchorage Chapter of the American Red Cross; M. H. Baker, of the Stores Department, representative of the Anchorage Masonic lodge; Mrs. John H. Dunn, of the townsite office, representative of the Eastern Star; Thomas K. Orr, of the Anchorage hospital force, representative of the Anchorage lodge of Odd Fellows; J. W. Blaze, of the Stores Department, representative of the Moose, and Frank L. Knight, of the train service, representative of the Christian Science Church.

The address of the day was delivered by W. A. Ryan, who is attached to the office of the Secretary of the Interior and who is in Anchorage on official business.

Mrs. W. B. Clayton, whose husband is in the disbursing office, and W. Endberg, of the maintenance of way department, sang vocal selections.

#### MANY TURNAGAIN ARM BASEBALL PLAYERS ARE WITH NATION'S FIGHTING FORCES.

Former employees of the Alaskan Engineering Commission whose names have not yet appeared in the list of Interior Department workers with the nation's forces include C. C. Casard, Engineer Reserve Corps; Thomas J. Finnegan, lieutenant in Aviation Corps; Thomas Haines, Marine Corps; William U. Hudson, lieutenant of Artillery; R. C. Loudermilch, first sergeant in Hospital Corps; Harry Ober, Infantry; George R. Tremblay, Third Engineers; Leo C. Vandoveer, Forty-ninth Infantry, and Homer M. Williams, sergeant in Motor Truck Service. Most of these young men were employed in the Turnagain Arm district and in the season of 1917 they were members of the Turnagain Arm baseball team.

Names of former employees of several branches of the Department of the Interior, who to November 11, 1918,

had joined the Army or the Navy, have been printed in previous issues of the Alaska Railroad Record. Additional Interior Department employees who entered the country's service follow:

Office of Indian Affairs—Maurice Alexander, Aviation Corps, U. S. A., Cal.; John Allard, U. S. N., N. Mex.; Arthur Anderson, U. S. N., Oreg.; John Anderson, Coast Artillery, U. S. A., Minn.; Bill Arthur, Engineer Corps, U. S. A., Wyo.; John Artichoker, Depot Brigade, U. S. A., Nebr.; David C. Bacon, Ambulance Corps, U. S. A., Okla.; Dr. Jas. A. Ballard, Infantry, U. S. A., Wis.; Aubrey B. Ballard, Aviation Section, Signal Corps, U. S. A., Okla.; Jess L. Ballard, Infantry, U. S. A., Okla.; Dr. James L. Ballou, surgeon, U. S. N., N. C.; W. E. Bandemer, Engineer Corps, U. S. A., Mich.; Benj. H. Barnette, Infantry, U. S. A., Okla.; Lyman G. Bates, U. S. N., Mich.; George E. Bell, Engineer Corps, U. S. A., Ariz.; Everidge Benton, N. S. N., Okla.; Donald H. Biery, Field Artillery, U. S. A., Cal.; Robert B. Blair, Engineer Corps, U. S. A., Iowa; Dr. C. J. Bliss, Medical Reserve Corps, U. S. A., Kans.; Spencer E. Bomar, Q. M. C., U. S. A., Tex.; Walter E. Bond, 20th Engineer Corps, A. E. F., Mich.; Chester A. Borsch, Students' Army Training Corps, S. Dak.; Irvin M. Bowles, Field Artillery, U. S. A., Okla.; Henry J. Broker, Machine Gun Battalion, U. S. A., Minn.; Frank E. Brown, U. S. A., Tex.; James W. Brown, Naval Reserves, D. C.; Lewis F. Brown, Field Artillery, U. S. A., S. Dak.; Emmet Bruner, Trench Mortar Battery, U. S. A., Okla.; George Buckland, U. S. A., N. Y.; Edward E. Burney, 12th Infantry, U. S. A., Okla.; Overton L. Burney, Ammunition Train, U. S. A., Okla.; Clarence D. Cade, U. S. A., Ala.; Louis R. Caire, Bakery Company, U. S. A., N. Mex.; Dr. John R. Callaway, M. R. C., U. S. A., N. Mex.; Gus Callen, Field Artillery, U. S. A., Idaho; Robert C. Carlson, Aviation Section Signal Corps, U. S. A., Wash.; Arthur A. Carmody, U. S. A., R. I.; D. L. Carmody, E. O. R. C., U. S. A., Utah; Harry L. Carner, Infantry, U. S. A., Cal.; William T. Carrigan, jr., Engineer Corps, U. S. A., Md.; James H. Cassidy, Cavalry, U. S. A., Conn.; Jesse C. Cavill, Central Officers' Training School, Mich.; Peter F. Collins, Engineer Corps, U. S. A., Okla.; H. M. Conklin, Signal Reserve Corps, U. S. A., Minn.; Louis Coons, Infantry, U. S. A., Wis.; Walter E. Coppedge, Medical Reserve Corps, U. S. A., Cal.; Frank Cosand, Light Artillery, U. S. A., Okla.; Joseph Coursey, U. S. A., Mass.; Dr. Roland R. Cross, Medical Corps, U. S. A., Ill.; Earl Cummings, Ammunition Train, U. S. A., Nebr.; Leslie L. Curtis, U. S. N., Wash.; Richard E. Daly, Aviation Section, U. S. A., Wis.; Dr. Edward C. Davis, Medical Corps, U. S. A., Ill.; Hugh Day, Aviation Corps, U. S. A., Okla.; Irven R. Dice, U. S. A., Mich.; Peter M. Dinchart, Q. M. C., A. E. F., N. Y.; Dr. J. F. Duckworth, Aviation Corps, U. S. A., Okla.; Clarence Dunston, Engineer Officers' Reserve Corps, U. S. A., N. Y.; James E. Dyson, Medical Reserve Corps, U. S. A., S. Dak.; Clyde Earns, Quartermaster Corps, U. S. A., Oreg.; Robert E. Eddins, U. S. N., Ala.; Shirley G. Edelen, 146th Depot Brigade, U. S. A., S. Dak.; Dr. Let L. Elliott, Officers' M. R. S., Aero Squadron, U. S. A., N. Y.; Charles F. Ensign, Medical Corps, U. S. A., Kans.; Rolland A. Estes, Aviation Corps, U. S. N., Pa.; Fred J. Ettawageshik, 160th Depot Brigade, U. S. A., Mich.; James R. Everett, Infantry, U. S. A., Md.; Charles Dog Eyes, U. S. A., S. Dak.; Richmond Favor, jr., Medical Reserve Corps, U. S. A., Mass.; Wm. H. Flanery, Engineer Corps, U. S. A., Ky.; Samuel J. Flickinger, Students' Army Training Corps, U. S. A., N. J.; Henry J. Flood, 145th Machine Gun Battalion,

A. E. F., S. Dak.; John Francis, jr., U. S. Guards, U. S. A., Kans.; Clarence D. Fulkerson, Medical Corps, U. S. A., Ariz.; Gordon L. Gardner, 126th Infantry, U. S. A., Ariz.; Alonzo M. Glenn, Depot Brigade, U. S. A., Miss.; Harold G. Gosselin, Field Artillery, U. S. A., N. H.; G. L. Gray, Officers' Training School, U. S. A., Okla.; Dr. Thomas E. Griffith, Medical Service, U. S. A., Pa.; Arthur Grunert, field clerk, U. S. A., Okla.; Dr. Virgil B. Guittard, Medical Corps, U. S. A., Ohio; Charles D. Hager, Q. M. C., U. S. A., N. Mex.; Wilfred M. Hall, C. A. C., U. S. A., Colo.; Byron Hammer, Ammunition Train, U. S. A., Wis.; Paul T. Hammock, Engineer Corps, U. S. A., Ark.; Aaron W. Hancock, Infantry, U. S. A., Okla.; Wm. P. Harley, Engineer Corps, U. S. A., Iowa; Mitchell Harrison, Aviation Corps, U. S. A., Okla.; Harry P. Hart, Q. M. C., U. S. A., Cal.; William H. Harshbarger, Machine Gun Battalion, U. S. A., Ohio; Dr. John E. Hastings, Medical Reserve Corps, U. S. A., N. Mex.; Alvin B. Hawley, 159th Infantry, A. E. F., Mont.; Marion Claude Hayman, Radio Section, U. S. A., Okla.; Robert B. Haynes, Infantry Band, U. S. A., Mont.; Albert Henderson, Aviation Corps, U. S. A., Md.; W. O'B. Henderson, Engineer Corps, U. S. A., Mich.; Albert L. Hess, Q. M. C., U. S. A., Wis.; Harry Horwitz, Naval Reserves, N. J.; J. Felipe Hubbell, Officers' Training Camp, U. S. A., N. Mex.; Fitzhugh L. Hurley, U. S. N., N. C.; James T. Hutchins, Students' Army Training Corps, N. C.; Dr. H. J. T. Ince, Medical Reserve Corps, U. S. A., S. Dak.; Herbert D. Ives, Officers' Training School, U. S. A., Okla.; Dr. Leon Jacobs, Medical Reserve Corps, U. S. A., Mich.; Billie James, Ammunition Train, U. S. A., Okla.; Dr. J. G. Janney, U. S. A., Mo.; Clarence T. Johnson, Infantry, U. S. A., Md.; Napoleon B. Johnson, U. S. A., Okla.; Rudolph F. Johnson, field clerk, U. S. A., Minn.; Stanley J. Johnson, Coast Artillery Corps, U. S. A., Minn.; Wm. J. Johnson, Field Artillery, U. S. A., Ark.; John J. Johnston, Infantry Officers' Training Camp, U. S. A., Kans.; Raymond G. Jones, Aviation Corps, U. S. A., Wash.; Joseph N. Kagey, 155th Depot Brigade, U. S. A., Va.; Calvin Kahdub, U. S. A., Minn.; Edward C. Kaighn, Engineer Corps, U. S. A., Wash.; Oliver S. Keith, Q. M. C., U. S. A., Colo.; Grady Ketchum, Infantry, U. S. A., Okla.; Earl W. Kinser, Infantry, U. S. A., Idaho; Walter B. Kirkpatrick, Aviation Corps, U. S. N., Mo.; Dr. Roy R. Knotts, Medical Reserve Corps, U. S. A., Ariz.; Ralph B. Koeber, Officers' Training Camp, U. S. A., Utah; Albert H. Krause, Infantry, U. S. A., Kans.; Gustave L. Kreiger, Medical Detachment Field Artillery, U. S. A., Ohio; Clarence R. Krigbaum, U. S. A., S. Dak.; Harry M. Lair, field clerk, U. S. A., Pa.; Cleburne Lane, Infantry, U. S. A., Okla.; Hans Larsen, Aviation Corps, U. S. A., S. Dak.; Edward Laundry, Marine Corps Replacement Battalion, Minn.; John G. Leaf, Depot Brigade, U. S. A., Okla.; Vivian Lee, 1st Colo. Cavalry, U. S. A., Okla.; John H. Lehr, Medical Corps, U. S. A., Ohio; Arthur G. Lewis, Engineer Corps, U. S. A., Mont.; Vivian J. Lewy, Engineer Corps, U. S. A., Colo.; Leon L. Linchan, clerk Ordnance Department, U. S. A., Mass.; Harold G. Linn, 12th Infantry, U. S. A., Colo.; Harold A. Linnett, Machine Gun Battalion, U. S. A., Minn.; Miguel Little, U. S. N., N. Mex.; John G. Lockard, Ordnance Corps, U. S. A., Okla.; Henry Lockey, Military Guard, U. S. A., N. C.; George R. Long, Aviation Corps, U. S. N., Ill.; Matthew Longhorn, C. A. C., U. S. A., Okla.; Dr. Wallace Longstreth, Medical Reserve Corps, U. S. A., S. Dak.; Angus F. Lookaround, U. S. N., Minn.; Howard E. Lord, Medical Department, Infantry, U. S. A., Minn.; Marshall D. Loveless, Military Police, U. S. A., Cal.; Theodore Lundblade,



Infantry, U. S. A., Iowa; Richard P. McCarthy, Dental Corps, U. S. A., Mass.; John W. McFarlane, 463d Aero Squadron, U. S. A., Wyo.; John T. McGarry, field clerk, U. S. A., Conn.; John B. McGill's, Engineer Corps, U. S. A., Minn.; Earl J. McGilvard, U. S. A., Minn.; John G. McGuire, Infantry, U. S. A., Tenn.; Barney McKellop, Adjutant General's Office, U. S. A., Okla.; Thomas W. McKinley, 161st Depot Brigade, U. S. A., Ohio; Frank Mackey, Infantry, U. S. A., Mich.; Paul H. Madigan, Aero Squadron, U. S. A., D. C.; Frank C. Makosky, Coast Artillery, U. S. A., Cal.; Austin Manadoka, Infantry, U. S. A., Okla.; John J. Marshall, Artillery, A. E. F., N. Mex.; Clarence J. Martin, Infantry, U. S. A., Cal.; Edward G. Martin, U. S. N. R., Ill.; George P. Masquat, Infantry, U. S. A., Kans.; Chas. L. Matthews, Q. M. C., U. S. A., N. Y.; Clinton W. Merriss, Medical Corps, U. S. A., Okla.; Ralph S. Miller, U. S. A., Pa.; Jas. M. Minesinger, Aero Squadron, U. S. A., Mont.; Ivan W. Morgan, Students' Army Training Corps, U. S. A., Pa.; Alvis M. Morrin, U. S. N., Wis.; William R. Morris, Signal Corps, U. S. A., Kans.; James Nairn, Officers' Training School, U. S. A., Okla.; William Naquam, Infantry, U. S. A., Mich.; Dr. Lum G. Neal, Medical Reserve Corps, U. S. A., Ga.; Harry F. Nicklaus, Engineer Corps, U. S. A., Iowa; Herman C. Nuffer, Artillery Corps, U. S. A., Idaho; George M. Nyce, U. S. G., U. S. A., Ariz.; Donald O. Nye, Q. M. C., U. S. A.; Ancil K. O'Brien, C. A. C., U. S. A., Kans.; William Ohlerking, Infantry, U. S. A., Kans.; Chas. R. Olberg, Engineer Corps, U. S. A., Cal.; Joseph E. Oley, Infantry, U. S. A., Mich.; Lawrence E. Orr, U. S. A.; Ernest E. Padget, Engineer Corps, U. S. A., Wyo.; Stanley S. Panowicz, Army field clerk, U. S. A., Nebr.; Wesley D. Parker, U. S. N., S. Dak.; Dr. Roger V. Parlett, Medical Reserve Corps, U. S. A., Md.; John Paul, 345th Field Artillery, U. S. A., Nebr.; James H. Peck, Medical Reserve Corps, U. S. A., Utah; Ward Pego, Depot Brigade, U. S. A., Mich.; Kenneth S. Perry, Aviation Section, Signal Corps, U. S. A., Oreg.; Clarence L. Phillips, 340th Field Artillery, U. S. A., Colo.; Samuel Clifford Pinney, U. S. N., Fla.; Carroll R. Poffenberger, Students' Army Training Corps, Md.; Jose D. Porte, Canadian Forces, Cal.; Joseph J. Pratt, U. S. G., U. S. A., Cal.; Elmer S. Prophet, field clerk, U. S. A., Okla.; Isaac Quinn, 24th Machine Gun Battalion, U. S. A., S. Dak.; Charles W. Rastall, Q. M. C., U. S. A., S. Dak.; French Rayburn, U. S. N., Okla.; Wilfred P. Rayner, Aviation Section, Signal Corps, U. S. A., Mich.; John T. Rees, Medical Corps, U. S. A., Nev.; Dr. Martin R. Reiber, Medical Officers' Reserve Corps, U. S. A., D. C.; Cicero F. Reid, Ammunition Train, U. S. A., Okla.; Dr. D. B. Riley, U. S. A., Wis.; Chester D. R'sher, Q. M. C., U. S. S., Miss.; Rollin Ritter, Field Artillery, U. S. A., N. Mex.; Moyne C. Robb, Q. M. C., U. S. A., Idaho; Dr. William W. Roblec, Medical Reserve Corps, U. S. A., Cal.; Ignacio Roche, Bakery Company, U. S. A., N. Mex.; Leo F. Rocque, 160th Depot Brigade, U. S. A., Mich.; Fernando E. Rodriguez, Dental Corps, U. S. A., D. C.; Dr. Thos. F. Redwell, M. O. R. C., U. S. A., Minn.; Dr. R. Doyle Russell, M. O. R. C., U. S. A., Ga.; Robt. E. Ryle, Engineer Corps, U. S. A., Okla.; Louis W. Saiewitz, clerk, Ordnance Department, U. S. A., N. J.; Evert J. Sailor, Engineer Corps, U. S. A., Wash.; Francisco A. Salazar, 165th Depot Brigade, U. S. A., N. Mex.; Francis R. Schanck, Production Division, Ordnance, U. S. A., Cal.; John J. Schwarz, Infantry, U. S. A., Mo.; John Rufus Scraper, Detention Camp, U. S. A., Okla.; Dean H. Shannon, Aero Squadron, Signal Corps, U. S. A., Okla.; John Shawnego, Q. M. C., U. S. A., Okla.; Wm. S. Shelburn, U. S. N., Ariz.; Clarence

Shelton, Aviation Corps, U. S. A., Okla.; Robert E. Shelton, Aviation Signal Corps, U. S. A., Wash.; Richard F. Sheppard, U. S. N., Iowa; Dr. Nicholas J. Shields, Medical Corps, U. S. A., N. Dak.; Joseph Simon, Infantry, U. S. A., S. Dak.; Edward Simpkins, Machine Gun Battalion, U. S. A., Mont.; Henry A. Sincock, M. R. C., U. S. A., Ill.; Eber R. Sizer, Q. M. C., U. S. A., Idaho; Clyde L. Smith, Engineer Corps, U. S. A., Colo.; Walter H. Smith, U. S. A., Pa.; Elmer J. Smythe, Aviation Corps, U. S. A., Ill.; Frederick A. Spafford, Medical Reserve Corps, U. S. A., S. Dak.; John Calvin Spencer, Infantry, U. S. A., Okla.; Ray C. Spitzer, Provisional Squadron, U. S. A., Tex.; Jean K. Stacy, Infantry, U. S. A., Ark.; Albert Stanley, Aviation Corps, U. S. A., N. J.; Ernest Stecker, Q. M. C., U. S. A., Md.; Henry Steuber, U. S. N., Wash.; Clarence L. Stevens, Infantry, U. S. A., Mont.; Wm. G. Stigler, Infantry, U. S. A., Okla.; Percy E. L. Sturgeon, Officers' Training Camp, U. S. A., Wash.; Jerome H. Stutz, Engineer Corps, U. S. A., Tenn.; Filario Tafoyo, Engineer Corps, U. S. A., N. Mex.; Clyde V. Taylor, Engineer Officers' Reserve Corps, U. S. A., Nev.; Joseph A. Teahan, Medical Corps, U. S. A., Nev.; Wm. J. Thayer, U. S. N., Wis.; Fred H. Troemel, 76th Infantry, U. S. A., Idaho; Edmond A. Venne, Engineer Corps, U. S. A., Minn.; Addison Walker, Field Artillery, U. S. A., Ind.; Chester L. Walker, Artillery, U. S. A., Okla.; Edward J. Walsh, 8th Infantry, U. S. A., Oreg.; Edward H. Warner, Officers' Training Camp, U. S. A., Nebr.; Barton H. Watkins, Medical Reserve Corps, U. S. A., Okla.; Wm. R. Weeks, Engineer Corps, U. S. A., Colo.; Chas. Wesley, Infantry, U. S. A., Okla.; A. Everett Wieslander, Engineer Corps, U. S. A., Cal.; Gustavus Welch, Training Camp, U. S. A., Wis.; Victor G. Williams, Medical Corps, U. S. A., N. C.; Burney O. Wilson, Infantry, U. S. A., Cal.; Henry G. Wilson, Military Police, U. S. A., Okla.; Louis C. Wolter, jr., Ordnance Corps, U. S. A., Ohio; E. A. Worley, Infantry, U. S. A., Ill.; Lee W. Young, Army field clerk, U. S. A., Kans.; Robert N. Young, Students' Army Training Camp, D. C.; Francis B. Zahn, Infantry, U. S. A., N. Dak.

Geological Survey—Robert E. Adams, Engineer Corps, U. S. A., N. H.; Harry Aid, U. S. A., Mo.; Kenneth Aid, U. S. A., Mo.; Richard Aitken, U. S. N. R., Ind.; W. R. Allen, Engineer Corps, U. S. A.; Alvin A. Alsing, Engineer Corps, U. S. A., Cal.; Cleland G. Anderson, Engineer Corps, U. S. A., Ohio; John L. Anderson, Coast Artillery, U. S. A., Iowa; Alan K. Andrews, Engineer Corps, U. S. A., Oreg.; G. Winfield Andrews, Naval Reserves, Cal.; Everett M. Aten, Q. M. C., U. S. A., Cal.; Herbert A. R. Austin, Engineer Corps, U. S. A., Hawaii; R. Earl Ayers, U. S. A., Tex.; Floyd A. Bagley, Engineer Corps, U. S. A., N. H.; James W. Bagley, Engineer Corps, U. S. A., Tenn.; Stephen T. Baldwin, jr., Engineer Corps, U. S. A., D. C.; Newton E. Ballmer, Engineer Corps, U. S. A., Ohio; Edward M. Bandli, E. O. R. C., U. S. A., Wis.; W. C. F. Bastian, Engineer Corps, U. S. A., D. C.; George L. Batten, Engineer Corps, U. S. A., N. Y.; Bernard P. Bauer, Engineer Corps, U. S. A., Tex.; William M. Beaman, Engineer Corps, U. S. A., Vt.; Walter S. Beames, Military Police Force, U. S. A., Ill.; Charles R. Bell, Aviation Corps, U. S. A., Cal.; Frank V. Bell, Engineer Corps, U. S. A., N. Y.; Henry S. Bell, Engineer Corps, U. S. A., Tex.; Leland M. Bell, U. S. A., Cal.; Edwin L. Bemis, Engineer Corps, U. S. A., Wis.; Rolph W. Berry, Engineer Corps, U. S. A., Tenn.; William H. Bertershaw, Naval Reserves, Mass.; William M. Beyersdorfer, Q. M. C., U. S. A., Mass.; Claude H. Birdseye, Coast Artillery, U. S. A., Ohio.

(Continued in Next Issue)

**PERSONAL**

Lee Frazer, foreman of the sawmill at Indian, is visiting in Anchorage.

G. M. Tierney has been employed as shift boss at the coal mine operated by the Alaskan Engineering Commission at Eska.

Aron Ericson, formerly employed in the Anchorage material yard, is now in the property office of the General Stores Department.

Mrs. A. Germain and little son, of Pittman, came to Anchorage Friday and returned home Monday. Mr. Germain is the pumpman at Pittman.

Frank J. Hart, accountant for the coal mining department of the Alaskan Engineering Commission at Eska, and also postmaster there, was in Anchorage over Sunday.

R. D. Chase, paymaster, and D. R. Adams, of the Anchorage disbursing office, left Monday to pay off North of Anchorage. Mr. Chase went to Talkeetna and Mr. Adams to Eska.

Conrad Hauck, carpenter, who worked for the Alaskan Engineering Commission in Nenana, arrived in Anchorage recently en route to the States. He will take passage from Seward for Seattle on the steamship Curacao.

Employees of the Alaskan Engineering Commission who in the last week left for Seward for the purpose of taking steamship passage to the States included T. M. Anderson, cook for Bridge and Building Gang No. 7 at Talkeetna; Charles Bergman, contractor in the Talkeetna district; Angelo Greco, coal miner at Eska; James Kucil, coach caretaker at Anchorage; Donald McDonald, carpenter, and Hans Olsen, piledriver worker, at Talkeetna.

F. W. Brayford, locomotive engineer, who formerly was on the Chickaloon run, is now on the switch engine in the Anchorage Terminal Yards, having succeeded Charles Balhiser, who recently left for the States. Locomotive Engineer John McAulay is on the Chickaloon run. Charles Diamond, locomotive fireman, formerly on an engine in the rock service on Turnagain Arm, has been transferred to the Chickaloon run, and his place on the Arm has been taken by Fireman C. W. Callahan.

**Anchorage Division Notes.**

Ice in Anchorage harbor has thinned out considerably in the past few days. The recent warm weather has made a very noticeable change in ice conditions.

The body of outfit car 036x has been put off in the Anchorage Terminal Yards for use as the office of L. W. Pilger, car repair foreman. The old building formerly used by him as an office was recently burned down.

By the operation of a Jordan spreader, the tracks in the Anchorage Terminal Yards have been kept clear of snow. The spreader in the past week was quite busy in pushing the snow to the outside of the rails.

Running repairs were made in the week ended February 8 by the Mechanical Department to locomotive engines Nos. 224, 225, 247, 266 and 277. Repairs also were made to twenty-nine freight cars, eight work train cars and one passenger car.

Four telephones were installed and four disconnected in the Anchorage townsite in the week ended February 8, according to the report of John J. Longacre, acting superintendent of the Telegraph and Telephone Department. The maintenance lineman of the department, formerly at Moose Creek, has been moved to Matanuska. One mile of wire has been sent by the Anchorage office to Mile 83,

on Turnagain Arm, to be kept there for emergency purposes.

**CHURN DRILLING TEMPORARILY SUSPENDED AT COAL MINE AT ESKA.**

Churn drilling was suspended temporarily in January at the coal mine operated by the Alaskan Engineering Commission at Eska to permit the churn drill operator to take a portion of the equipment to Talkeetna for use in testing the ground at that point for the Talkeetna River bridge foundation, says Sumner S. Smith, resident engineer in charge of the coal mining department of the Commission, in his report for January. The drilling will be resumed at an early date and the ground to the South and the West of the present workings prospected.

"The cleaning plant at the Eska mine," continues the report, "was put in operation about January 1, all coal being screened and picked before being loaded on the railroad cars.

"The Martin gangway was driven about 54 feet in January, the Emery East 50 feet, and the David crosscut 45 feet.

"On the west side of the mine beyond the second fault the upper bench of the Shaw bed was opened and proved to be about three feet thick. On the East side of the mine this bench totaled only about 10 inches.

"There were 110 employees on the payroll and some 4000 tons of coal mined at the Eska property in January.

"At the coal mine operated by the Commission at Chickaloon the East slope was sunk about 30 feet and the curve retimbered to secure a better grade for the track in January. The G crosscut was stopped and a drift started on bed No. 5 to ascertain the extent of this bed and its position through the faulted ground. The F West was driven about 135 feet, the coal varying from four to five feet in thickness.

"There were 45 employees on the payroll of the Chickaloon mine in January."

**TRAINMASTER REPORTS ON USE OF ROLLING STOCK IN JANUARY.**

Nine thousand, six hundred and four miles were traversed by locomotive engines in January on the Anchorage Division of the Government Railroad, according to the monthly report of John T. Cunningham, trainmaster. Of this total, 4582 miles were covered in hauling mixed passenger and freight trains; 3672 miles in hauling work trains; 180 miles in road switching, and 1170 miles in Anchorage Terminal Yard switching.

Engine No. 224 in mixed train service traversed 2130 miles, in work train service 150 miles and in road switching 60 miles; No. 225 in mixed train service 312 miles; No. 242 in work train service 1011 miles; No. 247 in mixed train service 2000 miles and in road switching 120 miles; No. 266 in mixed train service 64 miles and in work train service 674 miles; No. 275 in mixed train service 76 miles; No 277 in work train service 1837 miles.

Fifty-four passenger coaches were in service in January and they traversed 4315 miles. Twenty-five baggage cars covered 1850 miles. Three hundred and ninety-one loaded freight cars went 21,000 miles. Two hundred and nine empty freight cars were hauled 10,588 miles. Fifty-six cabooses are credited with 4607 miles. Six hundred and thirteen cars in work trains negotiated 12,356 miles. The work train mileage was 3672. The mixed train mileage was 4582.

# ALASKA RAILROAD RECORD



VOL. III. ANCHORAGE, ALASKA, TUESDAY, FEBRUARY 18, 1919. NO. 15

## 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.

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

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### SAND AND BOULDERS RETARD WORK OF MAKING SOUNDINGS FOR SUSITNA RIVER BRIDGE.

Sand and loose boulders somewhat retard the work of making soundings for the proposed railroad bridge across the Susitna River, reports F. H. Chapin, who has charge of the operations, to W. J. S. Fogelstrom, bridge engineer. Immediately on arriving at the Susitna River early this month, Mr. Chapin and his party started to sink a hole in the middle of the river for the center pier of the proposed bridge. Their drill had not proceeded far into the line sand, when it struck boulders. Instead of going through the boulders, the drill merely pushed them downward, one boulder, for instance, being shoved down a depth of twenty feet. The sounding party has now resorted to the use of dynamite.

The construction of the railroad bridge across the Talkeetna River is progressing favorably, according to reports received by William Gerig, engineer in charge of the Anchorage Division. Bridge and Building Gang No. 5 last Saturday night had placed the floor beams, stringers, rails and ties on span No. 1. Bridge and Building Gang No. 7 last Saturday night had completed the driving of bents Nos. 39 and 40 and had driven the piles of the false work for bent "V".

Riprap material to protect from the movement of ice the bridge across the mud flats between Mile 83 and Mile 84, on Turnagain Arm, continues to be taken out by the steam shovel at Camp 83. The shovel last week moved more than 2600 cubic yards of rock.

### BAD WEATHER DELAYS WORK ON SEWARD DIVISION OF GOVERNMENT RAILROAD.

Two hundred and sixty-five employees were on the payroll of the Seward Division of the Government Railroad during the week ended February 15, according to R. J. Weir, engineer in charge of the Division. The disbursements of the Seward office for the week ended February 7 totaled \$16,854.40.

Sam Radish & Co., contractors at Mile 52, shot the coyote hole and daylight cut South of tunnel No. 2.

John Enstrom & Co. have advanced 160 feet with their coyote hole work in tunnel No. 3.

A contract has been let to Charles Nelson & Co. for widening tunnel No. 3 in Mile 53.

The bridge crew is now engaged in decking bridge No. 128. The work was materially delayed in the past week on account of bad weather.

The mechanical department of the Seward Division has completed repairs to locomotive engine No. 278. The overhauling of the Marion steam shovel continues. Work on the warehouse and office of the mechanical department has been completed.

A section crew of twenty men and a rotary snow plow were required in the past week to keep the Seward terminal yards clear of snow. The rotary February 10 made a trip to Mile 47, but was forced to return to Seward for repairs. The rotary and a train February 16 reached Mile 47½ with passengers and freight for the Anchorage Division. The services of an extra gang were required to break down overhanging snow banks ahead of the rotary between Mile 45 and Mile 47½.

Much difficulty is experienced in maintaining the trail between Mile 47½ and Mile 62, on account of soft weather and snow falls.

Locomotive engine No. 21, stationed at Kern Creek, is required to make two round trips daily between Mile 62 and Mile 71 to keep the track open.

### END OF STEEL SOUTH OF NENANA IN FAIRBANKS DIVISION IS AT MILE 370.10.

End of steel last Saturday night South of Nenana in the Fairbanks Division of the Government Railroad was at Mile 370.10, according to telegraphic report from Frederick D. Browne, engineer in charge of the Division. Track last week was laid for a distance of 0.18 mile.

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.13.



### GOOD PROGRESS MADE IN CONSTRUCTION WORK IN FAIRBANKS DIVISION.

Good progress was made by the track-laying crew in the Nenana district of the Fairbanks Division in December, according to the report of Frederick D. Browne, engineer in charge of the Division. Several days were lost on account of severely cold weather and some delay was caused by incomplete trestles. On the "D" line, which replaces the former route of the railroad from Mile 389 to Mile 410, the end of main line steel December 31 was at Mile 375.23. The length of main line track laid during the month was 5.90 miles, and the length of siding, 0.32 miles.

The only grading work on the "D" line in December was by train haul. The task of filling in swamps was continued until December 10 when it was necessary to shut down the drag-line excavator, due to extreme cold weather. Twenty-one hundred cubic yards of gravel were loaded on cars in December by the drag-line excavator. Only three grading contracts were in force on the "D" line in December. One of these was completed. There remained December 31 only one gap in the grade between Nenana and Mile 364.6 on which contractors were working. In the Nenana district, on the "D" line and the "L" line, which is the originally established route of the Government Railroad, there were in December 2613 cubic yards of excavation of frozen material; 79 cubic yards of common borrow; 2866 cubic yards of frozen borrow, and 2100 cubic yards of wet borrow. These 2100 cubic yards of wet borrow were moved on force account.

#### Bridge Work in Nenana District.

On the Nenana River crossing in the Nenana district, the pile driver, in December, finished replacing the piling taken out by the high water and driving the intermediate bents in the original 24-foot spans. The pile driver was moved December 31 to the next bridge South. The American ditcher, used as a track driver, started December 30 to drive openings that had been cribbed to allow the steel to proceed. One bridge crew worked all of December putting on stringers ahead of steel and completely decking trestles behind the steel. In the Nenana district, on both the "D" and "L" lines, the record of bridge construction operations in December shows the use of 123 piling, measuring a total of 3401 lineal feet in length; 622 lineal feet of hewed caps and stringers; 13,099 feet, board measurement, of lumber, and 1573 pounds of iron.

In the Nenana terminal yard, the driving of piles along the waterfront for bank protection was finished December 8. Eighty piles, measuring a total of 1467 feet in length, were driven.

In the Mechanical Department at Nenana, the assembling of locomotive engine No. 239 was completed. Engine No. 5 was overhauled and running repairs were made to all engines.

In the Goldstream district, grading on the wye and on one cut on the main line was continued during December. Fair progress was made. Grading operations in the Goldstream district during the month were common excavation, 1215 cubic yards; frozen excavation, 1989 cubic yards; loose rock excavation, 900 cubic yards; solid rock excavation, 400 cubic yards; common borrow excavation, 500 cubic yards, and frozen borrow excavation, 450 cubic yards, making a total of all sorts of material of 5454 cubic yards.

#### Track Laid in Fairbanks District.

In the Fairbanks district, of the Division, narrow gauge track with 55-pound rails, half tied, was laid in December to Mile 453.69. The length of this track laid

during the month was 15,200 feet, or 2.88 miles.

A little work was done on bridges in December in the Fairbanks district, putting them in condition for track. The material used in this bridge work consisted of 278 lineal feet of hewed caps and stringers; 3069 feet, board measurement, of lumber, and 2310 pounds of iron.

No grading was done in December in the Fairbanks district.

The track of the Tanana Valley Railroad is in fair condition. No work was done in December on this track, except the renewal of a few ties and the making of some minor repairs to four bridges. Forty-five carloads of wood were moved in December. Carpenter work on the round house for the Tanana Valley Railroad was completed in December. The usual running repairs were made to the railroad's engines, and repairs were also made to seven of its flat cars, one of its box cars, and one of its passenger coaches.

#### Summary of Construction Work.

Construction work on the entire Fairbanks Division in December is summarized as follows:

Common excavation, 1215 cubic yards; frozen excavation, 4602 cubic yards; loose rock excavation, 900 cubic yards; solid rock excavation, 400 cubic yards; common borrow excavation, 579 cubic yards; wet borrow excavation, 2100 cubic yards; frozen borrow excavation, 3316 cubic yards; permanent trestle, 12 lineal feet; piling, 3401 lineal feet; hewed caps and stringers, 900 lineal feet; lumber, 16,168 feet, board measurement; iron, 3883 pounds; permanent main line track, 8.78 miles; permanent siding and yard track, 0.32 mile.

At Nenana, in the electric light and power branch of the electrical department, one generator was run continuously in December, furnishing light and power to the Alaskan Engineering Commission buildings, street lights and commercial consumers. The total power produced amounted to 26,401 kilowatt hours. The Commission consumed 12,278 kilowatt hours; the street lights, 3387 kilowatt hours, and the commercial consumers, 10,736 kilowatt hours.

#### Telephone Department's Business.

In the telephone branch of the electrical department continuous service was rendered in December on camp and town lines. The camp lines handled 62 cash calls. The Nenana-Fairbanks line handled a total of 311 messages. One hundred and sixty poles were set and cross-armed, and wire was transferred from tripods to poles on the permanent line South of Nenana. A telephone was installed at the Ohio Roadhouse. To install this telephone required two miles of wire.

At the Commission's hospital at Nenana in December there were four medical cases and 13 surgical cases, showing an aggregate of 313 patient days in the hospital. There were, in addition, 34 dispensary cases and 20 physical examinations. There was one death, as result of accident. Of the medical case patients, two were Commission employees, one was a Commission contractor and one was a non-employee. Of the surgical case patients, ten were employees; two were contractors, and one was an employee's dependent. Of the dispensary case patients, 32 were employees and two were contractors.

#### Number of Division Employees.

The number of employees in the Fairbanks Division as shown by the pay roll December 31, 1918, was as follows:

Dept.	Nenana Goldst'm F'banks Tanana				
	Dist.	Dist.	Dist.	R. R.	Tl.
General Supervision ..	7	....	1	1	9
Engineering .....	20	....	3	....	23

Dept.	Nenana Dist.	Goldst'm Dist.	F <sup>h</sup> banks Dist.	Tanana R. R.	Tl.
Office .....	36	....	2	3	41
Inventory .....	10	....	....	....	10
Telephone Operators..	4	....	....	....	4
Hospital .....	12	....	....	....	12
Foremen, subforemen	19	....	1	2	22
Mess House .....	36	....	3	....	39
Mechanics, laborers..	295	....	11	5	311
	442	....	21	11	471
Stationmen & lab'rs	85	27	18	....	130

Grand total employees, Fairbanks Division ..... 601

The Commission's payroll force in the Fairbanks Division for December shows a decrease of 144 as compared with its payroll force for November. The number of stationmen and laborers in December shows an increase of 12 as compared with the number of stationmen and laborers in November.

#### Weather at Nenana.

Weather conditions at Nenana in December are noted as follows:

Maximum temperature, 37 degrees, December 31.  
Minimum temperature, -51 degrees, December 11.  
Mean maximum, 3.16 degrees.  
Mean minimum, -16.67 degrees.  
Greatest daily range, 34 degrees, December 29.  
Snowfall, 2.3 inches.  
Total precipitation, 0.21 inch.  
Clear days, 10.  
Cloudy days, 10.  
Partly cloudy days, 11.  
Calm days, 7.  
Light wind, 15 days.  
Strong wind, 9 days.  
Maximum wind velocity 34 miles per hour.  
Mean wind velocity, 6.96 miles per hour.  
Tanana River frozen.

#### COMPREHENSIVE POLICY IS URGED TO BRING ABOUT COAL LAND DEVELOPMENT.

Definite and comprehensive action should be taken by the Federal Government to bring about early and proper development of the coal resources of Alaska, declares Andrew Christensen, manager of the Land and Industrial Department, of the Alaskan Engineering Commission, in a report that he has just submitted at Washington, D. C., to William C. Edes, chairman of the Commission.

"There is still complaint," says Mr. Christensen, against the provision of the leasing law and also against the terms of the lease and it may be that in order to offer necessary inducements that both the law and the terms of the lease should be amended.

"On July 1, 1918, Congress provided one million dollars for use of the Navy for mining or for contracting for coal in the Territory of Alaska. It also provided that part of this money should be used in transporting such coal to tidewater, but as yet no mining operations or contracts for coal have been made by the Navy.

"During the summer the Secretary of the Interior appointed a special committee to investigate the question of coal land development. This committee was in Alaska during part of the months of September and October and made a thorough study of the resources of Alaska. The committee was composed by E. O. McCormick, vice-presi-

dent of the Southern Pacific Railway, who was chairman; George C. McFadden, chief engineer; L. A. O. Gabany, geologist of the Peabody Coal Company of Chicago; and George Watkins Evans, a mining engineer of the Bureau of Mines.

"It is hoped that when this committee submits its report a definite and comprehensive policy will be adopted for the development of the coal lands in Alaska. There is no question but that the most vital item to the success of the railroad is an early development of the coal industry.

"In adopting a policy the following are some of the questions that should be considered.

"1. Whether there should be any change made in the coal land leasing law of October 20, 1914.

"2. Whether there should be any changes made in the terms of the present lease and the leasing regulations under the law.

"3. Whether or not the Government should undertake a thorough prospecting of all of the leasing units in the Bering River and Matanuska Coal Field.

"4. Whether the Navy should undertake the mining of coal under the million-dollar appropriation.

"5. To what extent if any should the Government undertake the mining of coal.

"6. Should the Government interpose objections to the construction by private interests of railroads into the Bering River coal field.

"7. If so what should be the policy of the Government with reference to furnishing the necessary transportation facilities for the Bering River coal.

"8. What steps if any should be taken with reference to furnishing necessary transportation facilities for coal between Alaska and the States.

"These questions are all vital to the success of the development of the coal industry in the Territory and should be given immediate and careful attention."

#### GOOD PROGRESS IS REPORTED IN OPERATIONS AT COMMISSION'S COAL MINES.

Two thousand and one tons of coal were produced at the mine operated by the Alaskan Engineering Commission at Eska in the two weeks' period ended February 8, according to the report of Sumner Smith, who is in charge of the Mining Department of the Alaskan Engineering Commission. One hundred and eight men were employed in the week ended February 1 and 107 in the week ended February 8. The driving of Eska West, Emery East and the crosscut from Eska East to David was continued.

At the Commission's coal mine at Chickaloon, 44 men were on the pay roll during the week ended February 1 and 45 men during the week ended February 8. During the two weeks' period ended February 8, the driving of No. 5 West Counter and "F" West was continued. In the week ended February 8, the driving of No. 5 West Chute, No. 5 West Raise and No. 5½ West Counter was commenced.

#### LIBERTY BOND PURCHASERS URGED TO MAKE SPEEDY SETTLEMENT.

Some Liberty bond purchasers, who designated the disbursing office of the Alaskan Engineering Commission as the place of payment of their installments, are delinquent on their last installment, which was due January 30. They are urged by G. C. Hammond, disbursing officer, to settle for the securities without further delay.

PROPERTY ON WHICH CHARGES ARE DUE WILL BE  
SOLD AT AUCTION ON ANCHORAGE DOCK.

Eighty lots of merchandise, consisting of various sorts of articles, will be sold at 1 o'clock in the afternoon of March 15 at the Anchorage Dock of the Alaskan Engineering Commission to pay the storage and other lawful charges against them. The sale, which will be a public auction, will be held in the office of T. L. Murphy, receiving and forwarding agent, and will be in accordance with the provisions of Chapter 29 of the civil code of Alaska. In the notice of sale, Mr. Murphy says: "In the event that no bid is secured equal to the total of the accrued charges the right is reserved to reject such bid."

The property is described as follows:

- Lot No. 1.—1 case register machine, 2 cases supplies, marked Anchorage Supply Co.
- Lot No. 2.—2 cases household goods, marked Mrs. Buey.
- Lot No. 3.—1 bundle bedding, marked M. J. Dorwin.
- Lot No. 4.—1 bundle personal effects, marked George Dotten.
- Lot No. 5.—1 barley fork, 1 coil wire, 1 box notions, marked Theofield Eraerts.
- Lot No. 6.—1 wagon box (gear attached), 4 wagon wheels, 1 pair shafts, 1 seat, 1 bundle harness, 1 plow, marked Theofield Eraerts.
- Lot No. 7.—1 crate furniture (showcase), marked A. Frodenberg.
- Lot No. 8.—1 case two 5-gallon cans Dearborn Auto Oil, unmarked.
- Lot No. 9.—25 sacks half-ground salt, unmarked.
- Lot No. 10.—1 box printed matter, marked Dr. Kyvig.
- Lot No. 11.—1 box printed matter, marked Lennon's Bakery.
- Lot No. 12.—1 box plate glass, 1 iron safe (2800 lbs), marked Walter A. Lord.
- Lot No. 13.—1 case cider, unmarked.
- Lot No. 14.—1 case Durham Tobacco, unmarked.
- Lot No. 15.—1 bundle bedding, marked C. H. Martin.
- Lot No. 16.—2 cases papers, 2 cases register machines, marked New Method Cleaners.
- Lot No. 17.—1 pack sack personal effects, marked Wm. Nicholas.
- Lot No. 18.—1 box printed matter, marked Palace of Sweets.
- Lot No. 19.—1 box printed matter, marked Style Shop.
- Lot No. 20.—2 boxes tools, marked J. T. Steele.
- Lot No. 21.—1 bag personal effects, marked M. Statau.
- Lot No. 22.—1 case printed matter, marked Taylor Printing Co.
- Lot No. 23.—1 suit case, unmarked.
- Lot No. 24.—1 wire bedspring, 1 stove, 1 roll bedding, marked Clyde C. Tenny.
- Lot No. 25.—1 suit case personal effects, 1 folding cot, marked Frank Tjichi.
- Lot No. 26.—1 case leaf tobacco, marked Union Cigar Factory.
- Lot No. 27.—1 sack flour, 100 lbs.; 1 gunny two 49s flour, unmarked.
- Lot No. 28.—1 crated stove, unmarked.
- Lot No. 29.—1 bundle personal effects, unmarked.
- Lot No. 30.—1 bundle personal effects, unmarked.
- Lot No. 31.—1 war bag personal effects, marked Fred Miller.
- Lot No. 32.—1 tent 8 x 10, unmarked.
- Lot No. 33.—1 tent 14 x 16, unmarked.
- Lot No. 34.—1 bundle personal effects, marked George

Iwase.

Lot No. 35.—1 war bag personal effects, marked Ed. Buchler.

Lot No. 36.—1 sack pipe fittings, unmarked.

Lot No. 37.—1 roll 24-inch wrapping paper, unmarked.

Lot No. 38.—1 horse collar, unmarked.

Lot No. 39.—1 sack sugar (100 lbs.), unmarked.

Lot No. 40.—Half sack crushed corn, unmarked.

Lot No. 41.—1 sack coarse salt, half sack coarse salt, unmarked.

Lot No. 42.—3 sacks fire clay, unmarked.

Lot No. 43.—1 sack bran, half sack bran, unmarked.

Lot No. 44.—5 sacks shorts, 3 part sacks shorts, unmarked.

Lot No. 45.—1 sack cement, half sack cement, unmarked.

Lot No. 46.—5 sacks dairy salt.

Lot No. 47.—1 sack oats, half sack oats, unmarked.

Lot No. 48.—1 bundle personal effects, unmarked.

Lot No. 49.—1 suit case personal effects, unmarked.

Lot No. 50.—1 suit case personal effects, unmarked.

Lot No. 51.—1 canvas sack personal effects, unmarked.

Lot No. 52.—1 suit case personal effects, unmarked.

Lot No. 53.—1 suit case personal effects, unmarked.

Lot No. 54.—1 telescope personal effects, unmarked.

Lot No. 55.—1 gunny sack personal effects, unmarked.

Lot No. 56.—1 roll roofing paper, unmarked.

Lot No. 57.—1 bundle mop sticks, unmarked.

Lot No. 58.—1 sack lime, unmarked.

Lot No. 59.—1 bundle personal effects, unmarked.

Lot No. 60.—1 bundle personal effects, unmarked.

Lot No. 61.—1 bundle personal effects, unmarked.

Lot No. 62.—1 bundle personal effects, unmarked.

Lot No. 63.—1 bundle personal effects, unmarked.

Lot No. 64.—1 bundle personal effects, unmarked.

Lot No. 65.—1 bundle personal effects, unmarked.

Lot No. 66.—1 bundle personal effects, marked J. Flannigan.

Lot No. 67.—1 pack sack personal effects, unmarked.

Lot No. 68.—1 bundle personal effects, marked A. Zuni.

Lot No. 69.—1 bundle personal effects, marked George Kedogolous.

Lot No. 70.—1 box groceries, marked B. Johnson.

Lot No. 71.—1 sack cooking utensils, unmarked.

Lot No. 72.—15 empty wooden barrels, 4 empty iron barrels, marked J. M. Swanson.

Lot No. 73.—5 straw mattresses, unmarked.

Lot No. 74.—2 one-man saws, unmarked.

Lot No. 75.—1 bundle axes (includes 1 br. axe), unmarked.

Lot No. 76.—1 bundle personal effects, marked Local Check No. 6869, U. S. R.

Lot No. 77.—1 bundle personal effects, marked Local Check No. 7144, U. S. R.

Lot No. 78.—1 suit case personal effects, marked Local Check No. 7145, U. S. R.

Lot No. 79.—1 bundle personal effects, marked Local Check No. 20330, U. S. R.

Lot No. 80.—1 bundle personal effects, unmarked.

DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements of the Anchorage office of the Alaskan Engineering Commission for the week ended February 14, 1919, totaled \$7382.41. Salaries and wages were \$6068.45; Contractors, \$361.93; purchases, \$572.80; compensation, \$91.67; other expenses, \$287.56.



### PASSENGERS, MAIL AND EXPRESS TRANSPORTED OVER ANCHORAGE-SEWARD ROUTE.

Seventeen passengers, four sacks of fire-class mail, 56 sacks of second class mail, and 500 pounds of express matter, which arrived at Seward last Thursday on the steamship Curacao, reached Anchorage last evening. They left Seward Sunday morning.

Four passengers, 67 sacks of second class mail, three sacks of first class, 425 pounds of express matter and 41 pieces of baggage, which came to Seward the previous week, were brought to Anchorage last Thursday.

Seven pieces of baggage arrived from Seward on a train that reached Anchorage last Saturday evening.

The Southbound train that went from here this morning carried 35 passengers and 120 pounds of mail to connect at Seward with the next Southbound voyage of the steamship Alameda. The baggage of these passengers, consisting of 15 pieces, went on a train that left here yesterday morning.

The Southbound train from Anchorage last Thursday morning took 17 passengers, 23 sacks of mail, 16 pieces of baggage and 25 pounds of express to connect at Seward with the Southbound voyage of the steamship Curacao.

The southbound train from Anchorage last Thursday had three passengers for Seward.

Twenty-five travelers from Nenana and other interior points are expected to reach Talkeetna tonight and Anchorage tomorrow night. They plan to go to Seward in time to make connections there with the Alameda for the States.

The Alameda left Seattle for Seward last Saturday and is scheduled to arrive at Seward next Sunday morning.

The Curacao, which arrived at Seward from Seattle last Thursday, left there immediately for Seldovia and other Cook Inlet ports and is due to call at Seward tonight to take on passengers, mail and express for her southbound voyage to Seattle.

The steamship Farragut left Seattle for Seward last Sunday, and the steamship Northwestern is scheduled to depart from Seattle for Seward March 7.

Additional snowslides occurred on the Anchorage-Seward route of the Government Railroad, last Sunday. One slide came down at Mile 72 and another at Mile 76½. Three slides took place at Mile 54. Sunday was the first nice day at Kern, Mile 71, in two months. The weather became stormy there again Monday.

Between Anchorage and Seward, trains are operated between Anchorage and Mile 83; dog and horse sleds are used between Mile 83 and Mile 71; trains are operated between Mile 71 and Mile 62; sleds are used between Mile 62 and Mile 47; trains are operated between Mile 47 and Seward.

### STEAMER ANNE W. WITH HULL COVERED WITH IRON, IS READY FOR IMMEDIATE USE.

Sheet iron has been put on the hull of the Alaskan Engineering Commission's steamer, Anne W., the hull has been painted, a new anchor chain has been added to the craft's equipment, and the boat is in readiness for immediate use, according to the report of Harry G. Locke, superintendent of the Marine Ways Department, to William Gerig, engineer in charge of the Anchorage Division.

In January, continues the monthly report of Mr. Locke, necessary repairs and overhauling to the marine equipment were carried on, the marine ways and buildings were kept clear of snow and the water and steam pipes were maintained in working order.

### SHIPMENTS OF MERCHANDISE FROM ALASKA IN DECEMBER TOTALED \$8,955,696.

Shipments of merchandise from Alaska to the United States during the month of December, 1918, totaled \$8,955,696, according to the report of C. D. Garfield, acting collector of customs, whose headquarters are at Juneau.

Shipments of copper exceeded in value those of any other article. They aggregated \$4,263,992. Canned salmon was second on the list. It was valued at \$3,074,635. Seal skins from the Pribilof Islands took third place. They were worth \$1,027,300.

The various articles and their respective values follow:

	Quantity	Value
Bones, hoofs, horns, etc. ....		\$ 200
Curios .....		31
Fresh fish, other than salmon ....	642,332 lbs.	71,742
Dried fish, smoked or cured.....	65,898 lbs.	4,209
Kipperd herring .....	23,778 lbs.	2,488
Pickled fish .....	6,299 bbls.	124,563
Canned salmon .....	21,340,804 lbs.	3,074,635
All other salmon .....		74,978
Shrimps .....		1,505
Live salmon eggs .....		1,610
Fishmeal .....	466,294 lbs.	18,000
Stearine .....	40,364 lbs.	4,009
Seal skins, Pribilof Islands, No...	30,819	1,027,300
Manufactured furs .....		385
All other furs and fur skins.....		63,116
Jewelry .....		4,434
Oils—animal, fish and other.....	4,996 gals.	4,465
Copper ore .....	16,407,461 lbs.	4,263,992
Lead .....	90,196 lbs.	5,461
Lead bullion and contents .....	22,294 lbs.	659
Stone, including marble.....		13,933
Alaska vegetables .....	1,800 lbs.	49
Fruits, preserved .....		142

Total value of products of Alaska .....	\$8,761,006
Articles the growth, produce, or manufacture of the United States returned .....	110,718
Total value of foreign merchandise .....	83,072
Total value of shipments of merchandise .....	\$8,955,696

### RECOMMENDATION OF \$13,800,000 FOR RAILROAD ENDORSED BY CHAMBERS OF COMMERCE.

Endorsement of Secretary of the Interior Franklin K. Lane's recommendation that Congress appropriate \$13,800,000 for construction work on the Government Railroad in Alaska has been given by the Chambers of Commerce of Anchorage and Talkeetna.

The action of the Anchorage chamber was cabled by its president, Frank W. Redwood, to Secretary Lane, William C. Edes, chairman of the Alaskan Engineering Commission, who is in Washington City; Representative Swagar Sherley, chairman of the appropriations committee of the House of Representatives, and James Wickersham, delegate in Congress for Alaska.

Mr. Redwood also sent messages to Nenana, Fairbanks, Seward, Juneau and the Alaska Bureau of the Seattle Chamber of Commerce asking them to wire to Washington their endorsement of the Secretary of the Interior's recommendation.

# GOVERNMENT RAILROAD IS WELL REPRESENTED ON INTERIOR DEPARTMENT'S HONOR ROLL

Among employees of the Alaskan Engineering Commission who are entitled to be listed on the Honor Roll of the Department of the Interior and whose names have not appeared in previous publications of the Roll are:

R. R. Cole, of the Transportation Department, in the 312th Battalion; C. W. Donnelly, of the disbursing office, captain in the Quartermaster's Corps; I. H. Fleischman, chief clerk in the executive offices, captain in the Quartermaster's Corps; W. T. Gill, corporal with the 31st Engineers; J. J. Hill, of the Telegraph and Telephone Dept., Infantry; W. R. Hooker, of the Telegraph and Telephone Department, died at Fort Leavenworth; Harry Miller, of the Telegraph and Telephone Department, with the 424th Railroad Telegraph Battalion; G. F. Upchurch, of the Telegraph and Telephone Department, with the United States Navy Radio; W. W. Wade, Transportation Department, at Fort Liscum, and George M. Woods, of the Telegraph and Telephone Department, with the 416th Railroad Telegraph Battalion.

Other employees of the Department of the Interior on the Honor Roll are as follows:

Geological Survey Department—Sidney H. Birdseye, Engineer Corps, U. S. A., Ohio; Donald S. Birkett, Engineer Corps, U. S. A., Wash.; Raymond J. Bischoff, Engineer Corps, U. S. A., D. C.; John E. Blackburn, Engineer Corps, U. S. A., Okla.; Wm. H. Blake, U. S. N., D. C.; Luther E. Blazier, Engineer Corps, U. S. A., N. J.; Charles C. Blount, Officers' Training Camp, U. S. A., Fla.; T. Boston, 159th Depot Brigade, U. S. A., Ky.; Thomas R. Boteler, Field Artillery, National Guard, D. C.; C. Maynard Bowers, Engineer Corps, U. S. A., Mich.; Edmond W. Bowler, U. S. A., Mass.; Donald Bradshaw, Engineer Corps, U. S. A., Cal.; John W. Brashears, jr., Engineer Corps, U. S. A., D. C.; Revoe C. Briggs, 472d Engineers, U. S. A., Cal.; Ferdinand L. Brislawn, Engineer Corps, U. S. A., Wash.; Alfred H. Brooks, Engineer Corps, U. S. A., Mich.; Bryan Wells Brown, School of Topography, U. S. A., Tex.; George W. Brown, jr., U. S. N. R., Fla.; John S. Brown, 154th Depot Brigade, U. S. A., Mo.; Strother C. Brown, 29th Engineer Corps, U. S. A., Mo.; Kirk Bryan, U. S. A., New Mex.; Earl H. Buchanan, Engineer Corps, U. S. A., Iowa; Roland W. Burchard, E. O. R. C., U. S. A., Tex.; Albert O. Burkland, Engineer Corps, U. S. A., S. Dak.; Donald R. Burnham, Medical Corps, U. S. A., Wis.; Bernard M. Burroughs, U. S. A., D. C.; Edwin C. Burt, Engineer Corps, U. S. A., D. C.; Owen A. Cade, 29th Engineer Corps, A. E. F., N. Mex.; Sylvester F. Cahill, 21st Engineer Corps, A. E. C., Cal.; Edwin H. Campbell, 303d Heavy Field Artillery, U. S. A., N. H.; John W. Campbell, Engineer Corps, U. S. A., Ohio; Ralph C. Campbell, 29th Engineer Corps, A. E. F., N. H.; Douglas Q. Cannon, Officers' Training Camp, U. S. A., Utah; Walter G. Carson, Engineer Corps, U. S. A., Oreg.; Ellis C. Chamberlain, 29th Engineer Corps, A. E. F., Del.; Robert H. Chapman, Engineer Corps, U. S. A., Cal.; W. F. Chenault, 54th Infantry, U. S. A.; Charles E. Chinnors, 29th Engineer Corps, U. S. A., S. C.; Milton C. Christiansen, 29th Engineer Corps, A. E. F., Cal.; Howard Clark, Engineer Corps, U. S. A., Ohio; S. K. Clark, Balloon Corps, U. S. A., Nebr.; Herbert C. O. Clarke, School of Topography, U. S. A., Cal.; H. Douglas Clement, 472d Engineer Corps, U. S. A., Ky.; S. Earl Clement, 472d Engineers, U. S. A., Ky.; Raymond G. Clinite, Engineer Corps, U. S. A., Ill.; Harold C. Cloudman, Engi-

neer Corps, U. S. A., Cal.; Henry I. Cohn, 314th Engineers, U. S. A., Mo.; Charles E. Cooke, Engineer Corps, U. S. R., N. Y.; Frederick C. Corey, U. S. N. R., Cal.; Terrence V. Corrigan, U. S. N., Utah; Robert Cotton, Students' Army Training Corps, Miss.; Geo. S. Cowdrew, U. S. A., N. Mex.; Horace R. Crawford, Officers' Training Camp, U. S. A., Tenn.; Fred W. Crisp, Engineer Corps, U. S. A., D. C.; C. T. L. Cryer, Aviation Corps, U. S. A., N. J.; Geo. M. Cunningham, Engineer Corps, U. S. A., Cal.; Julian W. Cunningham, 7th Cavalry Reg., U. S. A., D. C.; Frank A. Danforth, Engineer Corps, U. S. A., Iowa; L. Percy Daniels, Engineer Corps, U. S. A., D. C.; Charles H. Davey, Engineer Corps, U. S. A., N. Y.; Earl T. Davey, 285th Aero Squadron, U. S. A., Ill.; F. A. Davies, Engineer Corps, U. S. A., Minn.; Aldice H. Davison, jr., Engineer Corps, U. S. A., Vt.; Robert M. Davis, Engineer Corps, U. S. A., Cal.; Chas. J. Dean, U. S. A., Pa.; Henry J. Dean, Engineer Corps, U. S. A., Wis.; Harold H. Dewhurst, Training Camp, U. S. A., Ill.; W. E. Dickinson, Engineer Corps, U. S. A., N. Y.; Donald M. Dickson, 29th Engineers, A. E. F., Y.; Joseph J. Dirzulaitis, U. S. A., Pa.; James Dod, 604th Engineers, U. S. A., Tex.; Emerson Dolliver, Engineer Corps, U. S. A., Cal.; G. C. Douglas, Engineer Corps, U. S. A., Cal.; Charles J. Downing, Naval Reserves, Mo.; Max Drill, Students' Army Training Corps, N. J.; George S. Druhot, Engineer Corps, U. S. A., Ohio; Donald A. Dudley, Engineer Corps, U. S. A., Colo.; Basil Duke, Engineer Corps, U. S. A., Ky.; Harvey L. Dunham, Merchant Marine, N. Y.; Edwin C. Dunkle, field clerk, U. S. A., Ind.; John R. Eakin, Coast Artillery, U. S. A., W. Va.; Lee Earl, U. S. N., Md.; G. E. Ebmeyer, U. S. A., Nebr.; Conrad A. Ecklund, Engineer Corps, U. S. A., Ill.; Marvin L. Ellison, U. S. A., Tex.; Joe B. Entringer, 161st Depot Brigade, U. S. A., Wis.; Richard T. Evans, Engineer Corps, U. S. A., Mont.; James L. Fairley, U. S. A., Ark.; J. C. Fales, Engineer Corps, U. S. A., Cal.; George M. Farney, 29th Engineers, A. E. F., N. Y.; Albert R. Farnham, Engineer Corps, U. S. A., Md.; Edward Federici, Medical Corps, U. S. A., D. C.; Albert G. Fiedler, Coast Artillery, U. S. A., Pa.; Charles R. Fisher, Coast Artillery, U. S. A., Ariz.; Roy Fisher, Aero M. G. Co., U. S. A., Iowa; William A. Fisher, U. S. G. S., U. S. A., Va.; Samuel P. Floore, Engineer Corps, U. S. A., Tex.; Gregory R. Ford, 29th Engineers, A. E. F., Oreg.; Alvah T. Fowler, Engineer Corps, U. S. A., N. H.; Edgar O. Francisco, Engineer Corps, U. S. A., Tex.; Karl J. Friesinger, U. S. N., Ohio; Charles C. Gardner, Engineer Corps, U. S. A., W. Va.; Raymond E. Gaylord, Officers' Training School, U. S. A., Ill.; Wilmer S. Gehres, Engineer Corps, U. S. A., Ohio; William O. George, 29th Engineers, A. E. F., Minn.; Thomas G. Gerdine, Engineer Corps, U. S. A., Ga.; Carl F. Gertz, 29th Engineers, A. E. F.; Calvin E. Giffin, Engineer Corps, U. S. A., Wash. Injured in line of duty; Francis G. Gilchrist, 26th Engineers, U. S. A., Wash.; J. Irving Gill, 29th Engineers, A. E. F., N. Y.; Lawrence B. Glasgow, Engineer Corps, U. S. A., Ohio; A. O. Glaze, 106th Depot Brigade, U. S. A., Ariz.; Wilbur R. Gore, U. S. A., Mo.; Marcus L. Gossard, U. S. A., Ind.; Louis H. Gott, field clerk, U. S. A., Va.; Clark A. Goudie, 29th Engineers, A. E. F., N. H.; Albert P. Grant, U. S. A., D. C.; Eugene L. Grant, Naval Reserves, Ill.; William H. Griffin, Engineer Corps, U. S. A., Fla.; Homer E. Grschach, Aviation Corps, U. S. A., Nebr.; Elmer L. Hain, Engineer Corps, U. S. A., Wis.; Warren E. Hall, Engineer Corps, U. S. A., Ga.; Ernest G. Hamilton, Engineer Corps, U. S. A., Cal.; Bernard E. Hammer, 33d Engineers, A. E. F., Mo.; Duncan Hannegan, Engineer

Corps, U. S. A., Ind.; Charles G. Hansen, U. S. A., D. C.; George H. Hansen, U. S. A., Utah.; L. S. Harlowe, Engineer Corps, U. S. A., Ind.; George L. Harrington, 472d Engineers, U. S. A., Minn.; John P. Harrison, Engineer Corps, U. S. A., Cal.; Waldo A. Hartle, U. S. A., Fla.; James W. Hartley, 165th Depot Brigade, U. S. A., Tex.; Charles Hartman, Coast Artillery, U. S. A., N. Y.; Oliver W. Hartwell, Engineer Corps, U. S. A., Mass.; Achson F. Hassan, Engineer Corps, U. S. A., Tex.; George T. Hawkins, Engineer Corps, U. S. A., Mo.; S. P. Hayes, Engineer Corps, U. S. A., D. C.; Wolcott P. Hayes, 12th Cavalry, U. S. A., D. C.; Roy A. Hazen, Gas Division, War Department, Ohio; Cannon C. Hearne, 29th Engineers, A. E. F., Mo.; W. D. Henderson, Camouflage Co., U. S. A., Ark.; Victor J. Hendrickson, Signal Corps, U. S. A.; G. R. Henson, U. S. A., Kans.; Russel M. Herrington, Engineer Corps, U. S. A., D. C.; William H. Herron, Engineer Corps, U. S. A., Ill.; Walter F. Hicks, Engineer Corps, U. S. A., Va.; Norman E. Hinds, Air Service, U. S. A., Mass.; Guy Hodges, Motor M. S. Corps, U. S. A., Ky.; Herbert H. Hodgeson, Engineer Corps, U. S. A., S. Dak.; Clyde C. Holder, Engineer Corps, U. S. A., Mo.; Eric V. Holloway, U. S. N., Ill.; Eugene Holman, U. S. A.; Bryant L. Hopkins, O. T. C., U. S. A., Me.; Robert W. Hopkins, Engineer Corps, U. S. A., D. C.; James House, 53d A. T., U. S. A., Tex.; Bernard A. Howell, Field Artillery, U. S. A., Wyo.; Bela Hubbard, Engineer Corps, U. S. A., N. Y.; Howard L. Hudson, U. S. A., Ohio; Frank W. Hughes, Engineer Corps, U. S. A., Mo.; Willard P. Hurst, U. S. A., Fla.; Harold B. Ingersoll, Infantry, U. S. A., N. J.; Emory I. Ireland, Engineer Corps, U. S. A., W. Va.; Bruce Jameyson, Infantry, U. S. A., Cal.; Bertram A. Jenkins, Coast Artillery, U. S. A., Cal.; James H. Jennings, Engineer Corps, U. S. A., Conn.; Reid Jerman, 12th Infantry, U. S. A., Utah.; Hugh Joaquin, Medical Corps, A. E. F., Cal.; W. Kohlbaum, U. S. A., Mo.; R. J. Karnes, U. S. A., Ky.; Andrew J. Kavanaugh, Engineer Corps, U. S. A., N. Y.; Fred E. Keating, Medical Corps, U. S. A., Wis.; William W. Keeler, 472d Engineers, U. S. A., Okla.; J. B. Keller, Engineer Corps, U. S. A., Fla.; Clyde B. Kendall, Coast Artillery, U. S. A., N. C.; Philip A. Kennicott, jr., Students' Army Training Camp, U. S. A., Kans.; H. H. Khachadorian, Engineer Corps, A. E. F., Me.

Bureau of Education—George H. Elliott, Naval Reserves, Mo.; Wacław S. Jesien, Polish Army, Ill.; John J. Judge, jr., Depot Brigade, U. S. A., Mass.; Milton B. McInosh, U. S. N., D. C.; Arthur C. Monahan, Sanitary Corps, U. S. A., Mass.; Alexander Summers, Sanitary Train, U. S. A., Tenn.; Latha C. Thornton, Medical Corps, U. S. A., Tex.

#### RAILROAD MAGAZINE SAYS GOVERNMENT LINE WILL REACH EVERY PART OF ALASKA.

Under the heading "Big Railroading In Alaska," the Railroad Man's Magazine, of the date of November 16, 1918, prints an article commenting in a praiseworthy manner on the building of the Seward-Anchorage line of the Government Railroad, and predicting that the railroad, as now planned, "is merely the nucleus of a great transportation system that will reach every part of Alaska within the next few years and make that territory—probably a state by that time—as busy and populous, ultimately, as Pennsylvania." The article in part follows:

"The genius and spirit of the American brand of manhood was never more strikingly exemplified than in the building of the Anchorage-Seward line of the Alaska

government railroad, which was recently completed. The natural difficulties and consequent engineering problems encountered were such as might be encountered in the construction of a rail line through the most inaccessible portions of our own Rocky Mountains.

"That the difficulties were overcome and the problems triumphantly solved is to the everlasting credit of the men who accomplished it, but their achievement surprises nobody because it was the natural, commonplace thing for men of their breed to do. They are the men of a conquering race; men who do not turn back when they encounter obstacles; men who, having started a thing, go on until it is finished. They are the sort of men who have gone from America to France, and who at the moment this is written are 'over there' putting the finishing touches to the dynasty of the Hohenzollerns with their usual thoroughness and pep.

"A lot of people were of the opinion that a railroad could not be built through the region traversed by the Anchorage-Seward line. Probably no private enterprise would have had the hardihood to attempt it under the circumstances, but this was a United States government job, and the government was able to go ahead where a private enterprise would have had to pause and consider."

#### WATER SYSTEM IS IMPROVED SO AMPLE SUPPLY IS ALWAYS ASSURED ANCHORAGE.

So as to provide an ample supply of water at all times for the well from which water is pumped into the reservoir of the Anchorage townsite, a 12-inch terra cotta tile pipe has been laid under the ground water line in sand and gravel.

As the water is filtered through sand and gravel, there is no danger of its contamination by any impurities.

This improvement to the water supply system renders certain that the reservoir can always be kept full of water irrespective of the demands that may be made on it.

#### WEEKLY FORCE REPORT.

##### Anchorage Division.

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, February 8, 1919, was as follows:

Engineer in Charge .....	23
Terminal Shops and Yards .....	51
Track, Bridge and Ballast .....	196
Receiving and Forwarding Agent .....	8
Machine Shops .....	71
Marine Ways .....	26
Store Department .....	80
Employment Bureau .....	17
Transportation Department .....	37
Disbursing Office .....	7
Accounting Department .....	11
Base Hospital .....	12
Townsite Office .....	7
Telegraph and Telephone Department .....	27
Mining Department .....	152
Talkeetna District .....	52
Stationmen and Laborers .....	777
Grand total employees, Anchorage Division.....	871



## PERSONAL

Thomas Morgan, locomotive fireman, has returned from a visit to the States.

Spero Gost, section foreman at Houston, was in Anchorage over Sunday.

W. H. Oliver, watchman on the steam shovel at Mile 88, Turnagain Arm, spent Sunday in Anchorage.

John Laughlin, of the Talkeetna district, came to Anchorage last week and visited here until Monday morning.

W. A. Ford, contractor; Duncan McDonald, carpenter, and Hans Olson, watchman, of the Talkeetna district, left Anchorage in the past week for Seward.

A. J. Hewitt, chief accountant for the Fairbanks Division of the Alaskan Engineering Commission, passed through Anchorage on his way to the states.

F. A. Hansen, engineer of maintenance of way, and John T. Cunningham, trainmaster, left Anchorage yesterday morning for Talkeetna. They will return tomorrow.

W. C. Grandjean, conductor, who left here last summer and since then has been running an employment agency in Seattle, writes he will return to Anchorage early in April.

A. A. Lewis, conductor, and John H. Robinson, special inspector for the Alaskan Engineering Commission, will arrive here this evening from a sojourn of several months in the States.

C. M. Murphy, who returned last week from a trip to the States, has been appointed timekeeper for the Turnagain Arm district, with headquarters at Mile 88, relieving A. X. Grant.

J. J. Mangan, who recently returned from a visit of several months in Spokane, Wash., has been reassigned to the position of foreman of the section at Matanuska, relieving Oscar Johnson.

A. C. Ellenson, property clerk for the Alaskan Engineering Commission at Nenana, and Mrs. Ellenson, who recently arrived in Anchorage, left this morning for Seward to take steamship to Seattle.

Godfrey Mueller, who before he joined the Thirty-first Engineers for overseas service was timekeeper on the Anchorage dock, spent Christmas week on leave at Aix-Les-Bains, according to a post card received from him by Sherman Duggan, clerk in the trainmaster's office.

W. A. Ryan, who, at the direction of the Secretary of the Interior, has investigated conditions in Alaska, particularly along the line of the Government Railroad, with a view of ascertaining opportunities for returned soldiers, left with Mrs. Ryan this morning for Seward, where they will take a steamship passage to the States.

Employees of the Fairbanks Division of the Alaskan Engineering Commission who recently arrived here from Nenana and who went to Seward to take passage on the steamship Curacao for the States included D. S. Anderson, J. W. Burnfield, August Budow, Harry Chesson, Edward H. Fernald, Conrad Hauck, John Martin, Albert F. Melenius, Frank McNicol, John Parks, Michael R. Rakocovich and C. W. Sellander.

## Anchorage Division Notes.

The public ice-skating rink in the municipal block, immediately West of the townsite building, has a surface that is now in fairly good condition. It is enjoyed by many persons afternoons and evenings.

Considerable work was done by the mechanical department in the week ended February 15 on the assembly of locomotive engine No. 620. This work is 50 per cent com-

plete. Running repairs were made to engines Nos. 224, 225, 242, 247, 275 and 277. Considerable repairs were made to Bucyrus steam shovel No. 6. Repairs were made to 25 freight cars, four work-train cars and two passenger coaches. Heavy repairs were made to box cars Nos. 820 and 822 and to Western dump car No. 552.

To merchants in Anchorage and to employees of the Alaskan Engineering Commission having homes in Anchorage, the Commission is selling flour, sugar, hams and canned eggs. Sales of such articles are permitted because they cannot be bought at stores and for the reason that the Commission has ample supplies of them. So purchasers may not buy food to hoard it, permits for purchases must be obtained at the office of William Gerig, engineer in charge of the Anchorage Division, and these permits limit purchases to twenty-five pounds of sugar at one time by one family; one sack of flour; two one-pound cans of eggs, and one ham. The limitations placed on merchants are determined by the circumstances of the respective cases.

## CONSTRUCTION WORK FOR JANUARY REDUCED TO FIGURES BY ENGINEER IN CHARGE.

Work of a constructive nature in the Anchorage Division of the Government Railroad in January is tabulated by William Gerig, engineer in charge of the Division, as follows:

Celaring, 0.72 acres; grubbing, 2.42 acres; excavation, prism of cut, loose rock, 926 cubic yards; excavation, prism of cut, frozen material, 1036 cubic yards; excavation, prism of cut, solid rock, 21,072 cubic yards; excavation, borrow, ditches, etc., frozen material, 3067 cubic yards; excavation, borrow, ditches, etc., solid rock, 13,006 cubic yards; embankment, swell, 11,217 cubic yards; embankment, total equivalent embankment, 50,300 cubic yards; embankment, prism of embankment, 25,902 cubic yards; embankment, waste or shrinkage, 24,398 cubic yards; over-haul 1000 cubic yards hauled 100 feet, 16.78; piles for temporary trestles, 1807 lineal feet; lumber for temporary trestles, 3300 feet; iron for temporary trestles, 238 pounds; permanent trestles, piles, 4406 lineal feet; permanent trestles, lumber, 41,500 feet; permanent trestles, iron, 4065 pounds; excavations in foundations, wet, 14 cubic yards; ties for spurs, sidings, etc., 1438 lineal feet; 56-pound rails for spurs, sidings etc., 5872 lineal feet; 70-pound rails for spurs, sidings etc., 1038 lineal feet; ties for main line track, 4156 lineal feet; 70-pound rails for main line track, 15,340 lineal feet.

## TRACK IN ANCHORAGE DIVISION IS IN GOOD CONDITION FOR THIS SEASON OF YEAR.

Considering the season of the year, track all along the line of the Government Railroad in the Anchorage Division is in good condition, reports F. A. Hansen, engineer of maintenance of way. However, North of Montana, where track was laid on snow and frozen ground, says Mr. Hansen, care has to be exercised to keep the track in place.

Eight cars of material for the bridge under construction across the Talkeetna River were unloaded in the week ended February 8 by the Maintenance of Way Department.

Logging at Indian, Mile 88, on Turnagain Arm, will be finished this month. It is estimated the logs will cut nearly 1,000,000 feet of lumber.

The two contracting firms, Daniels & Co. and Brenner & Co., are making good progress on coyote holes at Mile 85, Turnagain Arm.

# ALASKA RAILROAD RECORD

VOL. III. ANCHORAGE, ALASKA, TUESDAY, FEBRUARY 25, 1919. NO. 16

## BRIDGE WORK GOES FORWARD IN ANCHORAGE DIVISION; TRACK IN FINE CONDITION.

One hundred and thirty piles were driven last week by Bridge and Building Gang No. 7 for the Government Railroad bridge across the Talkeetna River, according to reports received by William Gerig, engineer in charge of the Anchorage Division. Bents from No. 44 to No. 48 have been swaybraced. The bottom laterals of the third span of the bridge were completed Saturday by Bridge and Building Gang No. 5. Floor beams are 30 per cent complete. The stringers, ties and rails on the third span are in place, but not bolted, and the sub-caps on the North abutment are in place. The last of the timbers for the bridge left Anchorage Monday morning. In all, about 45 cars of timbers have been sent from Anchorage to Talkeetna. Track has been extended on the bridge to Station 9903 plus 16. Mr. Gerig, accompanied by F. A. Hansen, engineer of the maintenance of way department, and C. V. Marshall, clerk in the executive office, went to Talkeetna on Monday's train to inspect the work on the bridge. They will return to Anchorage Wednesday.

At the site of the proposed railroad bridge across the Susitna River, sand and small boulders continue to be encountered by the drill making soundings in the river bed for the center pier, reports F. H. Chapin, in charge of the sounding party, to W. J. S. Fogelstrom, bridge engineer. At a depth of 50 feet, solid formation has not yet been struck, and Mr. Fogelstrom has directed the sounding party to shift operations to the South abutment of the proposed bridge.

The steam shovel at Mile 83 on Turnagain Arm last week loaded 2140 cubic yards of rock to be used as riprap around the piling of the long trestle between Mile 83 and Mile 84.

Track in all parts of the Anchorage Division is in better condition now than at any previous time this winter. All the old frost heaves have been taken care of and no new heaves have appeared in the last ten days.

## SEVEN HUNDRED FEET OF SIDING COMPLETED AT KERN IN SEWARD DIVISION.

Seven hundred feet of siding were completed last week at Kern, in the Seward Division, according to R. J. Weir, engineer in charge of the Division.

A small Alaskan Engineering Commission force has re-

sumed the work of daylighting the small cut in Mile 23.

A contract was let to Charles Nelson & Co. for enlarging tunnel No. 3 and the work was started February 23.

Sam Radish & Co. are making good progress on grading in Mile 52.

John Enstrom & Co. have advanced their coyote hole in Tunnel No. 3 a distance of 181 feet to date.

Bridge No. 127 is completed. The decking on bridge No. 128 is 50 per cent completed. Both these bridges are in Mile 63.

The pile driver crew is now driving piles for bridge No. 129 in Mile 64.

Light running repairs have been completed to engine No. 285. Repairs to the Marion steam shovel are 75 per cent complete.

The rotary and passenger train made two round trips in the past week between Seward and Mile 47½.

Mild weather prevailed on the Seward Division in the past week. No snow slides occurred. The trail is soft.

Twenty-five tons of freight were moved last week by dog and horse teams between Mile 47½ and Mile 62. Five dog and eight double-ender horse teams were engaged on this work.

Of the 73 passengers off the steamship Alameda for Anchorage, 40 were discharged soldiers.

E. S. Jaccard, office engineer, and William Haker, resident engineer on the Seward Division, have returned to Seward and have resumed their former duties. Both are honorably discharged soldiers from the cantonment at Camp Humphreys, Va.

The Commission's force on the Seward Division last week numbered 256.

## RAILS ARE NOW LAID ACROSS NENANA RIVER IN FAIRBANKS DIVISION.

Rails last week were laid entirely across the Tanana River to station R 19,549, which is Mile 414, and thence along the main line of the Government Railroad to station 19,564, which is Mile 414.75, reports Frederick D. Browne, engineer in charge of the Fairbanks Division. The siding and wye in the immediate neighborhood of station 19,564 are nearly completed.

No track was laid last week South of Nenana in the Nenana district nor on the Happy line South of Fairbanks in Fairbanks district.

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.13.

### ANCHORAGE ASSAYER WRITES OF CONDITIONS IN BROAD PASS COUNTRY.

Opportunities in mining in the Broad Pass country, on the route of the Government Railroad, are discussed in an illustrated article in the issue of January 11 of the Mining and Scientific Press, of San Francisco, by F. LeRoi Thurmond, assayer, of Anchorage.

Mr. Thurmond describes the Broad Pass country and gives a short outline of its history, both of which are hopeful. He sees a striking resemblance between the Alaskan Range at Broad Pass and the Southeastern Alaska country.

There are two other articles relative to mining in Alaska in the issue of January 11 of the Mining and Scientific Press.

J. L. McPherson, manager of the Alaska Bureau of the Seattle Chamber of Commerce, contributes an interesting article on "Alaska's Mineral Development During 1918," and an "Occasional Correspondent" writes on "Mining Copper at Kennecott, Alaska." These articles, like that of Mr. Thurmond, are illustrated with half tones or maps.

Mr. McPherson notes with a spirit of optimism the beginning of Alaska's career as a producer of platinum, shipments of that metal having been received on the outside from three widely separated sections of the Territory—from near Ketchikan, from the upper Copper river and from Dime creek, Seward peninsula. He says that in spite of labor shortage, high cost everywhere and the enterprise of war, there was considerable development in Alaskan mining. He calls particular attention to the development of molybdenite by the Treadwell company near Shakan, the beginning of a tunnel to connect the workings of the Kennecott and the Mother Lode, Willow creek production and the erection of a mill on the North Midas Copper Company on the Kuskulana River. The beginning of coal shipments from Bering River coal fields, and the increased coal production of the Matanuska coal fields are regarded as favorable indications for the future.

"An Occasional Correspondent" says the country in the vicinity of Kennecott offers plenty of inducements to investors and developers. He says the Kennecott is making a brilliant success. Its ore is of the highest known grades, and notwithstanding the high cost of labor and production during the war, the cost of production was only 8 cents a pound. He sees a wonderful future for this company and the various properties it is acquiring.

The Mining and Scientific Press declares there is great opportunity in Alaska for exploration work by young men with some capital and mining knowledge and a whole lot of energy. It thinks the development of platinum, chrome, molybdenum and other ores than the Alaskan staples, gold and copper, are suggestive of a great future for this Territory.

### FIFTY THOUSAND DOLLARS URGED AS LOAN FUND FOR BENEFIT OF ALASKA FARMERS.

Fifty thousand dollars should be set aside as a federal fund from which loans could be made to Alaska farmers to enable them to buy livestock, agricultural implements and machinery, suggests Andrew Christensen, manager of the Land and Industrial Department of the Alaskan Engineering Commission, in an official report to William C. Edes, chairman of the Commission. The yields of root crops greatly exceed in quantity the demands of local markets, and such products cannot be shipped at a profit to

distant places, so Mr. Christensen urges that farmers be aided and encouraged to direct their efforts to meat, butter, cheese, eggs, milk and dairy products.

"Twelve to fifteen years' experience with agriculture in Alaska," he says, "has demonstrated that the Alaska soils will produce all kinds of root crops, such as potatoes, turnips, carrots, radishes, lettuce, cabbage, etc., and that there is now grave danger of over-production in this class of products. During the season of 1917 there was an overproduction of several hundred tons of potatoes and turnips in the Matanuska Valley, considerable of which went to waste because of the lack of market. It is, therefore, of the utmost importance that diversified farming be immediately undertaken; otherwise many farmers will give up in despair and leave the Territory. It has also been demonstrated that oats, barley and rye, when properly cured, make excellent feed for stock. These small grains can also be matured. The farmers in the Tanana Valley have matured wheat and it will not be long until sufficient wheat will be raised in the interior to supply flour. However, there cannot be full development of the agricultural resources of the Territory until all branches of agriculture are thoroughly established.

#### Government Aid is Necessary.

"In order to encourage diversified farming it will be necessary for the Government to render aid in some way. Experience has shown that the country is adapted to the dairy industry. Native hay grows in abundance and barley makes excellent forage. Many of the homesteaders have sufficient land cleared so that they can raise hay. In fact, there is more land cleared than is now needed for the production of root crops for local consumption. Furthermore, potatoes, turnips, carrots and other products of that kind make excellent feed for cattle and hogs and in case there should be an overproduction, such crops could be fed if there were sufficient stock in the country to consume it. There is a large market in the Territory for meat, butter, cheese, eggs and other dairy products, most of which is now shipped to Alaska from the States. The report of the Governor of Alaska for 1916 shows the following importation of foodstuffs from the States to Alaska:

"Year 1911, sum of \$15,169,140; year 1912, sum of \$21,992,761; year 1913, sum of \$21,589,690; year 1914, sum of \$21,610,860; year 1915, sum of \$23,293,168.

"If the stock and dairy industry can be encouraged it will have a tendency to make Alaska self-supporting, a situation which is very much desired. This will result in holding in the Territory twenty million dollars or more which is now paid by the people of Alaska to the producers and commission houses in the States, and in the cost of the freight from the States to Alaska. This money can then be used by the farmers in improving their farms and in the upbuilding of other industries in the Territory. Not only would this result in retaining money in the Territory, but it would make living conditions there better. At present nearly all meat, butter, cheese, eggs, milk and dairy products of that kind are imported and consequently it is not as fresh or wholesome as if it were supplied locally. Fresh eggs sell in Alaska for from 75 cents to \$3.00 and \$1.00 per dozen, depending upon the season of the year and the locality. Diversified farming would encourage the development of the agricultural lands and the establishment of permanent homes. The people of Alaska would then become more firmly attached to the soil. They would be encouraged to bring in and raise their families in the Territory because of being able to live on fresh products from the farms instead of living on canned and cold stor-



age food, as is largely the case today. In other words, the people of Alaska would be able to live as well there as the people in the States, which will have a large influence in establishing a permanent population, instead of the unstable and migratory one of the present.

#### Help is Given Indians.

"Congress is at present rendering financial aid to the Indians throughout the United States. The policy of the Government advancing money for the purchase of seeds, animals, machinery, tools, implements and other equipment to the Indians has resulted in encouraging the development of agricultural lands and many of the Indians are now self-supporting. This policy was started in 1908 and from that time until the present, Congress has appropriated \$2,470,000 for this purpose, and, in addition thereto, the Secretary of the Interior has used for the same purpose \$700,000 of the trust funds of the Indians. These funds are rapidly being paid back. The Government is, therefore, not only reimbursed for the money advanced, but the country is benefited by the development of its resources. It would seem that if the Government will thus help the Indians that it should at least do as much for the whites of Alaska, especially since it will undoubtedly result in bringing increased revenue to the Alaska Railroad in which the Government will have invested \$35,000,000 or more.

"On account of the isolation of Alaska; the great expense incident to shipping in stock, machinery, equipment and supplies for the farmers and other hardships and difficulties not experienced by the farmers in the States, the development of the agricultural lands tributary to the railroad will be exceedingly slow unless the agriculturists are given Government aid. Many of them are anxious to get a few head of sheep, cattle, pigs, chickens, etc., in order to get a start, but on account of the exorbitant freight rates between Seattle and Alaska and the initial expense incident to the purchase, it is utterly impossible for many of them to undertake it. It is, therefore, suggested that Congress be asked to authorize the use of \$50,000 for the purchase of stock, farming implements and machinery to be sold to bona fide farmers on long-term payments of from five to ten annual installments."

#### POWER LAUNCH ALASKA AND BARGE KNIK WILL OPERATE BETWEEN BIRD AND KERN.

For service in the transportation of travelers and freight on Turnagain Arm between Bird, Mile 83, and Kern, Mile 71, the Alaskan Engineering Commission's power launch Alaska and the barge Knik were sent by train last Saturday to Bird, where they were launched this week under the direction of Harry G. Locke, superintendent of the marine ways department. Turnagain Arm between Bird and Kern is now and has been for some time free of ice. The operation of the Alaska and the Knik will relieve travelers of the necessity of going over a twelve-mile stretch of trail in making the journey between Anchorage and Seward.

Eighty-four passengers, 11 locked and 27 tied sacks of mail, 40 pieces of baggage and six pieces of express, which arrived in Seward last Saturday morning on the steamship Alameda from Seattle, reached Anchorage last night. They left Seward Sunday morning and stayed at Kern Sunday night.

From last Tuesday to last Saturday night, 419 pieces of Commission freight; 30 pieces of commercial freight, weighing 3500 pounds; 1750 pounds of mail, all except two

sacks of which was second class; two sacks of express and 100 pieces of baggage were brought to Anchorage from Seward. In the same period of time, 534 pounds of mail were forwarded to Seward.

The steamship Farragut is due to arrive in Seward today from Seattle. From Seward she will go to Kodiak, thence direct to Ketchikan and thence to Seattle.

#### SILK FLAGS OF FIVE ALLIED NATIONS SENT HERE BY MAJOR E. R. MCFARLAND.

Five silk flags, each about three feet wide and five and a half feet long, of the five allied nations—United States, Great Britain, France, Italy and Belgium—have been received by C. V. Marshall, of the executive office staff, of the Alaskan Engineering Commission, from Major E. R. McFarland, formerly superintendent of the Telegraph and Telephone Department of the Commission and now with the American Expeditionary Force in France. The flags were used as part of the decorations in Roberts' Hall at the Washington Birthday dance given under the auspices of the Anchorage Masonic lodge.

#### PUBLICITY BUREAU ASKS AID OF EVERYBODY TO DEVELOP ALASKA'S RESOURCES

In an effort to aid the development of resources, improve conditions in all lines of business, exploit the opportunities and help all classes of citizens, of Alaska, the Territorial Bureau of Publicity at Juneau, under the direction of its chief, E. J. White, will begin in the near future the publication of a Monthly Trade Bulletin. It will be distributed free.

To make the Bulletin a success in setting forth the needs and advantages of Alaska, Mr. White asks the cooperation of all organizations and individuals in the Territory. In an open letter addressed to the public he solicits monthly letters on the following subjects, particularly:

"Mining—Existing conditions and what is required to improve them? Field for prospectors? Definite opportunities for the investment of capital? Minerals found?

#### Information Wanted on Fishing.

"Fishing—Description of cannery, curing and cold storage sites? Tributary fishing grounds? Other advantages to prospective investors?

"Agriculture—Crops best suited to your locality? Acreage obtainable? Existing markets and market quotations? Amount of farm produce raised annually? Percentage of crops available for exports? Openings for mills and dehydrating plants?

"Stock Farming—Openings for dairies? Size of herd needed? Opportunities for raising beef cattle or reindeer? Local and tributary markets? Locally-grown forage?

"Fox Farming—Possibilities for establishing fox farms? Available food for foxes? (In this connection it should be noted that it is illegal to feed foxes on game.)

"Business Opportunities—Merchandizing? Laundries? Moving Pictures? Pool rooms? Other industries?

"Professional Openings—Doctors? Dentists? Lawyers? Engineers? Assayers? Surveyors?

"Labor—Available labor supply? Scale of wages paid? Amount and class of labor needed?

"Home Seekers—What inducements can you offer home seekers and home builders?"

# 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.

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

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

## FALSE BILLINGS OF FREIGHT ARE BROUGHT TO ATTENTION OF COMMISSION.

Instances of false classification in the billing of freight shipments on the Government Railroad have been brought to the attention of the Alaskan Engineering Commission. Such acts, under the Federal law, constitute a criminal offense, punishable by imprisonment for a term not longer than two years or by a fine not exceeding \$5000, or both. One of the latest disclosures of an instance of false billing was brought about through the filing of a claim by a shipper because of alleged damage to goods. Investigation showed the alleged damaged goods were not mentioned in the original billing but had been noted under a false classification.

The Federal law on this subject follows:

"Any person, corporation or company, or any agent or officer thereof, who shall deliver property for transportation to any common carrier, subject to the provisions of this act, or for whom as consignor or consignee any such carrier shall transport property, who shall knowingly and wilfully, directly or indirectly, himself or by employee, agent, officer, or otherwise, by false billing, false classification, false weighing, false representation of the contents of the package, or the substance of the property, false report of weight, false statement, or by any other device or means, whether with or without the consent or connivance of the carrier, its agent, or officer, obtain or attempt to obtain transportation for such property at less than the regular rates then established and in force on the line of transportation; or who shall knowingly and wilfully, directly or indirectly, himself or by employee, agent, officer, or otherwise, by false statement or representation as to cost, value, nature, or extent of injury, or by the use of any false bill, bill of lading, receipt, voucher, roll, account, claim, certificate, affidavit, or deposition, knowing the same to be false, fictitious, or fraudulent, or to contain any false, fictitious, or fraudulent statement or entry, obtain or attempt to obtain any allowance, refund, or payment for damage or otherwise in connection with or growing out of the transportation of or agreement to transport such property, whether with or without the consent or connivance of the carrier, whereby the compensation of such carrier for such transportation, either before or after payment, shall in fact be made less than the regular rates then established and in force on the line of transportation,

shall be deemed guilty of fraud, which is hereby declared to be a misdemeanor, and shall, upon conviction thereof in any Court of the United States of competent jurisdiction, within the district in which such offense was wholly or in part committed, be subject for each offense to a fine of not exceeding five thousand dollars, or imprisonment in the penitentiary for a term of not exceeding two years, or both, in the discretion of the Court: Provided, that the penalty of imprisonment shall not apply to artificial persons."

## ASSISTANT STATION AGENT'S SON TAKES PART IN ALL BATTLES FOUGHT BY AMERICANS.

Having participated in the desperate struggle at Chateau-Thierry and in all the other battles of the Americans on the French front, Donald E. Stewart, son of J. M. Stewart, assistant railroad station agent at Anchorage, is now with the forces of occupation in Germany, and is showing the Teutonic people "how civilized soldiers act when they invade a country." His letter, which is dated December 4 at Bithburg, Germany, tells of the cordial greeting and hospitable treatment the United States troops received on their way through the city and duchy of Luxemburg.

"After the war is harder work than before it was finished," reads the young soldier's letter, "but we sure licked them and didn't have such a hard time doing it either.

"Our battalion has been promoted from the Headquarters Signal troops of the first army corps to the Headquarters Signal troops of the third army, which is the army of occupation, and considered quite an honor. We traveled across the grand duchy of Luxemburg for about eight days, and I want to say Luxemburg is the finest city I have seen on the continent so far. We were received with open arms and hailed as the deliverers of Luxemburg. The whole town was thrown open to us, all the finest clubs held open houses, there were entertainments and dances for us and by the second day we had all the pretty girls doing the good old U. S. dances, just like old-timers.

"We were there at Thanksgiving and the Luxemburgers, having heard about our holiday, each family invited one or more 'Yanks' to dinner. In the evening the counts and countesses put on their glad rags and we all went down to a dance at the Casino, which is the largest and finest club house in the country.

"But now I am in Germany and a complete change has taken place. No more cheers and flowers. But we are trying to show these people how civilized soldiers act when they invade a country, but when I think of some of the sights I've seen I feel like pulling my gun and shooting up the country a bit.

"I am now living in an old German hospital (am not sick) in real beds, real springs and real mattresses, for the first time in six months, and believe me, it sure does seem good. I expect to go deeper into Germany, at least as far as Coblenz. I was all through Chateau-Thierry and other American drives. Have been in three campaigns and am now a veteran. I came through them all without a scratch, and I expected to get a wound stripe at least. I sure have had some exciting times but I wouldn't have missed it for a million dollars. I hope before many months I will be on my way home."

Young Stewart is a first class private in Company C, 322nd Field Signal Battalion. He enlisted at the beginning of America's participation in the war.

### ANCHORAGE DISTRICT FURNISHES MORE THAN ONE-FIFTH OF ALASKA'S REGISTRANTS.

More than one-fifth of the registrants under the military selective conscription law in Alaska were furnished by the Anchorage district. Its list shows a total of 2928 names, the largest number of any district in the Territory. The total registrants in Alaska are figured at 15,682.

The registrations in the twenty-two districts in the Territory, as compiled by Captain J. J. Finnegan, military aide to the Governor with headquarters in Juneau, are as follows:

Local Board No.		Class of June 5, 1917*	Class of June 5, 1918†	Class of Sept. 12, 1918‡	Total
1	Douglas .....	190	2	237	429
2	Haines .....	30	2	41	73
3	Juneau .....	802	32	1106	1940
4	Ketchikan .....	797	43	1062	1902
5	Petersburg .....	165	4	276	445
6	Sitka .....	157	10	440	607
7	Skagway .....	95	0	109	204
8	Wrangell .....	111	5	213	329
9	Nome .....	252	6	311	569
10	Anchorage .....	1744	14	1170	2928
11	Cordova .....	412	12	633	1057
12	McCarthy .....	256	5	428	689
13	Seward .....	482	17	251	750
14	Valdez .....	301	17	418	736
16	Eagle .....	24	1	155	180
17	Fairbanks .....	447	4	865	1316
18	Iditarod .....	123	7	152	282
19	Nenana .....	210	6	490	706
20	Ruby .....	68	3	129	200
21	Tanana .....	37	4	87	128
22	St. Michael .....	0	0	142	142
		6773	194	8715	15,682

\*Registered in Alaska July 2 to Sept. 2, 1917.

†Registered in Alaska July 2 to Sept. 3, 1918.

‡Registered in Alaska Oct. 15 to Dec. 16, 1918.

The class of June, 1917, embraces men between the ages of 21 to 31 years, inclusive. The class of June, 1918, consists of those persons who came to age between June 1917 and June 1918. The class of September 12, 1918, embraces all the remaining persons between the ages of 18 to 45, both inclusive.

It is estimated by Captain Finnegan that about 1000 registrants under the Manpower Act are yet to be reported. The figures given above only include those reported prior to January 1, 1919. Nome, Iditarod and Seward have many remote precincts whose reports, in some instances, will not be received prior to next summer.

### ANCHORAGE TOWNSITE EXPENSES FOR JANUARY AMOUNT TO \$1848.82.

One thousand eight hundred and forty-eight dollars and eighty-two cents constitute the amount of expenditures for the maintenance and operation of the Anchorage townsite during the month of January, according to the official statement given out at the townsite office. This sum is \$736.54 less than the expenditures for December.

The decrease is due to reductions in dog pound, fire department and sanitation expenses.

There are now seven persons on the pay roll of the townsite. They are the townsite office clerk, the chief of

the fire department, two firemen, a foreman, who looks after the street, water and sewer systems; a plumber's helper, who works under the foreman, and a janitor, who is also janitor for the telegraph and telephone department, which is charged \$83.33 a month, or two-thirds of his salary.

The townsite monthly financial statement of maintenance and operation expenditures carries the total expenditures from last July 1. The last maintenance and operation tax roll was made up to cover expenses up to last June 30. So every monthly statement shows to its respective date the total expenses that must be included in the next maintenance and operation tax roll. The maintenance and operation expenses for January, 1919, and from July to December, 1918 follow:

Administration:	
Salaries .....	\$ 126.97
Stationery and supplies .....	2.64
Fuel, light and telephone .....	31.61
Maintenance of building and grounds .....	17.55
Dog pound .....	171.86
Total July to December 31 .....	2708.43 \$ 3059.06
Fire Protection:	
Salaries .....	584.64
Maintenance of team and equipment .....	61.78
Maintenance of hydrants, water rent .....	205.42
Fuel, light and telephone .....	18.72
Miscellaneous supplies .....	3.06
Total July to December 31 .....	6273.93 7167.55
Maintenance of streets, alleys, walks:	
January, 1919 .....	235.44
Total July to December 31 .....	1212.26 1447.70
Sanitation:	
Disposal of garbage .....	224.85
Maintenance of sewers .....	32.80
Inspection .....	93.33
Superintendence .....	18.15
Total July to December 31 .....	2712.02 3081.15
Total to February 1, 1919 .....	\$14755.46 \$14755.46

### WEEKLY FORCE REPORT.

#### Anchorage Division.

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, February 15, 1919, was as follows:

Engineer in Charge .....	23
Terminal Shops and Yards .....	40
Track, Bridge and Ballast .....	197
Receiving and Forwarding Agent .....	8
Machine Shops .....	72
Marine Ways .....	26
Store Department .....	77
Employment Bureau .....	17
Transportation Department .....	37
Disbursing Office .....	7
Accounting Department .....	12
Base Hospital .....	13
Townsite Office .....	7
Telegraph and Telephone Department .....	27
Mining Department .....	156
Talkeetna District .....	49
	<hr/>
	763
Stationmen and Laborers .....	94

Grand total employees, Anchorage Division..... 862



### MINERAL OUTPUTS OF VARIOUS DISTRICTS ARE GIVEN BY GEOLOGICAL SURVEY.

Mineral outputs in 1918 of the Prince William Sound, Southeastern Alaska, Seward Peninsula and Kobuk River districts are noted in detail in the advance report of the United States Geological Survey.

"The mineral output of Prince William Sound in 1918 is valued at \$4,350,000, about \$300,000 less than in 1917," according to the survey's report. "Four copper mines produced about 15,000,000 pounds of copper and over \$700,000 in gold and silver. Four gold mines in the Valdez and Port Wells districts yielded a small production.

"By far the larger part of the copper came from the Beatson-Bonanza mine, which was operated throughout the year on a larger scale than ever before, although the supply of labor from March 1 to November 1 did not average more than 70 per cent of the normal capacity of the mine. The developments for the year include the completion of the new power plant, the extension of the double hoisting compartment vertical shaft to a depth of 300 feet below the main level, the enlargement of the mill to a capacity of 1500 tons per day, and the increase of the capacity of the dock bunkers to 5500 tons. A 500-ton pocket was cut and completed on the 200-foot level, and the development of that level was started.

"The Ellamar mine was operated throughout the year but at a reduced capacity, owing to the shortage of labor and shipping. At the Midas mine mining was suspended during the winter but a small force was retained to carry on development operations. In April the force was again enlarged, and regular mining was carried on until September, when all the work except diamond drilling was indefinitely suspended, because it was impossible to ship the ore. The Schlosser mine, on Fidalgo bay, was operated on a somewhat larger scale than in 1917.

#### Southeastern Alaska's Output.

"The mineral production of Southeastern Alaska in 1918 is valued at \$4,140,000, compared with \$5,370,000 in 1917. The gold was worth \$3,500,000, copper, \$440,000, silver (derived wholly from gold and copper mines) \$100,000, and miscellaneous products, including lead (from the gold mines), gypsum, marble, palladium, and platinum, \$185,000. These products were derived from five gold quartz mines, six copper mines, two placer mines, one gypsum mine, and one marble quarry.

"In the Ketchikan district the It, Jumbo, Rush and Brown, Mamie, Salt Chuck, and Rich Hill mines were operated, each for at least part of the year, producing about 1,780,000 pounds of copper and \$42,000 worth of gold and silver. The new concentrating plant of the Salt Chuck mine is reported to have been operated successfully. All the mines of the Ketchikan district were affected by shortage of labor and ships. The most interesting local mining feature is the recovery of palladium from the concentrates of the Salt Chuck mine.

"In the Juneau district the Alaska Gastineau, Alaska Juneau, and Ready Bullion mines were operated throughout the year but at a reduced capacity because of scarcity of labor. Work preparatory to mining was undertaken at several non-producing mines.

"In the Sitka district the Chichagoff mine was operated throughout the year, and extensive developments were under way at the Hearst-Chichagoff property.

"A small shipment of copper ore is said to have been

made from the Rainy Hollow district, near Haines. Preparations for mining were undertaken at the molybdenite deposit at Shakan. The gypsum mine on Chichagoff Island has been shut down since March because of a fire. The marble quarry at Tokeen made periodic shipments throughout the year.

#### Seward Peninsula's Production.

"The value of the mineral production of Seward Peninsula in 1918 was about \$1,210,000, compared with \$2,747,000 in 1917. Of the output in 1918, \$1,140,000 represents the value of the placer gold and \$70,000 the value of the miscellaneous products, including tin, tungsten, silver and platinum.

The production of placer gold was less than half that of 1917 and was the smallest since 1898. The decrease was due to labor difficulties, to the high cost of operating, and to unfavorable climatic conditions, including deep frost, scanty water, and a short season. The production of placer gold by districts was as follows:

"Nome, \$455,000; Solomon, \$62,000; Council, \$293,000; Fairhaven, \$118,000; Koyuk, \$145,000; Kougarok, \$60,000; Port Clarence, \$7,000.

"Twenty dredges operated during the season of 1918, eight less than in 1917. The dredges employed 149 men and produced gold worth about \$451,000, or 39.5 per cent of the total production of Seward Peninsula. Of the dredges, five were in the Nome district, five in the Council district, seven in the Solomon district, two in the Fairhaven district, and one in the Kougarok district.

#### Twenty-Eight Underground Mines.

"Twenty-eight underground mines, employing about 177 men, operated in 1918, producing gold worth about \$289,000, or 25 per cent of the total production of the peninsula. Of the underground mines 21 were in the Nome district, four in the Fairhaven district, and three in the Koyuk district.

"Twenty-four hydraulic mines employed about 170 men and produced gold worth \$264,000, or 23 per cent of the total production. Of the hydraulic mines, ten were in the Nome district, one in the Solomon district, four in the Council district, five in the Fairhaven district, three in the Koyuk district, and one in the Kougarok district.

"Fifty-five open-cut mines, other than hydraulic, employed 134 men and produced gold worth \$135,000, or 12 per cent of the total production. Of the open-cut mines, 13 were in the Nome district, six in the Council district, 15 in the Fairhaven district, 15 in the Kougarok district, four in the Koyuk district, and six in the Port Clarence district.

"The only new strike of the season was made on Poor-man bench, Monument Creek, in the Nome district, where gravels carrying about \$32 a cubic yard were discovered.

#### One Tin Dredge Operates.

"The total production of tin was much less than in 1917. Only one tin dredge on Buck Creek, in the York district, operated in 1918. A small amount of tin concentrates was also produced by sluicing. Placer tin has been discovered on Potato Creek, which flows northwest from Potato Mountain, and also on Humboldt Creek, tributary to Goodhope River in the Fairhaven district.

"The gold production of Kobuk River for 1918 is estimated at \$8,000. About 25 men were engaged in mining operations. It is reported that favorable prospects were discovered on California Creek, a tributary of the Kugallukuk. About 150 tons of coal are reported to have been mined on the Kobuk about 25 miles above Squirrel River."

## NOTICE OF SALE.

Notice is hereby given, that at the hour of 1 o'clock in the afternoon of the 15th day of March, 1919, the undersigned will sell at Public Auction at the Office of the Receiving and Forwarding Agent of the Alaskan Engineering Commission at Dock No. 1, for cash the following described real property:

Such sale is made under the provisions of Chapter Twenty-nine of the Civil Code of Alaska, for the purpose of paying and discharging the lien for storage and other lawful charges on such property and all thereof:

In the event that no bid is secured equal to the total of the accrued charges, the right is hereby reserved to reject such bid.

T. L. MURPHY,

Receiving and Forwarding Agent.

The following is a description of said property, to-wit:

Lot No. 1.—1 case register machine, 2 cases supplies, marked Anchorage Supply Co.

Lot No. 2.—2 cases household goods, marked Mrs. Buey.

Lot No. 3.—1 bundle bedding, marked M. J. Dorwin.

Lot No. 4.—1 bundle personal effects, marked George Dotien.

Lot No. 5.—1 barley fork, 1 coil wire, 1 box notions, marked Theofield Eeraerts.

Lot No. 6.—1 wagon box (gear attached), 4 wagon wheels, 1 pair shafts, 1 seat, 1 bundle harness, 1 plow, marked Theofield Eeraerts.

Lot No. 7.—1 crate furniture (showcase), marked A. Frodenberg.

Lot No. 8.—1 case two 5-gallon cans Dearborn Auto Oil, unmarked.

Lot No. 9.—25 sacks half-ground salt, unmarked.

Lot No. 10.—1 box printed matter, marked Dr. Kyvig.

Lot No. 11.—1 box printed matter, marked Lennon's Bakery.

Lot No. 12.—1 box plate glass, 1 iron safe (2800 lbs.), marked Walter A. Lord.

Lot No. 13.—1 case cider, unmarked.

Lot No. 14.—1 case Durham Tobacco, unmarked.

Lot No. 15.—1 bundle bedding, marked C. H. Martin.

Lot No. 16.—2 cases papers, 2 cases register machines, marked New Method Cleaners.

Lot No. 17.—1 pack sack personal effects, marked Wm. Nicholas.

Lot No. 18.—1 box printed matter, marked Palace of Sweets.

Lot No. 19.—1 box printed matter, marked Style Shop.

Lot No. 20.—2 boxes tools, marked J. T. Steele.

Lot No. 21.—1 bag personal effects, marked M. Statap.

Lot No. 22.—1 case printed matter, marked Taylor Printing Co.

Lot No. 23.—1 suit case, unmarked.

Lot No. 24.—1 wire bedspring, 1 stove, 1 roll bedding, marked Clyde C. Tenny.

Lot No. 25.—1 suit case personal effects, 1 folding cot, marked Frank Tjichi.

Lot No. 26.—1 case leaf tobacco, marked Union Cigar Factory.

Lot No. 27.—1 sack flour, 100 lbs.; 1 gunny two 49s flour, unmarked.

Lot No. 28.—1 crated stove, unmarked.

Lot No. 29.—1 bundle personal effects, unmarked.

Lot No. 30.—1 bundle personal effects, unmarked.

Lot No. 31.—1 war bag personal effects, marked Fred

Miller.

Lot No. 32.—1 tent 8 x 10, unmarked.

Lot No. 33.—1 tent 14 x 16, unmarked.

Lot No. 34.—1 bundle personal effects, marked George Ivase.

Lot No. 35.—1 war bag personal effects, marked Ed. Buchler.

Lot No. 36.—1 sack pipe fittings, unmarked.

Lot No. 37.—1 roll 24-inch wrapping paper, unmarked.

Lot No. 38.—1 horse collar, unmarked.

Lot No. 39.—1 sack sugar (100 lbs.), unmarked.

Lot No. 40.—Half sack crushed corn, unmarked.

Lot No. 41.—1 sack coarse salt, half sack coarse salt, unmarked.

Lot No. 42.—3 sacks fire clay, unmarked.

Lot No. 43.—1 sack bran, half sack bran, unmarked.

Lot No. 44.—5 sacks shorts, 3 part sacks shorts, unmarked.

Lot No. 45.—1 sack cement, half sack cement, unmarked.

Lot No. 46.—5 sacks dairy salt.

Lot No. 47.—1 sack oats, half sack oats, unmarked.

Lot No. 48.—1 bundle personal effects, unmarked.

Lot No. 49.—1 suit case personal effects, unmarked.

Lot No. 50.—1 suit case personal effects, unmarked.

Lot No. 51.—1 canvas sack personal effects, unmarked.

Lot No. 52.—1 suit case personal effects, unmarked.

Lot No. 53.—1 suit case personal effects, unmarked.

Lot No. 54.—1 telescope personal effects, unmarked.

Lot No. 55.—1 gunny sack personal effects, unmarked.

Lot No. 56.—1 roll roofing paper, unmarked.

Lot No. 57.—1 bundle mop sticks, unmarked.

Lot No. 58.—1 sack lime, unmarked.

Lot No. 59.—1 bundle personal effects, unmarked.

Lot No. 60.—1 bundle personal effects, unmarked.

Lot No. 61.—1 bundle personal effects, unmarked.

Lot No. 62.—1 bundle personal effects, unmarked.

Lot No. 63.—1 bundle personal effects, unmarked.

Lot No. 64.—1 bundle personal effects, unmarked.

Lot No. 65.—1 bundle personal effects, unmarked.

Lot No. 66.—1 bundle personal effects, marked J. Flannigan.

Lot No. 67.—1 pack sack personal effects, unmarked.

Lot No. 68.—1 bundle personal effects, marked A. Zunnun.

Lot No. 69.—1 bundle personal effects, marked George Kedogolous.

Lot No. 70.—1 box groceries, marked B. Johnson.

Lot No. 71.—1 sack cooking utensils, unmarked.

Lot No. 72.—15 empty wooden barrels, 4 empty iron barrels, marked J. M. Swanson.

Lot No. 73.—5 straw mattresses, unmarked.

Lot No. 74.—2 one-man saws, unmarked.

Lot No. 75.—1 bundle axes (includes 1 br. axe), unmarked.

Lot No. 76.—1 bundle personal effects, marked Local Check No. 6869, U. S. R.

Lot No. 77.—1 bundle personal effects, marked Local Check No. 7144, U. S. R.

Lot No. 78.—1 suit case personal effects, marked Local Check No. 7145, U. S. R.

Lot No. 79.—1 bundle personal effects, marked Local Check No. 20330, U. S. R.

Lot No. 80.—1 bundle personal effects, unmarked.

(Second insertion. First on February 17.)

## PERSONAL

Charles Leroy, foreman of section No. 27 at Pittman, was in Anchorage over Sunday.

Frank Daniels, contractor at Mile 85 on Turnagain Arm, was in Anchorage a few days in the past week.

John H. Robinson, special inspector, and A. A. Lewis, conductor, returned to Anchorage last week from a trip to the States.

W. A. Johnson, who was clerk in the Talkeetna district with headquarters at Deadhorse Hill, is in Anchorage on his way to the States.

Oscar Johnson, who was foreman of section No. 25 at Matanuska, has relieved Peter Mannion as foreman of the section at Camp 83 on Turnagain Arm.

W. M. Peltier, storekeeper at Deadhorse Hill for the Alaskan Engineering Commission, was in Anchorage on business several days in the past week.

Patrick Meehan, who was an employee of the Alaskan Engineering Commission at Nenana, is in Anchorage on his way to Seward where he will take steamship to Cordova.

John F. Coffey, United States commissioner and storekeeper for the Alaskan Engineering Commission at Talkeetna, came to Anchorage Friday and will remain until Thursday.

Walter S. Jones, bridge inspector, who is stationed at Talkeetna in connection with the work of building the Government Railroad bridge across the Talkeetna River, spent several days in Anchorage in the past week.

Daniel Leech, assistant superintendent of construction; Chester M. Murphy, timekeeper, and Joseph Fosak, blacksmith, at Camp 83, on Turnagain Arm, came to Anchorage last Saturday and returned to their headquarters Monday.

C. E. Olson, conductor; C. A. Mathewson, locomotive engineer, and H. C. Palmer and Charles Sager, brakemen, who comprise the crew on the work train on Turnagain Arm, spent Washington's Birthday and Sunday in Anchorage.

Christopher Woodhouse, of the Medical Department of the Alaskan Engineering Commission with headquarters on Turnagain Arm, was in Anchorage over Sunday. He was accompanied home by Mrs. Woodhouse who had been visiting in Anchorage.

Henry Dohrmann, sr., who is employed in the executive office of the Alaskan Engineering Commission, went to Camp 83 on Turnagain Arm yesterday to meet his son, Henry Dohrmann, jr., on the young man's return home from service in the Army.

Sumner S. Smith, who is in charge of the Coal Mining department of the Alaskan Engineering Commission, with headquarters at Eska, came to Anchorage last Thursday and returned Monday. He was accompanied on the trip by Mrs. Smith and Sumner S. Smith, jr.

Charles W. Donnally, formerly cashier in the Anchorage disbursing office and now a captain in the quartermaster's corps, stationed at Seattle, plans on remaining in the military service. When demobilization is completed, he will take a lieutenant's commission in the regular army.

E. P. Hedberg, master mechanic; James Hanahan, assistant superintendent of track; T. W. Seerest, locating engineer; A. Haag, chief clerk in the maintenance of way department; William McInnis, steam shovel foreman, and W. D. Stearns, who was machine shop foreman; Emmet Ball, who was mail clerk; W. C. Grandjean, conductor; Dan Lee, bridgeman, and Steve Bunos, section foreman, returned

to Anchorage last evening from visits in the States.

I. H. Fleischman, who, when he was commissioned a captain in the quartermaster's corps last fall, was chief clerk in the executive office of the Alaskan Engineering Commission, expects to return to Anchorage early in April. Captain Fleischman, who is stationed in Seattle, was offered a lieutenancy in the regular army on the demobilization of the war forces, but expressed the preference of returning to civilian life.

Sherman Duggan, chief clerk in the trainmaster's office; Mrs. Duggan, clerk in the disbursing office; Frank Bayer, timekeeper in the Terminal Yards dock office, and Mrs. Bayer; Fred Peterson, brakeman, and Mrs. Peterson; H. A. Schell, clerk in charge of the employment office, and Mrs. Schell; W. C. Snook, transit man in the maintenance of way department, and Mrs. Snook; Mrs. Charles Watson, Miss Emma Brueckner and Miss Joe Niemi of the telegraph and telephone department; Miss Emma Protz and Miss Hildur Swanson, of the stores department, and Miss Elvera Swanson, of the mechanical department, were passengers on the train that made the round trip Washington's Birthday between Anchorage and Camp 83, on Turnagain Arm.

## Anchorage Division Notes.

A three-horsepower gasoline pump has been installed by the maintenance of way department at Talkeetna to supply water in case of emergency to locomotives and to the locomotive crane.

An alarm system and flood light have been installed at the pump house and Anchorage townsite water tank to indicate the height of water in the tank so as to avoid the pumping of water into the tank when it is full or nearly full. The work was done by the telegraph and telephone department.

One thousand and five tons of coal were produced and 111 men were employed at the mine operated by the Alaskan Engineering Commission at Eska in the week ended February 15, according to the report of Sumner S. Smith, resident engineer, in charge of the coal mining department of the Alaskan Engineering Commission. The driving of Eska West, Emery East and the crosscut from Eska East to David was continued. Forty-five men were on the payroll during the week ended February 15 at the Commission's coal mine at Chickaloon. The driving of "F" West, No. 5 West, No. 5½ West Counter and No. 5½ West Raise was continued and progress was reported on the timbering of the East slope.

## DOG RACE IS ARRANGED OVER TRAIL BETWEEN TALKEETNA AND DEADHORSE HILL.

Dog teams next Sunday will race over the trail between Talkeetna and Deadhorse Hill for money prizes aggregating in amount \$200. There are a number of good teams at Talkeetna and Deadhorse, and five of them to date have been entered for the race. The course will be from Talkeetna to Deadhorse Hill and return, a total distance of 42 miles. Talkeetna is the end of steel and Mile 226 on the Government Railroad. Deadhorse Hill is railroad construction headquarters in the Talkeetna district and Mile 247 on the railroad route. The prize money, which has been donated by residents of Talkeetna, is separated into four purses, namely \$100, first prize; \$50, second; \$35, third, and \$15, fourth.



# ALASKA RAILROAD RECORD



VOL. III. ANCHORAGE, ALASKA, TUESDAY, MARCH 4, 1919.

NO. 17

## 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.

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### RAPID HEADWAY MADE ON TALKEETNA BRIDGE IN ANCHORAGE DIVISION.

Rapid progress was made last week in the construction of bridge No. 155 across the Talkeetna River, according to reports submitted by F. A. Hansen, engineer of maintenance of way, to William Gerig, engineer in charge of the Anchorage Division.

Thirty-eight bents of piling were driven for the bridge last week, making a total of 190 piles. Driving of piles for all bents, up to and including bent No. 94, has been completed. Two hundred and thirty-one feet of track were laid on the bridge last week, which takes the steel to Station 9997 plus 12.6. Lower chords, floor beams, stringers and ties are in place on the first, second, third and fourth spans of the bridge. Stringers and ties have been placed up to and including bent No. 70 on the North approach. The false work for the erection of the upper part of the fourth span is in place, and the top chords and laterals for the fourth span are in place and packed.

At the site of the proposed railroad bridge across the Susitna River, the sounding party, in charge of F. H. Chapin, is now putting down a hole at the South abutment, according to report made to W. J. S. Fogelstrom, bridge engineer. This hole has reached a depth of 21 feet. The drill is going through loose sand, and occasionally encounters a large boulder. The boulders are blasted out of the way.

The steam shovel at Bird last week moved 2414 cubic yards of rock.

Logging at Mile 88 on Turnagain Arm progressed favorably last week and practically all logs were at the mill site March 1.

### BRIDGE AND GRADING WORK GOES FORWARD IN SEWARD DIVISION.

Bridge and grading work made favorable progress in the Seward Division the week ended March 1, reports R. J. Weir, engineer in charge of the Division.

The decking of bridge No. 128 is 85 per cent complete.

Pile driving on bridge No. 129 is complete and the pile driver will be removed immediately to bridge No. 130.

A small force of the Alaskan Engineering Commission is doing well with the grading work at Mile 23.

Sam Radish and company are going ahead with their contract on Mile 525.

Charles Nelson and company will complete the excavation of the North approach to tunnel No. 3 in a few days and will begin enlarging tunnel No. 3.

Enstrom and company, working on the coyote hole drain in tunnel No. 3 have broken through the face of the canyon.

Favorable weather conditions prevailed in the past week. The trail was good. Twenty-five tons of freight were moved between Mile 47½ and Mile 62 with horse and dog teams.

The rotary plow made one round trip and the passenger train made two trips during the past week between Seward and Mile 47½.

The Farragut arrived in Seward last Wednesday and sailed for the westward that afternoon.

Locomotive engine No. 20 is in the shop undergoing heavy repairs.

Employees on the payroll of the Seward Division last week numbered 251. Disbursements for the Division for the week ended February 21 amounted to \$15,229.92.

### PROGRESS MADE IN LAYING TRACK IN JANUARY AND FEBRUARY IN FAIRBANKS DIVISION.

Track South of Nenana in the Fairbanks Division was laid in January a distance of 3.44 miles, which brought the steel February 1 to Mile 371.79, and rails in the Fairbanks district South of Fairbanks were laid during the month a distance of one-tenth of a mile, which brought the track in that district to Mile 453.59, according to the report of Frederick D. Browne, engineer in charge of the Fairbanks Division.

In February, track was laid South of Nenana 1.70 mile, bringing the end of steel March 1 to 370.09. Grading South of Nenana in February was completed to Mile 364.6. North of Nenana, in the Nenana district in February, temporary track was laid 0.27 miles to Mile 415.24. Grading was under way to Mile 424 and also from Mile 438 to Mile 439.

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.14.

# COMMISSION EMPLOYEES AND FIRE DEPARTMENT HELP FIGHT LABOR TEMPLE BLAZE.

Employees of the Alaskan Engineering Commission and the Terminal Yard fire department of the Commission responded last Thursday afternoon to the alarm sounded for the fire in the Labor Temple in Anchorage.

Information of the fire had been communicated without delay by the telephone and telegraph department to the general offices of the Commission, and Wm. Gerig, engineer in charge of the Anchorage Division, directed the Terminal Yard department to hasten to the scene of the blaze. F. A. Hansen, engineer of maintenance of way, ordered all trackmen in the yard to the fire, and they were taken in charge by James Brennan, section foreman. Workers from the Anchorage dock and from the marine ways were under the leadership of William Spencer.

At the time of the turning in of the alarm, the Anchorage fire department's sled, carrying the hose and ladders, was just leaving the Commission's corral in the Terminal Yard for the hall in town, after repairs had been made to a broken ladder holder. The damage had been caused an hour earlier in returning from a chimney fire on C street between Sixth and Seventh Streets. From the Terminal Yard, the horses hitched to the Anchorage department's sled made a race for the fire, closely followed by the automobile equipment of the Commission's department.

Notwithstanding the distance that had to be covered by the equipment, two streams of water were playing on the fire within ten minutes after the sounding of the alarm, and a few minutes later there was a third stream and then a fourth stream. Under the direction of Michael Dolan, chief of the Anchorage department, who most of the time stayed in the smoking, blazing building, supervising the work of two nozzles in the interior, the flames were prevented from penetrating the walls of the structure. Two other lines of hose were operated from either side of the building.

From 2.25 o'clock, when water was turned on the fire until 4.30 o'clock, when the fire was out and water turned off, the pumping plant, according to Carl Pollock, who is in charge of it, experienced not the least difficulty in maintaining the supply and pressure of water. On receipt of the alarm at the station, three pumps, instead of two, were put to work, and they were speeded from 40 strokes a minute, their usual speed, to between 50 and 60 strokes a minute. The sump in Ship Creek, from which water is taken for the water tank, showed a depth of eight feet of water at the beginning of the fire. Within half an hour afterwards, the water in the sump fell to six and a half feet, practically the level of the creek, where it remained without further diminution. The water tank, at the beginning of the fire, had a depth of 18 feet of water. This supply showed a recession of a few inches in a little while, but at 4 o'clock, the depth in the tank had increased to 19 feet, where it stayed until the fire was out. The pressure enabled the firemen, standing on the ground, to lift water on the roof of the Labor Temple, a height of 42 feet. Two nozzles poured on the fire 290 gallons of water a minute; three nozzles 423 gallons a minute, and four nozzles 528 gallons a minute.

The fire started in the basement of the Labor Temple in rubbish beneath the stage and next to a toilet. It is thought, by Chief Dolan, that a lighted match or a lighted cigarette was inadvertently dropped into the rubbish.

The building, which is owned by the creditors of the Alaska Labor Union, was damaged in the sum of about

\$5000.

In appreciation of the splendid work done by the firemen in controlling and putting out the blaze, Sidney Anderson, lessee of the building, presented the members of the Anchorage department with a box of cigars.

## EXECUTIVE OFFICE CLERKS ARE THANKED FOR CONTRIBUTIONS TO FRENCH LAD.

By the clerks in the executive office of the Alaskan Engineering Commission a letter has been received from the mother of a French boy, whose father died of wounds sustained in the war and for whose support the executive office force has been contributing since last June. The letter expresses the heartfelt thanks of the mother, and she writes some interesting details of the condition of her family.

"I write to thank you," her letter reads, "for your protection to my son Francois. I have just received a money order for 45 francs (\$9) which you sent him. I am more than grateful for it. It will permit me to dress my children a little. All of them now have godfathers in America.

"It was a good thought, dear benefactors, for you and all your compatriots to come to the assistance of the poor orphans of France. We owe you a lot of gratitude for the quick help of your army and the exceptional bearing of your soldiers. We shall never forget the good Americans, who, we must admit, saved not only France but all the allies. After four years of war, all of us were extremely exhausted.

"The welcome shown by our country to your president has demonstrated how very popular the Americans are among us.

"Here are a few details of my family: My poor husband died from the result of wounds after six months of terrible suffering in the hospital. Three times, he was buried in a trench and before he could be rescued the last time, he had lost nearly all his blood. He was brought to a hospital in our department, where I could go to see him. I found him very low. Fifteen days after my visit, his death was announced.

"I have three children; Mary Louise, 12 years old, who goes to school; Francoise, 10, years old, and Francois, your protegee, 8 years old. Francois goes to school when he is well, which is very seldom. He and his two sisters are very sickly.

"We live on a small farm, six kilometers from Fenistere. The rental for the farm is 300 francs a year. We have two cows, which Francoise, who does not go to school, drives along the road to pasture.

"In my next letter I shall give you other details, dear benefactors, and I shall be happy to know something about you, also. I do not want to finish my letter without sending my best wishes of happiness for you and your families and that 1919 will be very good to you. Again I thank you.

"Yours,

"V. CAIN. (Nee CATHERINE LE ROY.)"

## BARGE LOADED WITH RAILROAD SUPPLIES IS ON WAY FROM SEATTLE TO ANCHORAGE.

With a cargo of rails and railroad supplies and also a machine for handling coal from and to cars, docks, barges and ships, the barge Lawrence, in tow of the ocean-going tug Oneonta, cleared from Seattle Saturday afternoon for Anchorage. The barge and tug are the first crafts this year to take out at Seattle clearance papers for Anchorage.

### FIVE FORMER EMPLOYEES OF COMMISSION DIED WHILE IN NATION'S SERVICE.

Five former employees of the Alaskan Engineering Commission are on the list of those soldiers who died while in the service of their country. All of them were officially reported, December 5, 1918, as having succumbed to influenza at Camp Dodge, Iowa. They were Harold Anderson, Alik Kalisoff, M. E. Meagher, John E. Nye and Mika Saroff.

Other employees of the Department of the Interior on the list of casualties are as follows:

General Land Office—Edward T. Best, Nebr., Corporal. Severely wounded in action, November 4, 1918. (Base Hospital 115); Alford J. Bradford, Alaska, Aviation Section, U. S. A., reported killed in action somewhere in France July 25, 1918, mother, Mrs. M. B. Bradford, E. 85th St. and 10th Ave., N. E., Seattle, Wash.; William C. Brennan, Ind., Engineer Corps, reported wounded in action in France; Capt. Alvin Colburn, Mass., reported severely wounded in action somewhere in France; Lieut. Francis J. Connelly, Me., Aviation Corps, reported as missing in action since August 30, 1918, somewhere in France; Willie H. Ritenour, Va., Naval Reserves, accidentally killed in line of duty at Washington Navy Yard, April 14, 1917.

Pension Office—Arthur G. Vanderlip, Medical Corps, died at Walter Reed Hospital, May 28, 1918.

Patent Office—Vincent G. Cooley, N. Y., Coast Artillery Corps, U. S. A., reported killed in action somewhere in France on October 13, 1918; Delozier Davidson, N. J., Aviation Section, U. S. A., reported killed in an airplane accident in France August 22, 1918; Wade H. Douglas, W. Va., U. S. A., died at Camp Grant, Ill., Oct. 12, 1918; James W. Geddes, N. Y., 112th Engineer Corps, reported died from pneumonia somewhere in France; Lieut. Clarence A. Knudtson, Wis., Field Artillery, reported died from wounds received in action somewhere in France; Spencer Perry, N. J., Sergeant, 311th Infantry, killed in action November 1, 1918; Ensign William L. Phillips, Va., U. S. N., reported died October 4, 1918, in League Island Navy Yard Hospital, Philadelphia, Pa.; John I. Uren, Pa., Field Artillery, U. S. A., reported died at Camp Meade, Md., February 7, 1918, from cerebro spinal fever.

Geological Survey—Carl F. Gertz, 29th Engineers, U. S. A., reported wounded in action, July 15, 1918, near Chateau-Thierry, France; Capt. Calvin E. Giffin, Engineer Corps, U. S. A., injured while conducting experiments in connection with photo-topographic mapping, Mineola, L. I., N. Y.; Private Clark A. Goudie, 29th Engineers, A. E. F., died in France from disease on August 5, 1918; Robert W. Hopkins, Co. B, 25th Engineers, gassed and sent to hospital; Herbert G. Kubel, D. C., 1st Lieut, Aviation Section, Signal Corps, died at Washington, D. C., Dec. 30, 1918; Victor E. J. Mayer, Engineer Corps, U. S. A., reported died at Camp Humphreys, Va., from pneumonia, Oct. 1, 1918; Lieut. Kostka Mudd, Md., Coast Artillery, U. S. A., reported wounded in action somewhere in France, received the "Croix du Guerre" May 17, 1918.

Office of Indian Affairs—Arthur A. Carmody, R. I., U. S. A., reported wounded in action somewhere in France and at Fort McHenry Hospital, Baltimore, Md.; Lt. Percy E. LeSturgeon, Wash., U. S. A., wounded severely in action, July 30, 1918, arrived in Hoboken on October 21, 1918. Private Frank Mackey, Mich., Co. F, 33d Infantry (Mich.), wounded in action (previously reported killed).

Reclamation Service—Don R. Cather, Colo., 2d Lieut.,

Engineers, U. S. A., reported died of influenza; Hober H. Lyon, Idaho, U. S. A., reported died of influenza; Elmer F. Ross, Wash., 5th Regiment, U. S. A., died October 6, 1918, from pneumonia at Camp Humphreys, Va.; Eugene Snyder, Wash., Engineer Corps, U. S. A., reported lost on "Tuscania"; Lt. Woodrow W. Woodbridge, Colo., Field Artillery, U. S. A., reported wounded in action somewhere in France.

Bureau of Mines—Capt. Edward Steidle, Pa., Engineer Corps, U. S. A., twice gassed and twice wounded, the last time November 1, 1918, in going over the top, losing one eye; John J. Connors, Mo., Ordnance Department, U. S. A., died of pneumonia, preceded by influenza, October 3, 1918, in Virginia.

National Park Service—Frank M. O'Brien, Field Artillery, U. S. A., slightly wounded in action February 19, 1918, somewhere in France.

Saint Elizabeth's Hospital—Capt. Alfred Glasscock, Va., Medical Corps, U. S. A., died from pneumonia, October 10, 1918, somewhere in France.

Eighty-two names of former employees of the Alaskan Engineering Commission appear on the supplementary Honor Roll issued January 18, 1919 by the Department of the Interior. The Honor Roll contains the names of former employees of the various branches of the department in the Army or the Naval service of the United States. Previous issues of the Alaska Railroad Record have contained names placed on the Honor Roll prior to January, 1919. Former Commission employees on the latest supplement to the roll are as follows:

Alaskan Engineering Commission—Spiros Apostolos, George F. Baker, George Balon, C. C. Benedict, Mike Beten, Nich Bogress, Martin Bond, Sevrin Bradland, E. W. Carlson, M. Celeste, Chris. Clauson, M. Combolos, F. C. Conley, A. Costacos, Angelo Cremo, Gus Dahlman, Alfred Danielson, G. Danielson, J. J. Delaney, John Dolan, Otto Driscoll, C. B. Fell, George B. Fisk, Frank Flynn, Charles K. Fowlkes, Dan Gagule, John Gerop, Mike Gibson, N. T. Gilbertson, Manuel Graff, Ador Gustafson, Wm. L. Haker, Officers' Training School, U. S. A.; A. Hamren, William Hansen, Thomas M. Harr, John Heer, Joe Heitman, E. S. Jaccards, Officers' Training School, U. S. A.; Edward Krygier, Alex Kupoff, A. T. Kupoff, S. Kyllonen, John J. Lichtenwalner, Students' Army Training Corps; H. A. Long, Oscar Lund, Mike Lymbar, Dan McInnis, Sam Maloff, Sam Marendo, John A. Matson, George E. Milliken, Robert Nakki, Sam Necklas, Axel Nelson, Oscar Nelson, Gus Nikites, Axel Nordin, H. Ostberg, Joseph F. Pampin, Sam Parker, R. Pavlica, Ralph K. Pulver, Joe Raditch, John Rogulich, Alexander Sagoff, Tony Semon, I. S. Simonson, John Soukas, Swan Swanson, Fred W. Tiffany, George Tokoff, George R. Tremblay, Zora Urumoff, A. Verna, George Vlahos, Paul Wawrick, Eser Wikholm, Richard Windele, Sam Yellich, Robert Young, Harry Zervas, Ernest Zinetti.

### DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements of the Anchorage office of the Alaskan Engineering Commission for the week ended February 21, 1919, totaled \$14,459.94. Salaries and wages were \$1016.24; contractors, \$13,265.12; other expenses, \$133.58; special deposit account, \$25.

Disbursements of the Anchorage office for the week ended February 28, 1919, totaled \$2792.12. Salaries and wages were \$2159.05; purchases, \$505.46; other expenses, \$105.61, and special account deposit, \$22.



## OFFICIAL CIRCULAR

## Anchorage Division.

## REGARDING EMPLOYMENT OF HELP.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Feb. 27, 1919.

Circular No. 364:

## HEADS OF ALL DEPARTMENTS:

Until further notice the forces in any department will not be increased without special written permission from this office. You will, therefore, not employ any men without first taking up the matter with this office.

WM. GERIG, Engineer in Charge.

## INCOME TAX RETURNS MUST BE MAILED FROM ANCHORAGE THIS WEEK.

So as to be certain to go to the States on the next South-bound steamship from Seward, income tax returns should be mailed here this week. All single persons whose gross income in 1918 was \$1000 or more and all married persons whose gross income was \$2000 or more must make returns to David J. Williams, collector of internal revenue, Tacoma, Wash. Such persons must mail reports even if their exemptions relieve them from the payment of a tax.

In figuring income, persons who are paid a salary and given their board, such as cooks and waiters, for instance, must calculate their board at a fair value as part of their income. A ruling to this effect has been transmitted by Collector Williams to William Gerig, engineer in charge of the Anchorage Division. The cablegram from Mr. Williams reads:

"Include fair value of board as income and subject to tax. Blanks on which to make returns have been mailed to all persons that filed income tax returns last year. A supply of blanks, for distribution to persons liable to the tax, have also been mailed to the banks, postmaster and United States commissioners at Anchorage."

Blanks on which to make returns may be obtained not only at the banks, the post office and the commissioners' offices, but also at the Anchorage disbursing office of the Alaskan Engineering Commission.

## MRS. EDES WRITES THAT RED CROSS HELPS TO CARE FOR RETURNED WOUNDED SOLDIERS.

Work in connection with taking care of returned wounded soldiers is now the chief task of the American Red Cross, writes Mrs. William C. Edes, chairman of the Military Relief Department of the Anchorage Chapter of the Red Cross, from Washington, D. C., to Mrs. David D. Vint, secretary of Anchorage chapter. Much of the sewing is on articles for use in hospitals, and in connection with hospitals Mrs. Edes says the operation of the American military hospital at Neuilly, France, continues, and the inference follows that the institution to which employees of the Commission have contributed so generously in the past, still requires their assistance.

"I have been putting in a lot of time," writes Mrs. Edes, "crocheting sleeping caps which are a special need at the Walter Reed Hospital. So many wounded are there, and all about the city, that one's sympathies are constantly stirred up, to see the dreadful sacrifice our boys have

made. Anything I can do seems just a drop in the bucket.

"I have been to our Interior Department Convalescent Hospital, which was opened some months ago under the able leadership of Mrs. Franklin K. Lane, wife of the Secretary of the Interior, and her committee of ladies representing the different bureaus and branches of the Interior Department in Washington City. The house is large, beautifully situated, with plenty of air and sunshine, attractively furnished, with glassed-in porches, and accommodates 11 patients. The boys I saw there seemed so cheerful, notwithstanding all of them have serious wounds—an arm or a leg missing—and I could not but feel extremely thankful that we were helping, if only a few of, our heroes. The funds from Alaska have been of great help, and I am sure all of you would be gratified to see how much good your money is doing. There is an efficient, fine nurse in charge of the Interior Department Convalescent Hospital, and every day one of the committee is on duty. There also is a committee of young ladies, of which Miss Nancy Lane, daughter of Secretary and Mrs. Lane, is an active member, to entertain the soldier patients. I am sure everything is done to restore the boys in body and mind.

"The American military hospital at Neuilly, France, is to be continued."

Mrs. Edes lauds the success last December of the Red Cross membership drive in Anchorage, the results of which were communicated to her by Mrs. Vint.

"Although," reads the letter, "I have ceased to be surprised at what can be done in our part of Alaska, it would seem as if the limit might be reached some time. It is all worth while and the need is still very great for the work of the Red Cross. The attendance in Red Cross work rooms and the efforts of Red Cross workers, generally, have fallen off amazingly everywhere. Some of the materials, not made up, are shipped for relief in France and Belgium. I do not believe you will have any more material sent you. I hope the amount destined for Anchorage and held up at Anchorage is not overwhelming."

The Red Cross work room in Washington City was open once a week, at the time, January 30, of Mrs. Edes' letter, but she said it would be closed by the end of February.

"Some packages," she declares, "of knitted things are still going to the Interior Department employees in the camps every week, for requests continue; but with the mustering out of the troops, these requests will cease."

Mrs. Edes anticipates with pleasure coming back to Anchorage.

"You may be sure," she writes, "we shall be glad to return to our comfortable home in Anchorage."

## WALLET CONTAINING \$115 AND LIBERTY BOND LOST BY MACHINIST'S HELPER.

One hundred and fifteen dollars in currency and a non-registered fifty-dollar coupon Liberty Bond were among the contents of a brown-colored wallet, or bill pocketbook, lost last Friday by John Hermanson, a machinist's helper in the mechanical department.

Mr. Hermanson remembers having his wallet in the Terminal Yards Cafeteria at the noon luncheon Tuesday. He missed it shortly after 4.30 o'clock in the afternoon when he went to his room in Bunkhouse No. 4 to change his clothes.

Besides the currency and the Liberty Bond, the wallet contained receipts for \$100 paid to the Bank of Alaska on a Liberty Bond of the fourth issue that has not yet been received; Mr. Hermanson's identity card, No. 1948, and his dock pass with his photograph on it.

## RAILROADERS LIKELY TO BE LAST AMERICAN TROOPS TO LEAVE FRANCE.

American soldiers in France are anxious to return home, but those in the military railroad service probably will have to remain abroad until after the departure of the other U. S. troops, says Major E. R. McFarland, of the Signal Corps, former superintendent of the Telegraph and Telephone Department of the Alaskan Engineering Commission, in a letter, dated Tours, France, January 6, 1919, to E. C. Conners, general foreman of the Telegraph and Telephone Department. Major McFarland mentions seeing frequently Colonel Frederick Mears, former member of the Alaskan Engineering Commission; Captain C. R. Breck, of the Thirty-first Engineers, formerly engineer for the Matanuska district; Captain C. G. Jones, of the Thirty-first, formerly roadmaster on the Anchorage Division; Lieutenant George D. Beaumont, of the Signal Corps, formerly in the Telegraph and Telephone Department; Lieutenant George L. Jenkins, of the Thirty-first, formerly conductor on the Anchorage Division; Lieutenant F. W. Mayhew, of the Thirty-first, formerly assistant engineer in the Maintenance of Way Department; Sergeant Major A. G. Balls, of the Thirty-first, formerly paymaster in the Anchorage disbursing office; Sergeant Vance D. Stine, of the Signal Corps, formerly telegraph operator in the Telegraph and Telephone Department; Sergeant G. M. Woods, of the Signal Corps, formerly foreman of the Telegraph and Telephone Department; Carl Moot, of the Signal Corps, formerly foreman of the Telegraph and Telephone Department; Robert Donaldson, formerly storekeeper in the Talkeetna district; W. T. Gill, formerly telegraph operator in the Telegraph and Telephone Department; James Hill, formerly lineman in the Telegraph and Telephone Department; O. A. Kenyon, formerly secretary of the Railroad Young Men's Christian Association; Fabian Miller, formerly transit man in the Talkeetna district, and M. L. Sullivan, formerly field property clerk in the Stores Department, all members at the present time of the Thirty-first Engineers.

### Howling to Get Home.

"Everybody," reads Major McFarland's letter, "is howling to get home, and those of us who are in the railroad game probably will have to stick around until everyone else is shipped across.

"I am now general superintendent of telegraph and telephone on American operated lines to the ports, and have more than 1000 miles of line to cover. It is a very interesting job, but means many long, hard trips. Just now I am running around in a big eight-cylinder Cadillac automobile, and, believe me, the poor old boat is having a hard time of it. Usually, it is all plastered with mud. There is little time to wash it.

"I got a few new men the other day and in looking over the list I found one familiar name—Carl Moot. I made a place for him at once and shall promote him to a serjeancy as soon as there is a vacancy. Woods and Stine are with me. Beaumont is here also, and, as I report to Colonel Mears, it is like being back home. I see Breck, C. G. Jones, Mayhew, Jenkins, Kenyon, Jim Hill, 'Hi' Gill, Bob Donaldson, Fabian Miller, 'Sully', Balls and a whole raft of the boys every few days. All of them are doing good work and we are proud of them.

### Leaving On Trip to Rhine.

"I am about to leave for an eight-day trip over on the Rhine and back. I have witnessed some of the rough stuff

up that way, and it is heart-breaking to see how that country is torn up. The censor has relaxed a little now, so I can tell you that I was in the St. Mihiel sector which the Americans took, and within hearing of the United States Navy guns hammering at Metz, 48 hours before the armistice was signed. But, to show you how we moved around, the night the armistice celebration was on I was in Marseilles, away down on the Mediterranean sea. I thought once last spring that we should have to go to Marseilles for another reason. If we had gone there then, I might be writing you from Africa now.

"I am beginning to feel a little tired and would like to loaf around a while where I could smell the spruce and birch burning. Have a piece of bacon, a can of syrup and a sourdough bucket that's workin' ready for next July, and pick out a nice quiet place around Lake Wasilla for a mosquito tent, and I'll tell you all about it. I'll try to speak slow and easy-like, for our language is getting pretty well mixed with French, Heinie, Italian and a little American.

"Remember me to all acquaintances."

## ROCK DRILLER KILLED BY LARGE BOULDER AT MILE 83, TURNAGAIN ARM.

Ole Mostad, a rock driller, 50 years old, was instantly killed last Friday by a large boulder that crashed down the side of the cut in which he was working at Mile 83, Turnagain Arm. When the boulder started to slide down the steep incline, Mr. Mostad realized his danger and started to run to safety, but he had gone but a few steps before he was crushed to death.

Mr. Mostad had been working for the Alaskan Engineering Commission about a year. At the time of the fatal accident, he was engaged in blasting out rock to be moved by the steam shovel at Mile 83.

The remains were brought to Anchorage and are now at the undertaking establishment of D. H. Williams. The personal effects of the dead man were taken charge of by Clarence W. Mossman, deputy United States marshal, who from information contained in a letter was led to believe that the unfortunate man was a member of the Moose lodge at Conrad, Montana. Marshal Mossman telegraphed to Conrad, and the Moose lodge there replied that Mr. Mostad was a member of the lodge in good standing and that it would defray his funeral expenses. Marshal Mossman has sent another message to the Conrad lodge inquiring concerning Mr. Mostad's relatives.

## TWENTY-FIVE PASSENGERS AND CONSIDERABLE MAIL ARRIVE HERE FROM SEWARD.

Twenty-five passengers, 112 pieces of baggage, two sacks of express and 38 sacks of mail, weighing 2000 pounds were brought in the past week to Anchorage over the route of the Government Railroad from Seward.

Ten passengers, three pieces of baggage and 19 sacks of mail, weighing 1110 pounds, were forwarded in the past week from Anchorage to Seward.

According to present schedules of the steamship companies, the steamship Alaska will be the next vessel from Seattle to arrive in Seward. She is scheduled to leave Seattle March 7. The other departures from Seattle listed for March are the Admiral Farragut, March 12; the Northwestern, March 17, and the Alaska, March 27. The steamship Alameda is in drydock at Seattle undergoing a general overhauling.

# OUTRIGHT SALES AND LEASES OF ALASKA COAL LANDS URGED BY SECRETARY LANE.

Outright sales and leases of coal lands in the Matanuska field and other fields in Alaska, on the same principle that governs the sales and leases of coal lands in the States, is advocated by Franklin K. Lane, Secretary of the Interior, according to a dispatch from Washington City in a recent issue of the Seattle Post-Intelligencer. Secretary Lane is quoted as having recommended that the proposed legislation in this respect for Alaska be included in a bill that was pending in Congress to rescind some of the restrictions imposed on the acquisition of coal lands in the States. The recommendation of the Secretary was approved by the chairman of the committee on public lands in the House of Representatives and was incorporated in the bill, but on the ground that the proposal was entirely new legislation, it was stricken from the measure on a point of order when the bill was submitted to the consideration of the House.

"In a letter to Representative Scott Ferris, of Oklahoma, the chairman of the public lands committee of the House," the Post-Intelligencer says, "Secretary Lane recited that a year ago he wrote to Mr. Ferris urging that Alaska be left out of the coal land bill pending at that time, as the coal land leasing law for Alaska had not then been properly tested. The Secretary continues:

"Since the above letters were written there has been further opportunity to learn whether the Alaska coal leasing bill is suitable to conditions in the Territory, and I have concluded that it is not entirely so. There has been but little inquiry for these lands and only limited development.

"Four leases were granted under the present law and but two of these were able to finance the small operations thus far begun. After further study of the situation I have come to the conclusion that the field would be more inviting to coal operators if title were granted as in the States, especially since Alaska's operations are so far away from bases of labor and supply.

"I therefore recommend that Alaska be placed on the

same footing as the States, and that operators in that field have the same choice of lease and purchase as is accorded elsewhere. Otherwise Alaska coal lands will remain in a disadvantageous position.

"I am of the opinion that not only would it be in the interest of the development of Alaska coal lands to have the provisions of the pending bill made applicable to Alaska, but it would also be conducive to the good administration of the laws."

"Numerous tests have demonstrated," continues the Post-Intelligencer, "that coal of the Matanuska field in Alaska does meet Navy requirements. The Navy admits the fact. The extent and character of the coal areas in the Matanuska field have been known for many years. But coal is not coming out of the Matanuska field.

"Thus, with the world short of sea tonnage, ships have to be diverted from highly necessary purposes to carry coal from Virginia ports to the Pacific to supply the ships of the Navy that are about to be sent to that Coast.

"James Wickersham, Delegate in Congress from Alaska, recently applied to the commissioner of the General Land Office for information as to the operations of the leasing law. Mr. Wickersham received a reply from the commissioner saying:

"You are advised as follows: (1) There are three coal land leases in force in Alaska at this time; (2) Three tracts are either being mined or prospected under the leases; (3) one lease of 2240 acres of land in the Bering river field; two leases of 1400 and 1440 acres in the Matanuska field, and none in the Nenana field are being worked or prospected; (4) names of lessees: Bering River field, Falcon Joslin, assigned to Bering River Coal Company, New York Building, Seattle, Wash.; Matanuska field, Oliver La Duke and associates, and Lars Netland, who assigned to the Chickaloon Coal Company, Alaska Building, San Francisco, Cal. The first named lease was made June 8, 1918, and embraces blocks Nos. 18, 19, 20, 22, 23, and 24, of the Bering River field, and the other leases were executed as of February 1, 1917, the first embracing blocks Nos. 2 and 3, the second embracing blocks 10 and 11 in the Matanuska field."

## CLIMATOLOGICAL DATA—DECEMBER, 1918.

STATIONS	Mile on Railroad	Temperature in Degrees, Fair.								Precipitation Inches		Number of Days				Prevailing Direction of Wind.		
		Approximate Elevation, feet	Mean Maximum	Mean Minimum	Mean	Highest	Date	Lowest	Date	Greatest Daily Range	Total	Greatest in 24 Hours	Total Snowfall, Inches	Clear	Partly Cloudy		Cloudy	
SEWARD																		
E. L. Sweek, Obs.	0	20	25	8	16.5	31	7	-20	29	22	0.78	0.13	36	8	1	22	N	
ANCHORAGE																		
D. D. Vint, Obs.	115	40	14.94	-1.32	6.81	40	9	-33	28	26	0.90	0.14	17	4	2	25	NE	
MATANUSKA																		
F. E. Rader, Obs.	151	299	16	1.5	8.8	20	11	-31	30	25	0.58	0.19	6.5	6	1	24	N	
TALKEETNA																		
John F. Coffey, Obs.	227	366	18.5	-4.4	7.05	40	12	-9	30	45	(No record)			14	2	15	NE	
INDIAN RIVER																		
A. F. Stowe, Obs.	266	725	14.51	-5.87	4.32	24	8	-49	26	46	1.87	0.8	26.15	15	3	13	NE	



## NOTICE OF SALE.

Notice is hereby given, that at the hour of 1 o'clock in the afternoon of the 15th day of March, 1919, the undersigned will sell at Public Auction at the Office of the Receiving and Forwarding Agent of the Alaskan Engineering Commission at Dock No. 1, for cash the following described personal property:

Such sale is made under the provisions of Chapter Twenty-nine of the Civil Code of Alaska, for the purpose of paying and discharging the lien for storage and other lawful charges on such property and all thereof:

In the event that no bid is secured equal to the total of the accrued charges, the right is hereby reserved to reject such bid.

T. L. MURPHY,

Receiving and Forwarding Agent.

The following is a description of said property, to-wit:

Lot No. 1.—1 case register machine, 2 cases supplies, marked Anchorage Supply Co.

Lot No. 2.—2 cases household goods, marked Mrs. Buey.

Lot No. 3.—1 bundle bedding, marked M. J. Dorwin.

Lot No. 4.—1 bundle personal effects, marked George Doten.

Lot No. 5.—1 barley fork, 1 coil wire, 1 box notions, marked Theofield Eeraerts.

Lot No. 6.—1 wagon box (gear attached), 4 wagon wheels, 1 pair shafts, 1 seat, 1 bundle harness, 1 plow, marked Theofield Eeraerts.

Lot No. 7.—1 crate furniture (showcase), marked A. Frodenberg.

Lot No. 8.—1 case two 5-gallon cans Dearborn Auto Oil, unmarked.

Lot No. 9.—25 sacks half-ground salt, unmarked.

Lot No. 10.—1 box printed matter, marked Dr. Kyvig.

Lot No. 11.—1 box printed matter, marked Lennon's Bakery.

Lot No. 12.—1 box plate glass, 1 iron safe (2800 lbs), marked Walter A. Lord.

Lot No. 13.—1 case cider, unmarked.

Lot No. 14.—1 case Durham Tobacco, unmarked.

Lot No. 15.—1 bundle bedding, marked C. H. Martin.

Lot No. 16.—2 cases papers, 2 cases register machines, marked New Method Cleaners.

Lot No. 17.—1 pack sack personal effects, marked Wm. Nicholas.

Lot No. 18.—1 box printed matter, marked Palace of Sweet's.

Lot No. 19.—1 box printed matter, marked Style Shop.

Lot No. 20.—2 boxes tools, marked J. T. Steele.

Lot No. 21.—1 bag personal effects, marked M. Statau.

Lot No. 22.—1 case printed matter, marked Taylor Printing Co.

Lot No. 23.—1 suit case, unmarked.

Lot No. 24.—1 wire bedspring, 1 stove, 1 roll bedding, marked Clyde C. Tenny.

Lot No. 25.—1 suit case personal effects, 1 folding cot, marked Frank Tjichi.

Lot No. 26.—1 case leaf tobacco, marked Union Cigar Factory.

Lot No. 27.—1 sack flour, 100 lbs.; 1 gunny two 49s flour, unmarked.

Lot No. 28.—1 crated stove, unmarked.

Lot No. 29.—1 bundle personal effects, unmarked.

Lot No. 30.—1 bundle personal effects, unmarked.

Lot No. 31.—1 war bag personal effects, marked Fred

Miller.

Lot No. 32.—1 tent 8 x 10, unmarked.

Lot No. 33.—1 tent 14 x 16, unmarked.

Lot No. 34.—1 bundle personal effects, marked George Iwase.

Lot No. 35.—1 war bag personal effects, marked Ed. Buchler.

Lot No. 36.—1 sack pipe fittings, unmarked.

Lot No. 37.—1 roll 24-inch wrapping paper, unmarked.

Lot No. 38.—1 horse collar, unmarked.

Lot No. 39.—1 sack sugar (100 lbs.), unmarked.

Lot No. 40.—Half sack crushed corn, unmarked.

Lot No. 41.—1 sack coarse salt, half sack coarse salt, unmarked.

Lot No. 42.—3 sacks fire clay, unmarked.

Lot No. 43.—1 sack bran, half sack bran, unmarked.

Lot No. 44.—5 sacks shorts, 3 part sacks shorts, unmarked.

Lot No. 45.—1 sack cement, half sack cement, unmarked.

Lot No. 46.—5 sacks dairy salt.

Lot No. 47.—1 sack oats, half sack oats, unmarked.

Lot No. 48.—1 bundle personal effects, unmarked.

Lot No. 49.—1 suit case personal effects, unmarked.

Lot No. 50.—1 suit case personal effects, unmarked.

Lot No. 51.—1 canvas sack personal effects, unmarked.

Lot No. 52.—1 suit case personal effects, unmarked.

Lot No. 53.—1 suit case personal effects, unmarked.

Lot No. 54.—1 telescope personal effects, unmarked.

Lot No. 55.—1 gunny sack personal effects, unmarked.

Lot No. 56.—1 roll roofing paper, unmarked.

Lot No. 57.—1 bundle mop sticks, unmarked.

Lot No. 58.—1 sack lime, unmarked.

Lot No. 59.—1 bundle personal effects, unmarked.

Lot No. 60.—1 bundle personal effects, unmarked.

Lot No. 61.—1 bundle personal effects, unmarked.

Lot No. 62.—1 bundle personal effects, unmarked.

Lot No. 63.—1 bundle personal effects, unmarked.

Lot No. 64.—1 bundle personal effects, unmarked.

Lot No. 65.—1 bundle personal effects, unmarked.

Lot No. 66.—1 bundle personal effects, marked J. Flannigan.

Lot No. 67.—1 pack sack personal effects, unmarked.

Lot No. 68.—1 bundle personal effects, marked A. Zulluni.

Lot No. 69.—1 bundle personal effects, marked George Kedogolous.

Lot No. 70.—1 box groceries, marked B. Johnson.

Lot No. 71.—1 sack cooking utensils, unmarked.

Lot No. 72.—15 empty wooden barrels, 4 empty iron barrels, marked J. M. Swanson.

Lot No. 73.—5 straw mattresses, unmarked.

Lot No. 74.—2 one-man saws, unmarked.

Lot No. 75.—1 bundle axes (includes 1 br. axe), unmarked.

Lot No. 76.—1 bundle personal effects, marked Local Check No. 6369, U. S. R.

Lot No. 77.—1 bundle personal effects, marked Local Check No. 7144, U. S. R.

Lot No. 78.—1 suit case personal effects, marked Local Check No. 7145, U. S. R.

Lot No. 79.—1 bundle personal effects, marked Local Check No. 20330, U. S. R.

Lot No. 80.—1 bundle personal effects, unmarked.

(Third insertion. First, Feb. 18. Second, Feb. 25)

## PERSONAL

Charles David, contractor from Eska, was in Anchorage over Sunday.

John H. Robinson, special inspector, left Monday on a trip to Talkeetna.

J. E. Manning, station agent at Chickaloon, was a visitor in Anchorage over Sunday.

Antonio Chimento, foreman of section No. 33 at Montana, was a visitor in Anchorage over Sunday.

H. R. Miller, station agent at Birchwood, came to Anchorage Saturday and returned to Birchwood Monday.

Joseph T. Clark, engineer at the power plant, returned on the last voyage of the steamship Alameda, from a vacation in the states.

W. L. Durham, of the maintenance of way office, is on two months' leave of absence. He plans spending several weeks of his vacation on a hunting trip.

William V. Martin, timekeeper at Mile 245 in the Talkeetna district, came to Anchorage last week. The timekeeper's office at Mile 245 has been discontinued.

H. F. Dose, engineer for the Talkeetna district, came to Anchorage last week on a business trip. He returned on Monday's train to his headquarters at Deadhorse Hill.

H. G. Kaiser, photographer for the Alaskan Engineering Commission, left on Monday's train for the Talkeetna district where he will take views of construction work.

James Hanahan, assistant superintendent in charge of track, last week made official trips on the main line North of Anchorage as far as Montana and on the Anchorage-Seward line to Camp 83. He left Monday for Talkeetna.

George Dashol, who last fall resigned as sub-foreman of extra gang No. 2 to enter the army and who returned from the States on the steamer Alameda, has been appointed foreman of section No. 31 at Mile 196, relieving Steve Christ.

Miss Emma Brueckner, switchboard operator at the telegraph and telephone office, accompanied by her mother, Mrs. Brueckner, went to Deadhorse Hill Monday to visit Mrs. W. T. Gill, who is clerk in the stores department of the Talkeetna District.

Steve Bunos, formerly foreman of section 23 at Birchwood, who entered the military service last fall and who recently returned to Anchorage, has been re-employed by the Alaskan Engineering Commission and has been made foreman of Section 18 at Potter, relieving William McCormick.

C. S. Duncan, sergeant in the Thirty-first Engineers Regiment, which is stationed in France, recently was allowed a furlough and spent it in visiting Italy, according to a letter received by W. A. Costello, clerk in the maintenance of way department. Sergeant Duncan, before entering the military service, was chief clerk in the material yard of the stores department.

## Anchorage Division Notes.

Contractors at Mile 83 on Turnagain Arm are making good progress driving coyote holes.

Material has been sent by the maintenance of way department to Chickaloon for the 6-inch water spout to be installed there instead of the present 3-inch pipe.

Ten cars of rock came to Anchorage in the past week

from Mile 83 on Turnagain Arm enroute to Talkeetna. The rock will be used for filling around the bridge across the Talkeetna river.

The Alaskan Engineering Commission's power boat Alaska and the barge Knik, which were recently taken by train from Anchorage to Bird, have been put into the water there. They will be used on Turnagain Arm to transport passengers, freight and mail between Bird and Kern.

Two townsite telephones were installed, three moved and three long-distance telephones disconnected in the week ended February 22 by the telegraph and telephone department, according to the report of John J. Longacre, acting superintendent of the department. Two electric light meters were "cut in" and two "cut out" during the week.

Nine hundred and seventy tons of coal were produced and 111 men were employed in the week ended February 22 at the coal mine operated by the Alaskan Engineering Commission at Eska, according to the report of Sumner S. Smith, who is in charge of the Commission's coal mining department. Driving of Eska West, Emery East and the crosscut from Eska East to David were continued. Forty-six men were employed during the week at the Commission's coal mine at Chickaloon. Timbering on the East slope and the driving of "F" West, No. 5 West, No. 5½ West Counter and No. 5½ West Raise were continued.

Work of overhauling locomotive engine No. 265 is 40 per cent complete and the assembly of engine No. 620 is 60 per cent complete, reports E. P. Hedberg, who is in charge of the Mechanical Department. Running repairs, in the week ended February 22, were made to Engines Nos. 224, 225, 242, 247 and 275. Repairs also were made to Bucyrus shovel No. 7 and to Browning crane Nos. 1 and 2. As soon as the gears for Browning crane No. 2 are received from the States, it will be made ready for service. Repairs were made to 24 freight cars and to one work-train car.

## WEEKLY FORCE REPORT.

## Anchorage Division.

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, February 22, 1919, was as follows:

Engineer in Charge .....	23
Terminal Shops and Yards .....	40
Track, Bridge and Ballast .....	198
Receiving and Forwarding Agent .....	8
Machine Shops .....	76
Marine Ways .....	30
Store Department .....	77
Employment Bureau .....	17
Transportation Department .....	37
Disbursing Office .....	7
Accounting Department .....	12
Base Hospital .....	13
Townsite Office .....	7
Telegraph and Telephone Department .....	27
Talkeetna District .....	48
Mining Department .....	157
Stationmen and Laborers .....	777
Grand total employees, Anchorage Division .....	846

# ALASKA RAILROAD RECORD



VOL. III. ANCHORAGE, ALASKA, TUESDAY, MARCH 11, 1919.

NO. 18

## WORK PROGRESSES FAVORABLY ON ANCHORAGE DIVISION OF RAILROAD.

Work in the Anchorage Division of the Government Railroad in the week ended March 8, according to reports received by William Gerig, engineer in charge of the Division, centered principally on Turnagain Arm and in the Talkeetna district.

On Turnagain Arm, Frank Daniels & Co. completed the digging of three coyote holes between Station No. 1869 and Station No. 1871, which are near Bird. The steam shovel at Bird produced 2815 cubic yards of rock. On this amount 2770 cubic yards were used in filling in Bridge No. 18 over the Bird Point mud flats and 45 cubic yards were sent to the Talkeetna River bridge for filling around its piers. Mr. Gerig Saturday made a trip over the Turnagain Arm line as far as Mile 83.

In the Talkeetna district, Nick Davis & Co., working 14 men, and Gust Holmes & Co., working 12 men, completed their grading contracts in the neighborhood of Mile 245.

Piles were driven for the Talkeetna River bridge from bent No. 95 to bent No. 141, inclusive, and one pile was driven in bent No. 142. Two hundred and thirty-six piles were driven during the week. Sway-bracing and longitudinal bracing were placed on all bents from bent No. 71 to bent No. 104. Stringers were sized, placed and packed from bent No. 70 to bent No. 90. Longitudinal bracing and sheathing were placed at pier No. 3 and six cars of rock were placed around the pier. Floor beams were packed and bolted, upper false work was erected and top chords and laterals were placed and packed on span No. 3. Angle blocks, braces and tension rods were placed, the span was trussed up, the upper false work removed and the floor beams packed and bolted on span No. 4.

At the site of the proposed bridge across the Susitna River, the sounding party, in charge of F. H. Chapin, according to reports made by him to W. J. S. Fogelstrom, bridge engineer, will start this week to sink the third hole to ascertain the underground formation. This third hole will be on the island dividing the river and at the North abutment. The second hole, which was at the South abutment, was completed last week at a depth of 52 feet. The first hole was at the site of the proposed center span. The first and second holes revealed the same general character of formation—sand, gravel and loose boulders with cemented gravel at the bottom. The sounding party so far has been working in the main channel of the Susitna River, which is at the South side of the island. Conditions may de-

velop making necessary the sinking of holes for steel piers in the North channel.

## OPERATIONS GO FORWARD SATISFACTORILY ON SEWARD DIVISION.

A small force of the Alaskan Engineering Commission continues to make good progress on scratch work in Mile 23 on the Seward Division, reports R. J. Weir, engineer in charge of the Division.

Sam Radish & Co., have completed their daylight cut in Mile 52 and are now engaged in filling temporarily the side hill trestle in the same mile.

Charles Nelson & Co., stationmen, are making good progress enlarging tunnel No. 3.

The decking on bridge No. 128 has been completed. The decking on bridge No. 129 is about 25 per cent complete.

The piledriver is working on bridge No. 130. The driving of piles is 50 per cent complete.

Very satisfactory weather conditions prevailed on the Seward Division during the past week. The trail is good.

Approximately 18 tons of freight, mail and baggage were moved in the past week by dog and horse teams between Mile 47 and Mile 64.

The sump hole and water tank in Mile 72 are completed.

The mechanical department on the Seward Division is engaged on heavy repairs to engine No. 20 and to the Marion steam shovel.

The steamship Ketchikan arrived in Seward Monday morning.

The rotary plow and a passenger train made one trip between Seward and Mile 47½ in the past week.

Train service is maintained between Mile 64 and Mile 71 to aid and assist in the transportation of passengers, mail, freight and express.

One outfit car has been completed for the use of the timekeeper and the foreman on extra gangs.

The general office force is engaged in working up cost data on last year's work.

The force on the Seward Division in the week ended March 8 numbered 255.

## END OF STEEL SOUTH OF NENANA IN FAIRBANKS DIVISION IS AT MILE 368.91.

Track laid South of Nenana in the Fairbanks Division of the Government Railroad in the week ended March 8 amounted to 1.19 miles, according to telegraphic report from Frederick D. Browne, engineer in charge of the Division. The end of steel South of Nenana is at Mile 368.91.

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.14.



# CONSTRUCTION AND OPERATION ACTIVITIES ARE DETAILED BY ENGINEER IN CHARGE.

Construction and operation activities in the various departments on the Anchorage Division of the Alaskan Engineering Commission in February are detailed in the monthly report of Willig Gerig, engineer in charge of the Division.

In the construction branch of the maintenance of way department, of which F. A. Hansen has charge, Mr. Gerig reports that the steam shovel at Mile 83, Turnagain Arm, moved 10,604 cubic yards of rock in February. All but 144 cubic yards of this rock, which are being sent to Talkeetna to be placed around piers of Talkeetna bridge, were placed in the long trestle between Mile 83 and Mile 84.

A small new snow slide came down at Mile 80 in February and was cleared up in two days. The track was kept clear to Mile 77. A number of slides came down in February over the slides previously reported between Mile 71 and Mile 77.

The Launch Alaska was launched at Bird Point February 24 to be used in transferring supplies between Mile 71, Kern Creek and Mile 81½, the landing at Bird Point.

Frank Daniels & Co., coyote hole contractors, drove 370 feet of holes and Clyde Brenner & Co. drove 127 feet of holes at Mile 85, a total of 497 feet, in February.

## Logs Number 4487.

The logging at Mile 88 was completed. Four thousand, four hundred and eighty-seven logs were yarded at the mill site, scaling 814,000 feet, board measurement. These logs will cut approximately 1,000,000 feet, board measurement, of lumber, in lengths from 12 to 30 feet.

## Bridge and Building Work.

In the bridge and building branch of the maintenance of way department, Mr. Gerig says that the South approach to the Talkeetna bridge was completed in February except the spanning and the bolting of ties and the placing of guard rails.

The South abutment of the first span was excavated, re-driven to a satisfactory depth and sheathed. All piles have been driven in piers of the North abutment to and including bent No. 94. The lower chords, floor beams, laterals and ties have been placed on the first, second, third and fourth spans. Stringers and ties have been placed on the North approach to and including bent No. 70.

The false work for the erection of the fourth span is in place and the top chords and laterals of the same span are in place and packed.

One hundred and ninety piles were driven in the North approach during the week ended March 1, a total of 38 bents.

In the track branch of the maintenance of way department, track was laid by the bridge gang on the Talkeetna River bridge from station 9989 plus 20 to 9997 plus 12.6, a total of 891 feet. There is an equation (long station 98.4 feet) between these stations which accounts for the stationing as shown.

The track over the Anchorage Division is in very good condition. A number of ice heaves appeared but they were taken care of as fast as they appeared.

## Water Service and Plumbing.

In the water service and plumbing department of the maintenance of way department, a three horsepower combination gasoline pump was installed at Talkeetna to supply the erecting crane at the bridge and the locomotives in case of emergency.

Three hundred feet of 12-inch terra cotta pipe were laid

in gravel at a depth of five feet below the surface at the city pumping plant. The water is collected in this pipe and leads to the main well. The well was tested after the work was completed. All pumps were worked to full capacity and could only lower the water about 18 inches.

In the telegraph branch of the telegraph and telephone department, of which John J. Longacre is acting superintendent, Mr. Gerig reports that in February 328 commercial messages were sent and 336 commercial messages received.

At the wireless radio station 64 messages were sent, 44 received and 40 relayed. Some work was done in making new equipment at the wireless station.

In the telephone branch of the telegraph and telephone department, the approximate number of switchboard connections made in February were 36,045 local commercial connections and 328 long distance commercial connections.

Fourteen telephones were installed in Anchorage in February, seven disconnected, four moved, one long distance telephone connected, six long distance telephones disconnected and two long distance telephones changed.

There were no interruptions to telegraph and telephone service on the Anchorage Division in February. Considerable trouble was experienced on the Seward end of the system, caused by heavy snow and ice gathering on the wires.

The slack in the lines is being pulled between Seward and Mile 45. Wires are being transferred from bridge No. 130 at Mile 64 to tripods on account of the reconstruction of the bridge.

## Light and Power Plant.

In the light and power branch of the telegraph and telephone department, 22 meters were installed and 13 disconnected in February. Pilot lights were installed in the roundhouse and the car foreman's office was wired for lights. The stepping of street light poles and of the transformer pole in the townsite was effected. A pilot light was installed at the water tank. Some repairs were made at the Eska light plant. The monthly reading of all meters showed 471 in use. Other work was of miscellaneous character, including maintenance of the light and power transmission and distribution system.

In the machine shop and shops in general of the mechanical department, of which E. P. Hedberg is the master mechanic, the drop pit in the new round house was completed in February. An outfit car body was placed at the site of the car repairer's shop which was burned last month. This outfit car body will be used as a car department office and tool room.

Locomotive engine No. 1 was stored on Turnagain Arm. Engines Nos. 221, 242, 264, 277 and 280 are stored at the round house. Engines Nos. 224, 225, 247, 266, 275 were in road service. Engine No. 265 is undergoing repairs and is 45 per cent completed. Engine No. 620 is 75 per cent completed. The tender of engine No. 601 is 90 per cent assembled.

Browning crane No. 1 was in service for the stores department in February. Browning crane No. 2 was with the maintenance of way department in the Talkeetna district. Bay City crane No. 3 is tied up awaiting repairs.

## General Repairs to Steam Shovels.

There were general repairs and overhauling to steam shovel No. 6, shovel No. 1, shovel No. 7 and to Jordan spreader No. 2. Repairs were made to motor car No. 1 and to motor car No. 42.

The usual repairs were made to freight and work cars

and to passenger coaches. Three freight cars underwent heavy repairs. The customary cleaning of coaches and baggage cars and of triple valves and cylinders for freight and work train cars was carried on. Seven cars were re-numbered. Five dump cars that had been sent in from Turnagain Arm for repairs were placed in serviceable condition.

At the power plant, necessary repairs were made to the machinery and all boilers were washed and tested. All equipment at the power plant is in A-1 operating condition. There was 597 tons of coal consumed at the power plant in February.

At the townsite pumping station, the boilers were washed and tested and necessary repairs were made as needed. The coal consumed was 142 tons and the total in gallons of water pumped was 6,522,326, of which 74.77 per cent went into townsite and commercial consumption and 25.23 per cent went into terminal yard and Commission consumption.

#### Number of Private Jobs.

A number of private jobs were handled at the mechanical department and bills were rendered as each job was completed. Repairs were made to three jack hammers for the stores department. Repairs were made to small equipment for the Eska and Chickaloon mines. Repairs also were made to floating and fixed equipment at the marine ways. Twenty-four guard rails and a number of dope cans were made for stores stock. Two drill castings were made for the proposed Susitna bridge and other miscellaneous work was done for the telegraph and telephone, the stores and the maintenance of way departments.

At the marine ways department, of which Harry N. Locke is in charge, the barge No. 601 was overhauled, given a new deck, and caulked. On the Anne W. the engine was assembled, the craft was broken loose from her cradle and made ready for launching.

On the Alaska, engines were installed, the hull was repaired and painted. The Alaska was loaded on flat cars and shipped to Camp 83. She was launched at Camp 83, with a crane and its crew and six men from the marine ways. The barge Knik, after galvanized iron had been put on the hull, and other small repairs had been made to her, was loaded on a flat car and shipped to Camp 83. She was launched at Camp 83, by the crew that launched the Alaska.

The Alenco has a new engine house, pilot house, and guard rail. Her engine was installed.

Standard engine No. 80 was assembled and new parts made. The donkey boiler was fitted with rerolled flues and a tester.

The marine ways were kept free from ice and snow and the water and steam pipes were kept from freezing.

#### Mild Weather in February.

February this year, reports Mr. Gerig, was the mildest February on record here. It recorded only five days below zero, and it also had the highest fall of snow for this time of the year. Ice conditions in Anchorage harbor have been very favorable, so much so that the Commission's launch Alaska was taken to Turnagain Arm by train to operate between points of steel.

In the mining department, of which Sumner S. Smith is the head, Mr. Gerig says that in February the crosscut in the Eska mine from Eska East toward the David seam was driven about 50 feet, completing the connection to the coal. The entry will now be driven west along the bed and will be known as the David West. The Emery East was

driven about 40 feet and the Eska West some 65 feet. The latter passed through the fault that had been encountered in that section and picked up the coal to the West of the break. There were about 110 employees and 3698 tons produced at the Eska mine in February.

#### Operations at Chickaloon Mine.

At the Chickaloon mine the retimbering of the curve in the slope was completed and sinking resumed. The "F" West was driven about 100 feet and the No. 5 West, 75 feet. There were about 45 employees on the payroll of the Chickaloon mine in February.

In the Talkeetna district, which is under the supervision of H. F. Dose, the four station gangs that were working in the district made good progress. Two of these gangs completed their contracts in February and the two remaining gangs will complete their work by the end of March. Light freighting was done between Talkeetna and Deadhorse. Several employees at the headquarters camp at Deadhorse were laid off. No new contracts were let. The general health of the district was good.

#### COMMISSION EXPECTS TO HOLD FORCE TOGETHER DESPITE LACK OF APPROPRIATION.

Without having passed the sundry civil bill which carried the appropriation for the Government Railroad in Alaska, Congress adjourned at noon March 4. The failure to enact the bill, as well as many other important appropriation measures, was due to a filibuster in the Senate, which blocked all pending legislation.

President Woodrow Wilson March 5 sailed from New York for France to attend the peace conference at Paris, and it is not expected an extra session of Congress will be called until at least his return from abroad. Press dispatches from Washington City are to the effect that statesmen there believe the President will return from France and call an extra session of Congress not later than June.

In a statement issued March 6, William Gerig, engineer in charge of the Anchorage Division of the Government Railroad, said that while no definite plans had been formulated to meet the conditions resulting from the lack at the present time of an appropriation, he felt confident arrangements would be made to maintain the present organization of the Commission.

#### CHICKALOON COAL MINERS DONATE \$113 FOR USE IN WAR RELIEF WORK.

One hundred and thirteen dollars were received in the past week by William Gerig, engineer in charge of the Anchorage Division of the Government Railroad, from miners at the Chickaloon coal mine as a contribution for war relief work. The money was sent to S. G. Hopkins, Assistant Secretary of the Interior for transmission by him to Mrs. Franklin K. Lane, wife of the Secretary of the Interior, and head of the Interior Department War Relief Work Association.

Mr. Gerig's letter to Assistant Secretary Hopkins follows:

"I take pleasure in enclosing check in the amount of \$113, which represents money collected by our War Work Association at the Chickaloon mine. Will you kindly see that this money is turned over to Mrs. Lane to be used for War Relief Work?"

## 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.

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

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### OFFICIAL CIRCULARS.

#### Anchorage Division.

#### REPORTS WANTED ON DISCHARGED SOLDIERS.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, March 5, 1919.

Circular No. 365:

TO ALL TIMEKEEPERS:

You will furnish the executive office once each week with a list of discharged soldiers employed in your department during that week, giving name, date of employment and designation.

WM. GERIG, Engineer in Charge.

#### COUPON BOOKS ISSUED ON CAFETERIA.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, March 7, 1919.

Circular No. 366:

TO ALL DEPARTMENTS:

Coupons will be accepted at the cafeteria in lieu of cash. Employees should provide themselves with \$5.00 denomination coupon books, as they are best adapted for use in this connection. One or more books may be purchased at one time.

WM. GERIG, Engineer in Charge.

#### STORK MAKES ITS FIRST VISIT TO KERN CREEK ON TURNAGAIN ARM.

By making a visit to Kern, on Turnagain Arm, Sunday night, the stork caused considerable excitement to George W. Colwell, assistant superintendent in charge of construction there, and he interested William Gerig, engineer in charge of the Anchorage Division, and other officials at Anchorage headquarters in the event.

Mr. Colwell at 10 o'clock Sunday night telephoned from Kern to Mr. Gerig at Anchorage asking that a special train carrying a doctor and a nurse be sent immediately to Kern. No time was lost in preparing to comply with the request. A special train consisting of a locomotive and a caboose, with Dr. H. W. Stoughton and a nurse of the Anchorage hospital staff, as passengers, was just about to speed South when another message from Mr. Colwell said that the stork had ended its first visit to Kern and that it had

left behind, without the least untoward incident, an eight-pound boy.

Mrs. Colwell and her infant son are getting along exceptionally well. The assistant superintendent of construction is treating railroad workers at Kern and wayfarers passing there to cigars from a shipment that he had sent to him from Anchorage on Monday's Southbound train.

#### ARRIVAL OF PILGRIM MARKS FIRST MOVEMENT IN ANCHORAGE HARBOR THIS YEAR.

With the arrival here at 12.40 o'clock p. m., March 9 from Seldovia of the gasoline power boat Pilgrim, the first movement of craft in Anchorage harbor was recorded for the 1919 season. The movement this year was almost a month earlier than in 1918 when the sailing April 11 of the gasoline power boat Swan for Knik marked the first water activity.

The Pilgrim, with a cargo of six tons of fresh eggs, fresh fruit and butter consigned to J. J. Chisholm and with four persons aboard of her, left Seldovia the forenoon of March 6. She encountered no ice until after she had passed the forelands, which are about six hours' run from Anchorage. After having passed the forelands, she sighted ice near to her but it did not interfere with her navigation and required no attention at all until she was off Fire Island. Then she had to take into account the ebb and flow of quite a field of slush ice, but she lost no time on account of it. She landed here near the dock of the Alaskan Engineering Commission and was unloaded without difficulty.

The Pilgrim on her voyage from Seldovia was in charge of Pilot Rufe Bowen. Her owner, Captain William Nelson, was also aboard of her. She is scheduled to leave Anchorage on her return to Seldovia late this afternoon or tomorrow.

#### LAUNCH ALASKA OPERATES ON TURNAGAIN ARM BETWEEN KERN AND BIRD.

Between Kern and Bird travelers, baggage, mail and freight on the Anchorage-Seward route are transported on the Alaskan Engineering Commission's gasoline launch Alaska and barge Knik. The launch and barge are making regular trips on Turnagain Arm between Kern and Bird.

Frank Johnson a few days ago relieved James Ward as captain of the launch Alaska. Captain Johnson has gone to Seward and from there will pilot the ocean tug Oneonta and her tow, the barge Lawrence, to Anchorage, in case it is determined to bring the two crafts here. They arrived last night at Seward from Seattle.

The next passenger steamship to arrive at Seward from Seattle will be the Alaska, which left Seattle March 6 and which is scheduled to arrive in Seward March 13.

The steamship Admiral Farragut is scheduled to sail from Seattle tomorrow for Seward. The company owning her announces she will not carry passengers on her Southbound voyage from Seward.

Sixteen passengers, 19 sacks of mail, weighing 775 pounds; 20 pieces of baggage, weighing 1000 pounds, and five pieces of through freight weighing 180 pounds left Anchorage on Saturday's train for Seward, en route to the States.

Thirty-five sacks of second-class mail and one sack of first-class mail were brought to Anchorage on the train that arrived here from the South Saturday afternoon.



## NATION MUST FLOAT FIFTH LIBERTY LOAN AND PREPARATIONS FOR IT ARE UNDER WAY.

Communications have been received by the banks in Anchorage relative to the marketing of the Fifth Liberty Bond issue, but no information has yet been received relative to the specific amount or the exact time of the issue. Unofficial reports have estimated the amount at \$5,000,000,000 or \$7,000,000,000 and the time as in April. In connection with the necessity for a fifth issue of Liberty Bonds, Carter Glass, secretary of the treasury, in a statement in the United States Official Bulletin says:

"A rumor has reached the Treasury that a mistake has been made by the authorities, that from \$15,000,000,000 to \$17,000,000,000 has been returned to the Treasury as a result of the armistice and that therefore another Liberty loan is unnecessary. The rumor is absolutely unfounded. I suppose it has its origin in a failure to understand the discussion of the proposed repeal by Congress of \$15,000,000,000 of appropriations and authorizations. This does not mean a return of money to the Treasury but a cancellation of authority heretofore given by Congress to expend money in the future.

"As a matter of fact, the whole proceeds of the fourth Liberty loan and of all previous loans had, at the time the armistice was signed, been expended or anticipated by Treasury certificates of indebtedness issued during the summer and early fall to finance the current requirements of the Government and at that time outstanding and unpaid.

### Issue of Certificates.

"It has been the practice of the Treasury since the beginning of the war to finance the current requirements of the Government by the issues of Treasury certificates of indebtedness of short maturity at frequent intervals before each Liberty loan and to refund these Treasury certificates from time to time by the sale of Liberty bonds. This practice was followed in advance of each of the four Liberty loans so that when any Liberty loan was actually offered for subscription and the proceeds reached the Treasury only a very small part was available for the future requirements of the Government, the greater part of the proceeds being required to retire the short-time Treasury certificates of indebtedness issued in anticipation of the loan.

### Aggregate Amount Issued.

"The aggregate amount of Treasury certificates thus issued from June 25, 1918, to October 1, 1918, was \$1,659,820,000. These certificates had varying maturities, the earliest being October 24, 1918, and the latest January 30, 1919, so that the net proceeds of the fourth Liberty loan in excess of the Treasury certificates which had to be retired from those proceeds were about \$2,300,000,000. The cash expenditures of the Government other than for the retirement of Treasury certificates and other items of the principal of the public debt during the months of October, November, and December alone were \$5,661,087,425.40. The \$2,300,000,000 net proceeds of the fourth Liberty loan were, therefore, soon exhausted.

### Dates and Amounts.

"To meet the current expenditures of the Government since about the time of the armistice it has been necessary to borrow \$4,231,890,500 on Treasury certificates maturing during the period ending July 1, 1919.

"At the moment the armistice was signed America was approaching the peak of her effort in men and materials.

American industry was approaching the peak of production. It is safe to say that without the unstinted effort the war could not have been brought to so early a conclusion. The bills incurred during this period of great military and industrial effort must be paid. It takes weeks—sometimes months—for the bills so incurred to reach the Treasury in the form of actual demands for cash payments. A very large part of the expenditures made by the Government during the period since armistice day have been in payment of bills incurred prior to that day.

### Tasks Still Remaining.

"Although the war is won, peace has not been signed. We must feed and pay our brave troops in France; we must share with the allies the duty of bringing peace to the world now that victory is ours. Our soldiers must be paid until the exigencies of the military situation permit their return to private life. They must be fed and clothed and transported back to their homes. Every effort is being made in every department of the Government to curtail expenditures with the utmost possible rapidity. But just as it was impossible for the United States to reach the peak of its war effort at the moment of the declaration of war (the expenditures, including loans to the allies, grew at the average rate of \$100,000,000 a month from less than \$50,000,000 in March, 1917, to more than \$2,000,000,000 in December, 1918), so it was impossible that the expenditures of the Government should stop abruptly at the moment of the signing of the armistice. That would have meant abandoning the allies at the moment of victory, abandoning our soldiers in Europe without pay, repudiating the bills incurred by the Government for war materials and supplies, the destruction of the Government's credit, the wreck of our industrial and financial fabric, and social and economic chaos."

## INQUIRIES CONCERNING TWO MISSING MEN ARE RECEIVED FROM THEIR MOTHERS.

Inquiries have been received at the Anchorage office of the Alaskan Engineering Commission regarding the whereabouts of Owen Ray Terry and William Bernhardt Gehrenbeck.

Information in respect to Mr. Terry is wanted by his mother, Mrs. F. Terry, 10407 Sixty-seventh Avenue South, Seattle, Wash. She writes that since he went to work for the Government Railroad at Anchorage she has received no word from him. Investigation by the office of William Gerig, engineer in charge of the Anchorage Division, shows that Mr. Terry last worked for the Commission in Anchorage September 18, 1918. In a letter to Mrs. Terry, Mr. Gerig says:

"Since September 18, 1918, your son has not been in the service of the Commission. However, about February 1, I am informed he was endeavoring to get together a camp outfit to go hunting, in all probability toward the Interior. I see no reason for worry on your part concerning him, as doubtless he is camping somewhere in the vicinity."

Any person having more definite information about Mr. Terry is requested to communicate it to his mother.

The inquiry in regard to Mr. Gehrenbeck was sent here by Governor Thomas Riggs, jr., who had received it from Mr. Gehrenbeck's mother, Mrs. Hattie Gehrenbeck, No. 11 Wilson Avenue, Southeast, St. Cloud, Minn.

Information concerning Mr. Gehrenbeck should be sent, according to the letter from the Governor, to the office of the Territorial executive at Juneau, Alaska.

### NAVAL SECRETARY IS ASKED TO AID COMMISSION TAKE CARE OF RETURNED SOLDIERS.

For the purpose of affording opportunities of employment to returned and returning soldiers, the Secretary of the Navy, Josephus Daniels, is urged to spend the sum of about \$1,000,000 now at his disposal in co-operating with the Alaskan Engineering Commission in prospecting and developing the coal mines at Eska and Chickaloon, which at present are operated at the expense of the Commission. Resolutions on the subject addressed to the Naval Secretary were adopted at a meeting last Thursday evening of the Anchorage Chamber of Commerce.

The Chamber also sent telegrams in connection with the matter to the Secretary of the Interior, the Secretary of Labor, the Chairman of the Alaskan Engineering Commission, the Governor of Alaska, the presiding officers of both branches of the Alaska legislature, Territorial Senator Thomas C. Price, of Anchorage, who is now in Juneau; the Nenana, Fairbanks and the Juneau Commercial Clubs; J. L. McPherson, secretary of the Alaska Bureau of the Seattle Chamber of Commerce; James Wickersham, retiring Alaskan delegate in Congress; Charles A. Sulzer, Alaskan delegate-elect in Congress; Senators Wesley L. Jones and Miles Poindexter, and Representatives John F. Miller, of Seattle, Wash.; Albert Johnson, of Hoquiam, Wash.; Lindley H. Hadley, of Bellingham, Wash.; and Representative-elect Stanley Webster, of Spokane, Wash., all of whom are in Washington City and all of whom at a meeting there last Thursday afternoon, according to Associated Press dispatches, conferred on the Alaska Railroad situation and pledged themselves to work for its early completion.

#### Purpose of Other Telegrams.

The telegrams to the Secretary of the Interior, the Secretary of Labor, the chairman of the Alaskan Railroad Commission, the secretary of the Alaska Bureau of the Seattle Chamber of Commerce, the retiring Alaskan Delegate in Congress, the Alaskan delegate-elect in Congress and the members of the delegation in Congress from Washington State request them to use their good offices in representing to the Secretary of the Navy the great benefit to be derived by returned and returning soldiers from this cooperation with the Alaskan Engineering Commission. The telegrams to the Alaska legislative officials requested the Territorial legislature to memorialize the Secretary of the Navy on the subject and the telegrams to the Governor of the Alaska and the Nenana, Juneau and Fairbanks Commercial Clubs asked them to represent to the legislature the desirability of the adoption of a memorial by it and also requested them to send messages themselves direct to the Secretary of the Navy, the Secretary of the Interior and the Secretary of Labor.

The text of the resolutions adopted by the Anchorage Chamber of Commerce follows:

#### Text of Resolutions.

"WHEREAS, the sum of \$1,000,000, or so much thereof as may be necessary in the discretion of the Secretary of the Navy was appropriated by Congress for his use 'in mining coal, of contracting for the same in Alaska, the transportation of the same in Alaska, and the construction of bunkers and the necessary docks for use in supplying ships therewith,' and authorizing him 'to select from the public coal lands in Alaska such areas as may be necessary for use by him for the purposes stated,' and,

"Whereas, the coal mine at Eska in Unit No. 7 and the

coal mine at Chickaloon in Unit No. 12, in the Matanuska field, are operated by the Alaskan Engineering Commission at a weekly cost to it of several thousand dollars, and,

"WHEREAS, these coal mines, which are the only coal mines in Alaska working more than 12 men and which now employ a few returned soldiers, could, if their prospecting and development work were expanded to reasonable limits, provide employment for a largely increased and material number of returned and returning soldiers, which employment will be solicited in the Anchorage district, inasmuch as its registrants under the selective service law totaled 2928, being more than any other registration district in Alaska, and,

#### Detrimental to Soldiers.

"WHEREAS, the Alaskan Engineering Commission, on account of no appropriation to carry on its work having been made by the recent Congress, not only must refrain from expanding any of its activities but likewise must curtail practically every branch of its operations, thereby unavoidably depriving returned and returning soldiers of opportunities of obtaining needed employment with it, and,

"WHEREAS, if the Secretary of the Navy should exercise his discretion to co-operate with the Commission in prospecting and developing the coal mine at Eska and the coal mine at Chickaloon, which according to exacting tests produces a high grade of Naval steaming coal, then not only would these properties be placed in position to employ a great many, if not all, of the returned and returning soldiers seeking work in the Anchorage district, but the Alaskan Engineering Commission, relieved of the expense of operating the mines, could devote more of the small amount of funds remaining from the last appropriation to operating and maintaining those parts of the Government Railroad already completed or in course of construction, and also would be enabled to provide employment for those returning soldiers that might not obtain work at the coal mines, therefore,

#### Cooperation Is Requested.

"BE IT RESOLVED, that, in the interest of returned and returning soldiers, the Secretary of the Navy, by the expenditure of funds at his disposal, be urged to cooperate with the Alaskan Engineering Commission, until at least the next session of Congress, in expanding the prospecting and development work of the so-called Eska and Chickaloon coal mines, and,

"BE IT ALSO RESOLVED, That the purport of these resolutions be cabled immediately to the Secretary of the Navy, the Secretary of the Interior, the Secretary of Labor, the Chairman of the Alaskan Engineering Commission, the Governor of Alaska, the Alaska Legislature and the presiding officers of both its branches, to Hon. Thomas Price, Territorial Senator, to Alaska's retiring delegate in Congress, to Alaska's delegate-elect in Congress to the Juneau, Nenana and Fairbanks Chambers of Commerce and to the Alaska Bureau of the Seattle Chamber of Commerce, and that the Secretary of the Interior, the Chairman of the Alaskan Engineering Commission, the Governor of Alaska, the Alaska legislature and the presiding officers of both its branches, Territorial Senator Price, the retiring Delegate in Congress, the Delegate-elect in Congress, the Juneau, Nenana and Fairbanks Chambers of Commerce and the Alaska Bureau of the Seattle Chamber of Commerce be asked to request the Secretary of the Navy to give favorable consideration to the proposal made to him in these resolutions."

#### Message to Naval Secretary.

The text of the telegram which was sent by the Anchor-

age Chamber of Commerce to the Secretary of the Navy, and which was quoted by the Chamber in all telegrams asking assistance of other persons and organizations, follows:

"Anchorage, Alaska, March 6, 1919.

"Secretary of Navy,

"Washington, D. C.

"Failure of Congress to pass Government Railroad appropriation not only prevents Alaskan Engineering Commission from expanding activities of railroad and at coal mines operated by it, but compels it to curtail all branches of its operations and therefore deprives returned and returning soldiers of needed work. If you, under act of Congress appropriating \$1,000,000 to be expended in your discretion in mining and transporting coal in Alaska, can cooperate with the Commission in prospecting and developing the Eska and Chickaloon mines in the Matanuska field, not only will the Commission be relieved of the cost of operating the mines and be able to use more money remaining from the last appropriation in the upkeep and operation of the railroad but all returned and returning soldiers will be provided with work either at the mines or on the railroad.

"ANCHORAGE CHAMBER OF COMMERCE,  
"F. W. REDWOOD, President."

#### FEBRUARY WEATHER AT ANCHORAGE

Date	Temperature			Rain Inches	Snow Inches	Wind	Day
	Max.	Min.	Range				
Feb. 1....	30	2	28	.....	.....	NE	Cldy.
Feb. 2....	30	15	15	.....	.....	N Pt.	Cldy.
Feb. 3....	35	11	24	0.05	.....	NW	Cldy.
Feb. 4....	34	19	15	0.04	1.5	NNE	Cldy.
Feb. 5....	25	1	24	.....	.....	N Pt.	Cldy.
Feb. 6....	24	0	24	.....	.....	N	Clear
Feb. 7....	15	3	12	.....	.....	NE	Clear
Feb. 8....	26	3	23	.....	.....	NE	P.Cldy.
Feb. 9....	24	15	9	0.01	0.2	E	Cldy.
Feb. 10....	23	5	18	0.01	0.4	N	Cldy.
Feb. 11....	23	4	19	.....	.....	N	Clear
Feb. 12....	25	-2	27	.....	.....	N	Clear
Feb. 13....	23	6	17	.....	.....	NE	Cldy.
Feb. 14....	29	13	16	0.01	0.3	N Pt.	Cldy.
Feb. 15....	37	9	28	trace	.....	SE	P.Cldy.
Feb. 16....	34	15	19	.....	.....	SE	Clear
Feb. 17....	29	8	21	.....	.....	N	Cldy.
Feb. 18....	34	17	17	.....	.....	ESE	Cldy.
Feb. 19....	37	7	30	.....	.....	N	Cldy.
Feb. 20....	38	22	16	.....	.....	N	Cldy.
Feb. 21....	37	19	18	.....	.....	N Pt.	Cldy.
Feb. 22....	34	3	31	.....	.....	N	Clear
Feb. 23....	30	-2	32	.....	.....	N	Clear
Feb. 24....	29	-4	33	.....	.....	N	Clear
Feb. 25....	28	-7	35	.....	.....	N	Clear
Feb. 26....	26	-11	37	.....	.....	N	Clear
Feb. 27....	27	7	20	.....	.....	NNE	Cldy.
Feb. 28....	28	17	11	.....	.....	N Pt.	Cldy.

Summary—Temperature, mean maximum, 29.07; mean minimum, 6.96; mean, 18.015; maximum, 38, Feb. 20; minimum, -11, Feb. 26; greatest daily range, 37. Precipitation, total, 0.12 inches; greatest in 24 hours, 0.05 Feb. 4. Snow, total snowfall, 2.4 inches; on ground Feb. 15, 15.0 inches; at end of month, 13.5 inches. Number of days with .01 inch or more precipitation, 4; clear, 10; partly cloudy, 7; cloudy, 11.

#### TRAINMASTER REPORTS ON USE OF ROLLING STOCK IN FEBRUARY.

Seven thousand, two hundred and eighty miles were traversed by locomotive engines in February on the Anchorage Division of the Government Railroad, according to the monthly report of John T. Cunningham, trainmaster. Of this total, 4342 miles were covered in hauling mixed passenger and freight trains; 1924 miles in hauling work trains; 126 miles in road switching, and 888 miles in Anchorage Terminal Yard switching.

Engine No. 224 in mixed train service traversed 1922 miles, in work train service 36 miles and in road switching 48 miles; No. 225 in mixed train service 420 miles, in work train service 306 miles and in Anchorage Terminal Yard work 888 miles; No. 247 in mixed train service 1360 miles and in road switching 54 miles; No. 266 in work train service 1516 miles; No. 275 in mixed train service 640 miles and in road switching 24 miles; No. 277 in work train service 66 miles.

Fifty-one passenger coaches were in service in February and they traversed 3906 miles. Twenty-one baggage cars covered 1786 miles. Four hundred and seven loaded freight cars went 21,917 miles. Two hundred and fifty-six empty freight cars were hauled 12,887 miles. Fifty-one cabooses are credited with 3906 miles. Two hundred and eighty-four cars in work trains negotiated 6920 miles. The work train mileage was 1924. The construction train mileage was 4342.

#### WEEKLY FORCE REPORT.

##### Anchorage Division.

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, March 1, 1919, was as follows:

Engineer in Charge .....	23
Terminal Shops and Yards .....	43
Track, Bridge and Ballast .....	191
Receiving and Forwarding Agent .....	8
Machine Shops .....	80
Marine Ways .....	35
Store Department .....	78
Employment Bureau .....	17
Transportation Department .....	37
Disbursing Office .....	7
Accounting Department .....	12
Base Hospital .....	13
Townsite Office .....	7
Telegraph and Telephone Department .....	27
Talkeetna District .....	47
Mining Department .....	158
<hr/>	
Stationmen and Laborers .....	60

Grand total employees, Anchorage Division ..... 843

#### DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements of the Anchorage office of the Alaskan Engineering Commission for the week ended March 7, 1919, totaled \$84,245.50. Salaries and wages were \$74,427.26; contractors, \$9272.26; purchases, \$6.75; other expenses, \$534.23, and special deposit account, \$5.



### PERSONAL

E. C. Maddox, teamster in the Anchorage corral, left last week for Seward.

Fred Wooley, section foreman at Palmer, was an Anchorage visitor recently.

Frank J. Hart, accountant and postmaster at Eska, was in Anchorage over Sunday.

August Niemi, carpenter, and Mrs. Niemi came to Anchorage from Sutton the other day.

George L. Norin, trackwalker from Granite, was in Anchorage for a few days in the past week.

Arthur Anderson, coal miner at Eska, and Mrs. Anderson made a visit to Anchorage in the past week.

Richard O'Neil, timekeeper at the Chickaloon coal mine, visited in Anchorage several days in the past week.

F. O. Robinson, electrician in the telegraph and telephone department, is on a business trip to Talkeetna.

C. N. Fraser, section foreman at Rainbow, on Turnagain Arm, and Mrs. Fraser, came to town last week.

Arthur Long, conductor on the Anchorage Division, is on leave of absence and will spend his vacation in Tacoma, Wash.

W. A. Johnson, who was a clerk in the Talkeetna district, left for Seward last Saturday to take steamship passage to the States.

T. W. Secrest, locating engineer, made a trip to Eska in the past week to investigate the suggestion for a change in the line of railroad there.

C. M. Murphy, mechanical foreman at the Alaskan Engineering Commission's coal mine at Eska, was a visitor in Anchorage in the past week.

Evan Jones, Mrs. Jones and their two daughters are in Anchorage. Mr. Jones is an employee of the Alaskan Engineering Commission at Sutton.

Fred S. Wilson, resident engineer at Mile 255 in the Talkeetna district, was in Anchorage last week. He returned to his headquarters Monday.

C. O. Thatcher, who recently was discharged from the Third Washington Infantry, was employed as a laborer last week in the Mechanical Department.

William Hunt, of the Marine Ways Department, went to Bird last Saturday to superintend some repairs to the engines of the gasoline launch Alaska.

E. F. Bauer, assistant engineer in the maintenance of way department, went to Mile 85 on Turnagain Arm Monday.

F. A. Hansen, engineer of maintenance of way, and James Hunahan, assistant superintendent in charge of track, left Monday on a business trip to Talkeetna.

C. H. Hall, one of the special accountants of the Department of the Interior who was in Anchorage for several weeks, left last Saturday on his return to Washington City.

Mrs. W. J. Manning, wife of the general storekeeper, and Mrs. B. C. Elmes, whose husband is a locomotive engineer, are on a pleasure trip to Talkeetna. They left Anchorage yesterday morning.

Patrick Meehan, who recently arrived here from Nenana where he was employed by the Alaskan Engineering Commission, left on last Saturday's train for Seward to take steamship for Cordova.

Mrs. Charles A. Matheson, whose husband is a locomotive engineer, and Mrs. Thomas Peterken, whose husband is a locomotive fireman, made the round trip on the train last Saturday between Anchorage and Bird.

W. L. Durham, of the maintenance of way department,

who is on vacation, left Monday for Talkeetna, where he will visit this week with John F. Coffey, timekeeper, and Walter Jones, bridge inspector.

Emmett Ball, who was mail clerk for the Alaskan Engineering Commission last fall before he went on a visit to the States, has resumed the position. E. G. Johnson, who acted as mail clerk in Mr. Ball's absence, resigned.

G. E. Krauter, timekeeper in the Talkeetna district, has severed his connection with the Alaskan Engineering Commission, and has left for Kodiak, where he will assist in the operation of a beach placer mine in which he is interested.

Frank Nye, Charles Wagner and Frank L. Williams, who were employed by the Alaskan Engineering Commission at Nenana, passed through Anchorage last week for Seward from which place they will go on the next South-bound steamship to Seattle.

Sumner S. Smith, who is in charge of the coal mining department of the Alaskan Engineering Commission, came to Anchorage last Thursday from Eska and returned to his headquarters Monday. He was accompanied by Mrs. Smith and Sumner Smith, jr.

Miss Jane Anderson, who was assistant disbursing officer for the Alaskan Engineering Commission at Nenana, recently came to Anchorage en route to Juneau where she will take a position in the office of Thomas Riggs, jr., governor of Alaska. Miss Anderson began working for the Commission at Nenana when it started its first operations. Governor Riggs then was a member of the Commission.

### Anchorage Division Notes.

Logs that are expected to cut into about 1,000,000 board measurement feet of lumber, have been yarded to the mill site at Mile 88, Turnagain Arm. The logging crew March 1 started to get out poles from 8 to 12 inches in diameter and 20 to 30 feet in length for snow sheds.

One thousand and twenty-nine tons of coal were produced and 111 men were employed in the week ended March 1 at the coal mine operated by the Alaskan Engineering Commission at Eska. Forty-seven men in the same week were employed at the Commission's mine at Chickaloon.

Repairs were made to twenty-two freight cars, four work cars and three passenger coaches in the week ended March 1 by the mechanical department. Repairs also were completed to five of the thirty 4-yard dump cars being overhauled for Turnagain Arm. In the week ended March 8 repairs were made to locomotive engines Nos. 224, 225, 247 and 275, and some progress was made in the overhauling of locomotive engine No. 620, which work is 50 per cent complete.

### SIX TELEPHONES INSTALLED AND ONE CHANGED IN ANCHORAGE IN PAST WEEK.

In the telephone branch of the telegraph and telephone department in the week ended March 8, six telephones were installed and one telephone changed in Anchorage, according to the report of John J. Longacre, acting superintendent of the department. One long distance telephone was disconnected. The telephone line was overhauled between Anchorage and Potter Creek. Slack was pulled and broken insulators and pins were replaced. A test pole was cut in at Potter Creek.

In the electric light and power branch of the telegraph and telephone department three meters were "cut in" and two were "cut out" in Anchorage.

# ALASKA RAILROAD RECORD

VOL. III. ANCHORAGE, ALASKA, TUESDAY, MARCH 18, 1919.

NO. 19

## BRIDGE WORK LEADS CONSTRUCTION ACTIVITY IN ANCHORAGE DIVISION

Bridge work was the feature of construction activities in the week ended March 15 on the Anchorage Division of the Government Railroad, according to reports received by William Gerig, engineer in charge of the Division.

Bridge and Building Gangs No. 5 and No. 7 made excellent progress on the Talkeetna River bridge and on bridges No. 156 and No. 157, which are across sloughs North of Talkeetna.

On the Talkeetna River bridge, ties were placed from bent No. 70 to bent No. 90. Piles were driven from bent No. 142 to bent No. 146, inclusive, a total of 26 piles, which completes the pile driving for this bridge. Sway bracing was placed from bent No. 105 to bent No. 146, and longitudinal bracing was placed from bent No. 88 to bent No. 124, all on the North approach. On span No. 3 the braces and tension rods were completed and the upper false work was removed. On span No. 2, upper false work was erected, floor beams were bolted and packed, top chords and laterals were placed and packed and the main braces and tension were completed. On span No. 1, floor beams were bolted and packed. Two cars of rock were unloaded around pier No. 2.

For bridge No. 156, all the piling, a total of 34, were driven and the stringers were sized.

For bridge No. 157, seventeen piles were driven.

At the site of the North abutment of the proposed bridge across the Susitna River, F. H. Chapin and the sounding party from the bridge engineer's office have reached a depth of 30 feet in the third hole that has been put down at the bridge site to ascertain the underground formation. In this third hole, the same formation—cemented gravel—as was found in the second hole at the site of the South abutment and in the first hole at the site of the proposed center span, will be uncovered in all likelihood. The sounding party, on account of the many boulders mixed with the sand and gravel, can sink on an average only five or seven feet a day. Mr. Chapin reports to W. J. S. Fogelstrom, bridge engineer, that the sounding work will not be completed until some time in April.

The steam shovel at Mile 83, Turnagain Arm, last week, produced 1778 cubic yards of rock. Of this total, 450 cubic yards were placed for filling bridge No. 18 in Mile 83; 110 cubic yards were used for riprapping the embank-

ment at Mile 81; 128 cubic yards were sent to the Talkeetna River bridge for filling around piers, and 90 cubic yards last Saturday night were on hand on cars.

## CABOOSE OVERTURNS NEAR KERN ON SEWARD DIVISION, BUT NO ONE IS INJURED.

While a train, consisting of a locomotive engine, a box car and two cabooses, was moving at the rate of only two miles an hour Sunday night March 16 near Kern Creek, reports R. J. Weir, engineer in charge of the Seward Division, one of the cabooses, containing 30 passengers, overturned, but no one was injured. The accident was caused by the derailment of the box car behind the caboose that overturned. The box car left the track while passing the switch at Kern Creek and went on a siding. The caboose remained on the main line. The draw bar between the box car and the caboose held, causing the caboose to turn over.

The small force of the Anchorage Engineering Commission engaged in scratch work in Mile No. 23 of the Seward Division of the Government Railroad continues to make good progress.

Sam Radish & Co., stationmen at Mile No. 52, are doing good work in filling in the temporary bridge erected in 1917. The damage caused by the washout is 50 per cent repaired.

To date 150 lineal feet of coyote holes in tunnel No. 3 have been driven.

The North portal of tunnel No. 3 has been excavated for a timber portal and 20 lineal feet of tunnel have been enlarged to standard section.

The reconstruction of bridge No. 128 in Mile No. 63 has been completed.

The decking of bridge No. 129 in mile No. 63, is 65 per cent complete.

The pile-driving for bridge No. 130 in Mile No. 64, is 70 per cent complete.

The new water tank at Mile No. 72 is about 75 per cent complete.

Thirty-five ricks of wood were delivered on cars to Mile No. 71 and loaded for camp use at Mile No. 65.

Sixteen tons of mail, express and freight were moved last week by dog and horse teams over the trail between Miles No. 47½ and Mile No. 71.

Exceptionally good weather conditions prevailed in the Seward Division last week. The trail is in excellent condition.

The mechanical department of the Seward Division is engaged on heavy repairs to locomotive engine No. 20 and

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.14.

to the Marion steamshovel. One outfit car for the time-keeper is completed.

The steamship Alaska arrived in Seward from Seattle March 15 with 113 passengers.

The force on the Seward Division, Saturday March 15 numbered 234.

Disbursements of the Seward Division for the week ended March 7 totaled \$32,832.34.

#### LAYING OF TRACK CONTINUES IN FAIRBANKS DIVISION OF RAILROAD.

Track-laying in the Fairbanks Division of the Government Railroad in the week ended March 15 amounted to 1.25 miles, according to telegraphic report from Frederick D. Browne, engineer in charge of the Division.

In the Fairbanks district of the Fairbanks Division, immediately South of Fairbanks, steel was laid for a distance of 0.12 mile which brought the end of rails in the Fairbanks district to Mile 453.49. Track-laying in the Fairbanks district, declared Mr. Browne, has been suspended for this winter.

In the Nenana district, South of Nenana, track was laid a distance of 1.13 miles, bringing the end of steel in the Nenana district to Mile 367.78.

#### EXCURSION PASSENGER RATES ARE ANNOUNCED FOR HOLIDAY PERIODS THIS YEAR.

Excursion rates for the holiday periods in 1919 from all agency stations to all stations on the line of the Government Railroad are announced by J. T. Cunningham, trainmaster. For adults, the excursion rates on all occasions will be one first class fare and a third for the round trip. Excursion tickets for children five years old and less than twelve years of age will be half the adult excursion fare, and children less than five years old, if accompanied by adults, will be carried free. Baggage to the amount of 150 pounds will be checked on an excursion ticket, but in the case of excess baggage, the excess will be charged at the rate applicable to the regular fare ticket.

Stopovers will not be allowed on excursion tickets.

The excursion periods will be Memorial Day in May and June; Independence Day, in July; Labor day, in August and September; Thanksgiving Day, in November and December; Christmas in December and January, and New Year's Day in December and January.

The dates of sale and the final return limits of excursion tickets follow:

Dates of Sale	Final Return Limit
May 27, 28, 29, 30 .....	June 2
July 1, 2, 3, 4 .....	July 7
August 28, 29, 30, 31, Sept. 1 .....	Sept. 3
November 24, 25, 26, 27, .....	Dec. 1
December 22, 23, 24, 25 .....	Jan. 3, 1920
December 29, 30, 31, 1919, Jan. 1, 1920 .....	Jan. 3, 1920

#### REVISED LIGHTERAGE RATES ARE ABOUT 10 PER CENT HIGHER THAN LAST SEASON.

Lighterage rates in Anchorage harbor for this season have been increased about 10 per cent over the rates of last season, according to the official announcement of the Alaskan Engineering Commission. The revised rates went into effect March 15 and apply to all commodities moved from shipside to wharf and from wharf to shipside.

#### BIG ATTENDANCE AND LIVELY BIDDING MARKED AUCTION SALE AT ANCHORAGE DOCK.

Spirited bidding marked the public auction Saturday afternoon on the Anchorage dock at the office of T. L. Murphy, receiving and forwarding agent of the Alaskan Engineering Commission, for the sale of personal property on which there were delinquent freight and storage charges. About 200 persons attended the sale. Just before the auction, a few of the advertised lots of merchandise were withdrawn, arrangements having been made by the consignees or agents of the shippers for the payment of the delinquent charges. The prices realized on the great majority of the articles were sufficient to pay the freight and storage fees in full, although some of the goods had been stored since 1915.

The article that brought the highest price was a safe, weighing 2800 pounds, which was purchased by the Anchorage School Board for \$210.

William C. Cunningham, clerk in the dock office, was the auctioneer.

The various lots of merchandise and the prices realized on those that were not withdrawn follow:

Lot No. 1.—1 case register machine, 2 cases supplies, marked Anchorage Supply Co. Withdrawn.

Lot No. 2.—2 cases household goods, marked Mrs. Bucy. \$25.50.

Lot No. 3.—1 bundle bedding, marked M. J. Dorwin. Withdrawn.

Lot No. 4.—1 bundle personal effects, marked George Dotten. 25c.

Lot No. 5.—1 barley fork, 1 coil wire, 1 box notions, marked Theofield Eeraerts. \$5.

Lot No. 6.—1 wagon box (gear attached) 4 wagon wheels, 1 pair shafts, 1 seat, 1 bundle harness, 1 plow, marked Theofield Eeraerts. \$42.

Lot No. 7.—1 crate furniture (showcase), marked A. Frodenberg. \$9.

Lot No. 8.—1 case two 5-gallon cans Dearborn Auto Oil, unmarked, \$8.

Lot No. 9.—25 sacks half-ground salt, unmarked. \$31.

Lot No. 10.—1 box printed matter, marked Dr. Kyvig. \$2.

Lot No. 11.—1 box printed matter, marked Lennon's Bakery, \$2.50.

Lot No. 12.—1 box plate glass, 1 iron safe (2800 lbs), marked Walter A. Lord. \$235.

Lot No. 13.—1 case cider, unmarked. \$4.50.

Lot No. 14.—1 case Durham Tobacco, unmarked. \$18.

Lot No. 15.—1 bundle bedding, marked C. H. Martin. \$4.25.

Lot No. 16.—2 cases papers, 2 cases register machines, marked New Method Cleaners. Withdrawn.

Lot No. 17.—1 pack sack personal effects, marked Wm. Nicholas. \$5.

Lot No. 18.—1 box printed matter, marked Palace of Sweets. \$4.50.

Lot No. 19.—1 box printed matter, marked Style Shop. \$2.

Lot No. 20.—2 boxes tools, marked J. T. Steele. \$18.

Lot No. 21.—1 bag personal effects, marked M. Statau. \$7.

Lot No. 22.—1 case printed matter, marked Taylor Printing Co. \$1.25.

Lot No. 23.—1 suit case, unmarked. \$4.00.

Lot No. 24.—1 wide bedspring, 1 stove, 1 roll bedding,



marked Clyde C. Tenny. \$6.

Lot No. 25.—1 suit case personal effects, 1 folding cot, marked Frank Tjichi. \$6.

Lot No. 26.—1 case leaf tobacco, marked Union Cigar Factory. \$25.

Lot No. 27.—1 sack flour, 100 lbs.; 1 gunny two 49s flour, unmarked. \$1.

Lot No. 28.—1 crated stove, unmarked. \$6.

Lot No. 29.—1 bundle personal effects, unmarked. \$1.

Lot No. 30.—1 bundle personal effects, unmarked. \$5.

Lot No. 31.—1 war bag personal effects, marked Fred Miller. \$4.50.

Lot No. 32.—1 tent 8 x 10, unmarked. \$6.50.

Lot No. 33.—1 tent 14 x 16, unmarked. \$12.50.

Lot No. 34.—1 bundle personal effects, marked George Iwase. \$3.

Lot No. 35.—1 war bag personal effects, marked Ed. Buchler. \$14.

Lot No. 36.—1 sack pipe fittings, unmarked. \$1.

Lot No. 37.—1 roll 24-inch wrapping paper, unmarked. \$2.50.

Lot No. 38.—1 horse collar, unmarked. \$4.

Lot No. 39.—1 sack sugar (100 lbs.), unmarked. \$10.50.

Lot No. 40.—Half sack crushed corn, unmarked. \$2.50.

Lot No. 41.—1 sack coarse salt, half sack coarse salt, unmarked. \$1.50.

Lot No. 42.—3 sacks fire clay, unmarked. \$4.50.

Lot No. 43.—1 sack bran, half sack bran, unmarked. \$5.25.

Lot No. 44.—5 sacks shorts. 3 part sacks shorts, unmarked. \$16.25.

Lot No. 45.—1 sack cement, half sack cement, unmarked. \$2.500.

Lot No. 46.—5 sacks dairy salt. \$2.50.

Lot No. 47.—1 sack oats, half sack oats, unmarked. \$7.75.

Lot No. 48.—1 bundle personal effects, unmarked. \$2.

Lot No. 49.—1 suit case personal effects, unmarked. \$4.

Lot No. 50.—1 suit case personal effects, unmarked. \$5.25.

Lot No. 51.—1 canvas sack personal effects, unmarked. \$2.50.

Lot No. 52.—1 suit case personal effects, unmarked. \$6.50.

Lot No. 53.—1 suit case personal effects, unmarked. \$13.50.

Lot No. 54.—1 telescope personal effects, unmarked. \$2.25.

Lot No. 55.—1 gunny sack personal effects, unmarked. \$1.50.

Lot No. 56.—1 roll roofing paper, unmarked. 50c.

Lot No. 57.—1 bundle mop sticks, unmarked. \$3.50.

Lot No. 58.—1 sack lime, unmarked. \$2.

Lot No. 59.—1 bundle personal effects, unmarked. \$3.50.

Lot No. 60.—1 bundle personal effects, unmarked. \$5.75.

Lot No. 61.—1 bundle personal effects, unmarked. \$1.50.

Lot No. 62.—1 bundle personal effects, unmarked. \$3.50.

Lot No. 63.—1 bundle personal effects, unmarked. \$4.50.

Lot No. 64.—1 bundle personal effects, unmarked. \$2.75.

Lot No. 65.—1 bundle personal effects, unmarked. \$2.50.

Lot No. 66.—1 bundle personal effects, marked J. Flannigan. \$6.25.

Lot No. 67.—1 pack sack personal effects, unmarked. \$3.25.

Lot No. 68.—1 bundle personal effects, marked A. Zucchini. \$6.25.

Lot No. 69.—1 bundle personal effects, marked George

Kedogolous. \$1.

Lot No. 70.—1 box groceries, marked B. Johnson. \$6.50.

Lot No. 71.—1 sack cooking utensils, unmarked. \$2.

Lot No. 72.—15 empty wooden barrels, 4 empty iron barrels, marked J. M. Swanson. \$11.

Lot No. 73.—5 straw mattresses, unmarked. \$1.50.

Lot No. 74.—2 one-man saws, unmarked. \$1.50.

Lot No. 75.—1 bundle axes (includes 1 br. axe), unmarked. \$3.50.

Lot No. 76.—1 bundle personal effects, marked Local Check No. 6869, U. S. R. \$1.

Lot No. 77.—1 bundle personal effects, marked Local Check No. 7144, U. S. R. \$1.75.

Lot No. 78.—1 suit case personal effects, marked Local Check No. 7145, U. S. R. \$1.50.

Lot No. 79.—1 bundle personal effects, marked Local Check No. 20330, U. S. R. \$3.25.

Lot No. 80.—1 bundle personal effects, unmarked. \$4.75.

#### VOLUNTEER WRITES OF HIS EXPERIENCES IN LAST BATTLES OF WAR

References to experiences in some of the last battles of the world war and to incidents in connection with the military occupation of part of Germany are contained in a letter from Kenneth Longman, private in Company D, First United States Engineers, to E. C. Conners, general foreman of the Telegraph and Telephone of the Alaskan Engineering Commission. Private Longman is now with the American occupation forces near Coblenz, Germany.

"When I wrote you before," says the young soldier, "I was in the Toul sector preparing for the St. Mihiel drive. I went over the top there with the tanks. It was a great experience. The tanks are the rigs with which to go after machine gun nests. It was my first time in battle. After we made the Germans' front line trenches, we had things our own way. Following a few days' rest we went into the Argonne forest drive, which was quite a bit hotter than the St. Mihiel affair. Hills and woods mark the country and it is an ideal place to defend, but we got it just the same. Then we engaged in the Sedan drive, but we were in the capacity of reserves, and our work was not bad. When the armistice was signed, we had just been relieved and were on our way to the rear for a rest. The armistice was mighty good news.

"A few days after the signing of the armistice we went to Verdun to prepare for our march into Germany. After a brief stay in Verdun, we started for Coblenz, a distance of more than 200 miles, by way of Lorraine and Luxemburg. We stayed in Luxemburg about a week and then crossed the Mosel river into Germany. It was December 1 when we set foot on German soil. We marched down the Mosel to Coblenz. There we were given a few hours' leave and we looked the town over. We then crossed the Rhine and struck permanent camp on the east side of the Rhine, sixteen miles from Coblenz.

"This section of Germany is a pretty nice country. In Coblenz, beer is sold between 5 and 7 o'clock in the afternoons. The price is 4 cents a glass. It is very weak. The light wines taste like vinegar.

"We put in our time at camp drilling and doing guard duty. I was sent on carpenter detail for a few weeks to Montabaur, the division supply depot and rail head. Ever since we have been here, the weather has been nice and mild with only an occasional light frost."

## 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.

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### CARE NEEDED IN BURNING REFUSE.

Attention is called by William Gerig, engineer in charge of the Anchorage Division, to the danger of fires starting from the burning of refuse. Large quantities of papers and waste material have been thrown at the side of the ash dump near the central heating plant in the Terminal Yards to be burned. Sometimes this waste material smolders and holds fire for quite a length of time, and in the event of a strong wind the burning material might be scattered under or near adjacent buildings. All refuse from the mess house, bunk houses, and Young Men's Christian Association should be burned at the foot of the hill at the rear of the baseball grounds of the Young Men's Christian Association.

Further, in connection with the building of fires in the vicinity of structures of the Alaskan Engineering Commission, attention is called to the following circular issued in October, 1916:

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

"Circular No. 130:

"TO ALL CONCERNED:

"The building of fires within one hundred feet of any Commission building on this Division is absolutely prohibited. Watchmen and others will give this their immediate attention and extinguish any fires built within this distance of any building of the Commission, reporting such occurrences to their immediate superiors, who will advise this office.

"F. MEARS, Commissioner."

### CONSIDERATION GIVEN PROPOSAL TO CHANGE RAILROAD Y. M. C. A. INTO CLUB

Plans are under consideration by members of the executive committee of the Railroad Young Men's Christian Association, of Anchorage, to discontinue temporarily the organization in its present form and operate it as a club for employees of the Alaska Engineering Commission.

"All memberships in the Association expired last February," said D. D. Vint, head of the drafting department, who is chairman of the Association's executive committee, in speaking of the proposed change regarding the organization. "The executive committee does not think the present is an auspicious time to wage a campaign for the renewal of old and the obtaining of new memberships. Most of the old members have left Anchorage, and the Association, to continue its work in an adequate way, would have to depend upon the acquirement of new members. These, in view of the comparatively few workers on the

Commission's payroll, could scarcely be obtained in sufficient numbers now.

"The tentative plan is to change the Association into a club. The club, which would levy no dues and would be open to all employees of the Commission, could be re-organized into an Association where conditions should warrant such re-organization. In the meantime, the club could pay expenses by operating the bowling alleys, the pool and billiard tables, the gymnasium, circulating library and the cigar, candy and soft drink counter now in the Association building.

"The change of the Association into a club contemplates that the club's affairs would be under the supervision of the mail, mess and employment department of the Commission. The office of this department, which is South of the railroad tracks in the Terminal yards, would be moved to the Association building and to the Commission's Social Hall building which adjoins the Association building. A. B. Cummings, head of the department, would have his office in the building used as a social hall. The mail and employment clerks would have their offices in the Association building.

"The offices now used by the mail, mess and employment department, I understand, would continue to be occupied by the assistant engineer of the Maintenance of Way department.

"A definite decision in regard to the proposed change is expected to be reached by the executive committee in the immediate future."

The Railroad Young Men's Christian association was organized in November, 1916, with a membership of 136, which was later increased to more than 200. O. A. Kenyon was the first secretary of the organization. When he resigned to enter the army, his duties were taken over by Ralph N. Moyer, then on the staff of the executive offices of the Commission and now with the Bank of Alaska. Mr. Moyer is the acting secretary of the Association at the present time. Mr. Vint has been chairman of the executive committee of the Association ever since its organization.

### ACTIVITIES OF MECHANICAL DEPARTMENT ARE REPORTED BY MASTER MECHANIC.

Locomotive engines in service in the week ended March 15, reports E. P. Hedburg, master mechanic, were Nos. 224, 225, 247, 266, 275 and 277. Repairs were made to locomotives Nos. 224, 225, 247 and 266. The assembly of locomotive No. 620 is 95 per cent complete. The overhauling of dinky locomotive No. 21 is 85 per cent complete and of dinky locomotive No. 22 is 50 per cent complete. Repairs were made to motor cars No. 34 and No. 41, and No. 34 was equipped with a carbide headlight. Repairs also were made to twenty-one freight cars, nine work cars and two passenger coaches. Repairs were completed to twelve more of the 4-yard dump cars from Turnagain Arm, making a total of 31 of these cars that have been in condition for service.

### DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements of the Anchorage office of the Alaskan Engineering Commission for the week ended March 14, totalled \$11,907.58. Salaries and wages were \$21,086.73; contractors, \$20,140.10; purchases, \$230.70; compensation, \$229.45; other expenses, \$205.60; deposit account, \$15.

### LAND AND INDUSTRIAL DEPARTMENT MANAGER RESIGNS HIS POSITION.

Andrew Christensen has resigned as manager of the land and industrial department of the Alaskan Engineering Commission. His retirement is due to ill health, from which Mr. Christensen has been a sufferer for more than a year and a half.

Mr. Christensen was appointed manager of the land and industrial department in March, 1916. Previously, in fact since 1908, he had been connected with the United States Land Office, and at the time of his appointment he was chief of the field division of the United States Land Office in charge of the investigation of public land matters in Washington and Alaska, with headquarters in Seattle, and Juneau. As manager of the Land and Industrial Department, he conducted the sale of town lots in Anchorage, Wasilla, Matanuska and Nenana, and directed the location of farm lands in the territory penetrated by the Government Railroad. He was also representative of the Government in the leasing of coal lands, federal food administrator for the Anchorage district, and president of the Alaska Fair Association.

Mr. Christensen's health became so bad last April that he was compelled to go to the States. He returned to Anchorage late in July in the belief that he had improved sufficiently to resume his duties. After ten days in the office, however, he was ordered by his physician to quit work entirely and go back to the States for medical treatment. He became better last fall, and early in the winter went to Washington City where he assisted William C. Edes, chairman of the Alaskan Engineering Commission in work pertaining to the Commission before Congress. Mr. Christensen's resignation was given to Mr. Edes at Washington City.

Mr. Christensen is now associated with the Finance and Trading Corporation, 43 Exchange Place, New York City. His duties with the firm are not so arduous as to endanger his recovery to good health.

### TWENTY-ONE DISCHARGED SOLDIERS ARE GIVEN EMPLOYMENT IN ANCHORAGE DIVISION

Twenty-one honorably discharged soldiers have recently been given employment by the Alaskan Engineering Commission in its Anchorage Division, despite the policy of retrenchment in construction and operation necessitated by reason of the fact that no appropriation for the Commission was made at the last session of Congress.

Eleven of these returned soldiers are employed in the maintenance of way department; six in the coal mining department; two in the stores department; one in the mechanical department, and one in the accounting department.

Those in the maintenance of way department are Sam Bieri, laborer, section B-1; Steve Bunos, foreman, section No. 18; Angelomarinio Colantonis, laborer, section B-1; George Dashol, foreman, section No. 31; Ferdinand Franzina, laborer, section No. 16; F. Graccia, laborer, section No. 30; George James, laborer, section No. 30; Oscar Jylha, laborer, section, No. 31; A. Rantua, laborer, section No. 16; Isaac Wiitasala, laborer, section No. 31, and A. Zampol, laborer, section No. 31.

Those in the coal mining department are Charles Gallino, miner, at Chickaloon; D. Gallino, miner, at Chickaloon; Theodore Hansen, waiter at Chickaloon; C. R. O'Neil clerk at Chickaloon; Ole Peterson, miner at Eska, and Ben Zoldan, miner at Chickaloon.

Those in the Stores Department are Roscoe C. Bauman

and Sam Saloss, both in the material yard.

The returned soldier in the mechanical department is C. O. Thatcher.

The returned soldier in the accounting department is A. L. Norris.

### TABULATED STATEMENT SHOWS WORK DONE IN FEBRUARY IN ANCHORAGE DIVISION.

Work accomplished in the several construction districts of the Anchorage Division in February is shown in a tabulated statement compiled by William Gerig, engineer in charge of the Division. The statement follows:

Clearing, 2.12 acres; grubbing, 0.59 acre; excavation, prism of cut, loose rock, 2489 cubic yards; excavation, prism of cut, frozen material, 7463 cubic yards; excavation, prism of cut, solid rock, 24,942 cubic yards; excavation, borrow, ditches, etc., common, 608 cubic yards; excavation, borrow, ditches, etc., frozen material, 1953 cubic yards; excavation, borrow, ditches, etc., solid rock, 12,914 cubic yards; embankment swell, 14,578 cubic yards; embankment, total equivalent embankment, 62,972 cubic yards; embankment, prism of embankment, 29,001 cubic yards; embankment, waste, 33,971 cubic yards; overhaul, 1000 cubic yards hauled 100 feet, 24.85; temporary piles for trestles, 2888 lineal feet; lumber for temporary trestles, 9700 board measurement feet; iron for temporary trestles, 520 pounds; piles for permanent trestles, 11,844 lineal feet; lumber for permanent trestles, 311,800 board measurement feet; iron for permanent trestles, 19,787 pounds; lumber in bridges, 4500 board measurement feet; hardware in bridges, 100 pounds; rails, 70-pound, in main line track, 1782 lineal feet; water pipe, 300 lineal feet; back fill, 300 lineal feet; coyote holes, 497 lineal feet.

### MONDAY'S TRAIN BRINGS 102 PASSENGERS AND 4000 POUNDS OF MAIL FROM SEWARD.

One hundred and two passengers, 4000 pounds of mail and 4000 pounds of baggage were brought to Anchorage Monday afternoon on the train from the South. They arrived at Seward from Seattle early Saturday morning on the steamship Alaska.

The train that reached Anchorage Saturday evening from the South brought twenty-one sacks of second class mail and one sack of first class mail. The second class mail arrived in Seward some time ago. The first class mail originated and was made up at Seward.

The train leaving Anchorage for the South Saturday morning carried two passengers and twenty-three sacks of mail for Seward.

The train departing from Anchorage for the South Monday morning had aboard two passengers and two sacks of mail for Seward.

### COAL MINED AT ESKA IN WEEK ENDED MARCH 8 TOTALLED 1036 TONS.

One thousand and thirty-six tons of coal were produced and 108 men were employed in the week ended March 8 at the coal mine operated by the Alaskan Engineering Commission at Eska, according to the report of Sumner S. Smith, who is in charge of the Commission's mining department. The driving of Eska West, Emery East and David East was continued.

At the Commission's coal mine at Chickaloon there were 47 men on the pay roll in the week ended March 8. The driving of East Slope, East Slope Counter, "F" West, No. 5 West, and No. 5½ West Counter was continued at the Chickaloon mine.



### FOURTEEN MILLION DOLLAR DECREASE IN TRADE OF ALASKA IS CAUSED BY WAR.

Alaska's commerce decreased to the extent of \$14,000,000 in 1918, as compared with 1917, according to the report for the calendar year of 1918 just issued by the customs collector for the Territory whose headquarters are at Juneau. The grand total of imports and exports in 1918 was \$127,041,182. In 1917, the grand total was \$141,125,462.

"The forward stride of Alaska," reads the report, "was retarded by the disturbed condition of the whole country due to the conflict of nations.

"Being without munition manufactures or shipbuilding, Alaska's man-power, other than that inducted into the military service, was attracted by these industries elsewhere, thus materially reducing the production of precious and other metals. Owing to the employment of women and children and a great number of natives, the fisheries did not suffer so much from this cause, for by the utilization of every means at hand with increased speed, not only was the industry maintained, but the output augmented.

"The Territory is wholly dependent upon water transportation for the carrying of its trade, and on account of a considerable portion of the usual shipping having been diverted to other channels, it became necessary to equalize production with marketing facilities.

"With the return of normal conditions during the ensuing year, it is predicted that the development of Alaska will be renewed with vigor, the exploitation of natural resources proceed more rapidly and its business greatly enhanced."

#### Imports and Exports.

Alaska's imports and exports for the calendar years 1917 and 1918 follow:

Imports		1917	1918
Merchandise from United States	\$	80,838,105	\$ 40,412,255
Merchandise from foreign ports		1,196,195	1,175,701
Gold & silver from foreign ports		2,397,237	37,605
Total imports	\$	44,461,000	\$ 41,625,564
Exports		1917	1918
Merchandise to United States	\$	76,651,968	\$ 75,026,575
Merchandise and gold and silver to foreign ports		3,939,590	1,515,975
Domestic gold and silver to United States		14,933,440	8,997,655
Foreign gold and silver to United States		2,998,864	83,360
Total exports	\$	96,593,862	\$ 85,423,568
Grand total imports and exports		\$141,125,462	\$127,041,182

"While in 1918," says the collector's report, "there was a gain in fish products of more than \$5,000,000 and in furs of about \$2,000,000, there was a loss in copper of \$9,000,000 and in gold of \$6,000,000, making a net loss of \$8,000,000, as compared with 1917.

"The insistent demand for food stimulated the fishing industry. The most notable gain is in the pickled class, consisting largely of salt herring. There was also an increase in 'all other salmon' which covers the dried, smoked, milk-cured, and salted product.

"Several causes have operated toward the curtailment of the output of metals, principally shortage of labor, high

prices of supplies and materials and lack of transportation. Many placer mines of the Yukon basin and Seward peninsula closed down rather than operate at small margin of profit or probable loss. Most of the copper mines were in operation, but not up to capacity on account of the labor situation. The same conditions extended to the gold lode mines."

#### Details Given of Shipments.

The value of merchandise and gold and silver shipped from Alaska to the States and to foreign ports in 1918 follows:

Article	Quantity	Value
Antimony ore		\$ 184
Copper ore	75,144,971 lbs.	18,526,051
Lead bullion	80,988 lbs.	4,906
Tin ore	232,923 lbs.	98,348
Tungsten ore	18,140 lbs.	11,000
Gypsum	1,050 tons	5,250
Marble	2,992 tons	76,191
Gold and silver		9,029,544
Platinum		3,814
Fresh fish other than salmon	14,564,942 lbs.	1,523,906
Dried or cured fish	5,394,289 lbs.	394,127
Pickled salmon	96,471 bbls.	1,517,017
Canned salmon	305,802,022 lbs.	44,493,430
All other salmon	21,372,523 lbs.	2,285,300
Canned herring	1,685,326 lbs.	250,014
Canned clams	978,737 lbs.	142,100
Shrimps	49,700 lbs.	12,669
All other fish		104,679
Fish fertilizers	1,152 tons	66,760
Fish and whale oils	1,019,568 gals.	\$64,189
Fur and fur skins		2,281,782
Lumber, B. M.	1,043,000 ft.	90,823
Reindeer meat	99,174 lbs.	17,845
All other Alaska merchandise		132,388
United States goods returned		2,437,393
Foreign goods		385,000
Total		\$84,920,414

The value of merchandise and gold and silver shipped from Alaska to the United States and foreign ports in 1917 totaled \$82,702,692. The decrease in the value of Alaska shipments in 1918, as compared with 1917, is \$7,782,278.

#### Business of Various Divisions.

The value of merchandise shipped in 1917 and 1918 from the United States to the four judicial divisions in Alaska follows:

Division	1917	1918
First	\$11,049,468	\$10,958,704
Second	1,992,533	1,220,083
Third	19,234,642	17,385,299
Fourth	4,561,525	1,839,172
Total	\$39,838,168	\$30,412,258

The value of gold and silver shipped in 1917 and 1918 from the four judicial divisions in Alaska to the United States follows:

Division	1917	1918
First	\$ 4,592,716	\$ 3,254,587
Second	2,573,186	1,172,910
Third	1,321,381	1,525,901
Fourth	6,452,157	2,241,257
Total	\$14,939,440	\$ 8,997,655

The value of the merchandise shipped in 1917 and 1918

from the four judicial divisions in Alaska to the United States follows:

Division	1917	1918
First	\$25,885,753	\$27,546,912
Second	702,118	1,086,088
Third	49,432,283	46,006,370
Fourth	632,814	387,208

Total ..... \$76,651,868 \$75,026,578

The places in Alaska that in 1917 and 1918 received annual shipments of merchandise of the value of \$1,000,000 or more, follow:

Juneau and Thane, 1917, \$3,328,741; 1918, \$2,881,938. Ketchikan, 1917, \$2,446,764; 1918, \$3,581,906. Anchorage 1917, \$3,800,693; 1918, \$1,483,072. Bristol Bay, 1917, \$1,117,674; 1918, \$3,240,622. Cordova, 1917, \$2,727,390; 1918, \$2,198,776. Seward, 1917, \$1,238,658; 1918, \$1,361,803. Fairbanks, 1917, \$1,524,513; 1918, \$567,187. Nenana, 1917, \$1,077,284; 1918, \$320,012.

#### Arrivals and Departures.

The steamship passenger arrivals in Alaska from the United States and British Columbia in 1917 and 1918, and the steamship passenger departures from Alaska to the United States and British Columbia in 1917 and 1918 are shown in the following table:

Arrivals	1917	1918
Southeastern, Southern, Western Alaska	25,749	18,429
Nome, St. Michael and Bering Sea	1,251	611
Total arrivals	27,000	19,040
Departures	1917	1918
Southeastern, Southern, Western Alaska	30,089	26,854
Nome, St. Michael and Bering Sea	1,170	878
Total departures	31,259	27,732

The number of vessels that entered Alaska ports in the year 1917 was 2950 and the total number that cleared from Alaska ports in 1917 was 1914. The number of vessels that entered Alaska ports in 1918 was 2124 and the total number that cleared from Alaska ports in 1918 was 1906. The increase in 1918, as compared with 1917, in the number of vessels entering Alaska may be accounted for by the fact that many of these entering vessels were engaged in the fishing business.

#### TWO HUNDRED AND SEVENTEEN PATIENTS ARE CARED FOR IN JANUARY IN HOSPITAL.

Two hundred and seventeen patients were treated in January in the Anchorage Hospital, according to the report of Dr. J. B. Benson, chief surgeon of the Alaskan Engineering Commission. These patients spent an aggregate of 464 days in the hospital. There were two deaths in January, one of the deceased persons having been an employee of the Commission and the other having been a member of the family of an employee of the Commission.

Of the patients treated in the hospital in January, 23 were Commission employees; 35 were members of employees' families; 38 were not connected with the Commission in any way nor with any other branch of the Government service; two were in some branch of the Government service other than the Commission; 115 are listed as dispensary cases, and three as having entered merely for examination.

Of the 23 employees of the Commission who were treated in the hospital in January, two cases were listed under the head of injuries and the rest under the head of illness.

#### BAGGAGE AT SEWARD WILL BE FORWARDED HERE ON NEXT TRIP OF BARGE LAWRENCE.

Trunks, suit cases and other baggage, which belong to Anchorage employees of the Alaskan Engineering Commission who in returning from visits to the States this winter left the luggage at Seward, will be forwarded here on the next voyage that the barge Lawrence makes from Seward to Anchorage.

A message to this effect was received the other day by William Gerig, engineer in charge of the Anchorage Division, from R. J. Weir, engineer in charge of the Seward Division. It follows:

"William Gerig.

"Anchorage, Alaska.

"For information of all concerned, trunks, suit cases and other baggage belonging to your employers now in storage here awaiting shipment to Anchorage will be sent forward on next trip of barge Lawrence.

"R. J. WEIR."

#### WEEKLY FORCE REPORT.

##### Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, March 8, 1919, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge	1	6	3	10
Bridge Engineer	1	1	4	6
Drafting	1	4	0	5
Land and Industrial	1	1	0	2
Terminal Shops and Yards	5	10	28	43
Track, Bridge and Ballast	1	3	185	189
Receiving and Forwarding Agent	1	5	2	8
Machine Shops	1	3	72	76
Marine Ways	1	1	34	36
Stores	1	12	60	73
Employment and Mess Bureau	1	2	14	17
Transportation	1	11	25	37
Disbursing Office	1	6	0	7
Accounting	2	10	0	12
Base Hospital	1	9	3	13
Townsite	0	1	6	7
Telegraph and Telephone	1	11	15	27
Mining	2	6	147	155
Talkeetna District	1	6	39	46
Total	24	108	637	769

The Anchorage, Wasilla, Matanuska and Girdwood townsites are supervised by the land and industrial department.

#### POWER BOAT PILGRIM LEAVES ON HER RETURN VOYAGE TO SELDOVIA.

With three persons aboard, the power boat Pilgrim left Anchorage at 2 o'clock p. m., March 12, for Seldovia. Those on her were Captain William Nelson, her owner; Ruef Bowen, her pilot, and William Murray. The Pilgrim was the first craft to put into Anchorage harbor this year, having arrived March 9 with six tons of fresh eggs, fresh fruit and butter from Seldovia.

The tug Oneonta, with the barge Lawrence in tow, is en route from Seward to Anchorage. Unfavorable weather conditions have delayed the progress of the two crafts up Cook Inlet.

**PERSONAL**

L. N. Nowell, cook at Montana, is visiting a few days in Anchorage.

Henry McKinnon, teamster at Chickaloon, was in Anchorage last week.

John H. Robinson, special inspector, was a passenger Monday on the train to Mile 83.

W. D. Elliott, railroad station agent at Moose, was an Anchorage visitor over Sunday.

Mrs. R. D. Chase, wife of the paymaster, made a round trip Saturday on the Turnagain Arm train.

W. J. S. Fogelstrom, bridge engineer, and Mrs. Fogelstrom, went to Matanuska for a brief visit last week.

J. T. Cunningham made the round trip between Anchorage and Mile 83 Monday on the Turnagain Arm train.

Joseph Baches, an employee of the Alaskan Engineering Commission at Anchorage, will leave for Seward this week.

Mrs. Antonio Chimento, wife of the section foreman at Montana, left Anchorage for Montana on Monday morning's train.

Miss Mona Palmer, stenographer in the executive office, went to Mile 83 on Monday's train and returned to Anchorage Saturday afternoon.

R. D. Chase, paymaster, left Monday on a business trip to points on the route of the railroad North of Anchorage. He plans to go as far as Indian River.

Mrs. Iven Dalquist, whose husband is employed in the mining department of the Alaskan Engineering Commission at Eska, is in Anchorage on a visit.

Hugh Kelly, Gilbert O'Brien and James Mulvahill, employees of the Alaskan Engineering Commission in the Turnagain Arm district, were visitors in Anchorage in the past week.

James Wilkinson, of the mechanical department of the Alaskan Engineering Commission, was elected dictator; Gerrit Snider, of the mess department, vice-dictator; R. Coates, of the maintenance of way department, secretary; and T. K. Orr, of the hospital force, a director, of the Anchorage lodge, Loyal Order of Moose, at the election held by members of the lodge last Wednesday.

William Gerig, engineer in charge of the Anchorage Division of the Government Railroad; F. A. Hansen, engineer of maintenance of way; Sumner S. Smith, who has charge of the mining department of the Alaskan Engineering Commission; David B. Rose, train dispatcher; John J. Longacre, acting superintendent of the telegraph and telephone department; Frank L. Knight, conductor; B. C. Elmes and D. S. Daxton, locomotive engineers; Joseph Jeffries, steam shovel engineer, W. D. Elliott, railroad station agent at Moose; H. H. Hook, of the train service department; A. C. Craig, of the stores department, and H. A. Murphy and J. M. Clark, of the mechanical department, recently took part in the organization of an Anchorage chapter of Royal Arch Masons. Among the officers of the chapter are Mr. Rose, high priest; Mr. Smith, king; Mr. Longacre, scribe, and Mr. Knight, treasurer.

**Anchorage Division Notes.**

For summer use and cold storage purposes, the Stores Department is putting away 150 tons of ice in the cellar house west of the central heating plant in the Terminal Yards. The ice was cut at Lake Wasilla, and averages about 30 inches in thickness.

In the telephone branch of the Telegraph and Telephone Department, according to J. J. Longacre, acting

superintendent, one telephone was changed and two telephones were moved in Anchorage and two telephones were disconnected, in the week ended March 15. In the electric light branch of the department, three meters were "cut out."

In response to a telegram to the Secretary of the Navy from the Anchorage Chamber of Commerce, asking him to expend in the development of the Eska and Chickaloon coal mines \$1,000,000 that was supposed to have been appropriated by Congress for such use at his discretion, the Secretary replied that the bill appropriating these funds had been repealed and that he had no money for expenditure in the development of coal lands.

**THREE STATION GANGS IN TALKEETNA DISTRICT COMPLETE THEIR CONTRACTS.**

Three station gangs in the Talkeetna district of the Anchorage Division of the Government Railroad completed their contracts in February, and of the two remaining station gangs in the district one gang probably will finish in March and the other late in April or early in May, according to the report of H. F. Dose, engineer for the district.

A small force on the pay roll of the Alaskan Engineering Commission was engaged in the Talkeetna district in February with various duties in connection with the stores department and the warehouse. Early in February, all stores and supplies not required in the Talkeetna district to complete the work in hand were prepared for shipment and returned to the warehouse in Anchorage. The building in which this material had been stored was taken down. The corrugated iron salvaged from this building was shipped to Anchorage, but the fir lumber, principally 2 by 6 inch and 2 by 8 inch dimensions, has been yarded near the siding at Talkeetna. The amount of lumber salvaged from this building is approximately 11,000 feet, board measurement.

In February, freighting between Talkeetna and Dead Horse hill was continued with double-ender sleighs, and several trips were made to Indian River, partly to supply the party engaged with the investigation for the Susitna bridge foundations, but principally to transfer hay from the supply stored at Indian River, for the lower camps.

Rails, cars and other construction material left along the right-of-way were collected and stored at Camp No. 245 for future disposal.

Early in February the trail was in excellent condition for freighting, but later in the month it became badly worn and required considerable repair work to make it passable. Between Deadhorse Hill and Camp No. 255, the trail remains in excellent condition and broad-gauge bob-sleds are operated over this portion.

Travel between Nenana and Anchorage via Broad Pass increased in February and the Commission's camp at Deadhorse Hill served the purpose of a road house for the travelers.

The force carried on the Commission payrolls was considerably reduced in February, and additional reductions are contemplated at once unless it is intended to open up new work early in the season.

The health of the force in February was satisfactory.

The force employed in the district February 28 follows:

Engineers, clerks and surgeon, 12; foremen and timekeepers, 3; storekeeper and clerks, 5; blacksmith, 1; mess house, 4; teamsters and packers, etc., 9; laborers, 7; watchmen, 2; pile driver men, 3; telephone operator, 1; station men, 32; stationmen's laborers, 9. Total, 88.



# ALASKA RAILROAD RECORD

VOL. III. ANCHORAGE, ALASKA, TUESDAY, MARCH 25, 1919.

NO. 20

## BRIDGE AND ROCK WORK CONSTITUTE CHIEF ACTIVITIES IN ANCHORAGE DIVISION.

Bridge and rock work constituted the main activity of construction operations in the past week on the Anchorage Division of the Government Railroad, according to reports submitted to William Gerig, engineer in charge of the Division.

On the North approach trestle of the bridge in course of construction across the Talkeetna River, steel was laid for a distance of 792 feet. Stringers were sized, packed and bolted from bent No. 90 to bent No. 146. Ties were laid from bent No. 90 to bent No. 126. On span No. 1, false work was erected and top chords were placed and packed. The main braces are 60 per cent complete. Span No. 2 is trussed up, and the false work was removed from this span. On span No. 3, the trussing up was completed. Around pier No. 1, seven cars of rock were unloaded.

### Bents on Bridge 156 Sway-braced.

On bridge No. 156, which is across a slough North of Talkeetna, bents Nos. 2 to 5, inclusive, were sway-braced.

On bridge No. 157, which is across a slough North of Talkeetna, bent No. 4 and bent No. 5 were driven, and sway-bracing was completed.

On bridge No. 158, which also is across a slough North of Talkeetna, all the piling, 12 bents, were driven, and bents Nos. 2 to 10, inclusive, were sway-braced. Stringers have been laid flatwise on this bridge to enable teams to cross.

On bridge No. 159, which likewise is across a slough North of Talkeetna, bents Nos. 1 to 7 were driven, and the stringers were sized and placed flatwise to enable teams to cross.

A total of 113 piling was driven last week for bridges in the Anchorage Division.

Rock was used for the filling of bridge No. 18, which is across the mud flats at Bird Point on Turnagain Arm, and also for riprapping the embankment in Mile 83, Turnagain Arm.

### Work on Susitna Bridge.

At the site of the proposed bridge across the Susitna River, the third hole to determine underground formation was put down by the sounding party, reports F. H. Chapin, who has charge of the work, to W. J. S. Fogelstrom, bridge engineer. This hole, which is at the North abutment and on the island dividing the River, reaches a depth of a little more than 50 feet. At the bottom of it is cemented gravel—the same character of formation as was found in the

first hole at the site of the proposed center span and in the second hole at the site of the proposed South abutment. The sounding party has moved to the North channel of the river to sink another hole.

One thousand, eight hundred and ninety-four cubic yards of rock, according to the report of F. A. Hansen, engineer of maintenance of way, were loaded by the steam shovel at Bird, on Turnagain Arm. Of this quantity of rock, 410 cubic yards were used in the filling of the bridge across the Bird Point mud flats; 64 cubic yards, in filling around the piers of the bridge across the Talkeetna River, and 1410 cubic yards in riprapping the embankment in Mile 83. Ninety cubic yards of rock at the beginning of last week and 100 cubic yards at the end of last week were on hand at Bird.

## END OF STEEL IS NOW AT MILE 367.03 SOUTH OF NENANA IN FAIRBANKS DIVISION.

Only three-fourths of a mile of track were laid in the week ended March 22 in the Fairbanks Division, according to the telegraphic report of Frederick D. Browne, engineer in charge of the Division.

The new steel was put down South of Nenana and brings the Southern end of steel in the Nenana district to Mile 367.03.

## GLACIER LAKE BREAKS LOOSE AND FLOODS SOME TRACK IN SEWARD DIVISION.

Glacier Lake, at the head of Snow River, broke loose March 19, causing unusually high water and ice floes in Snow River and on the adjacent flats, and putting the track of the Government Railroad in Mile 16, Seward Division, under water ranging from one foot to three feet in depth, according to the report of R. J. Weir, engineer in charge of the Division. Floating ice cut a few of the piles out of the Snow River trestle. Passengers and freight in the past week were transferred in push cars over the trestle. After the high water recedes this week, repairs will be made.

Satisfactory progress is being made by a small Commission force in Mile 23 daylighting cuts and riprapping fills on a minor line change.

Sam Radish & Co., continue to make good progress on their station contract in Mile 52. Their fill in the temporary trestle is 75 per cent complete.

Chas. Nelson & Co., who have a contract for a coyote

BUY WAR SAVINGS STAMPS.

PRICE THIS MONTH \$1.14.

hole drain in tunnel No. 3, have advanced their coyote hole a total length of 208 feet, only four feet remaining to be driven.

Bridge 120, which is 375 lineal feet long in Mile 64, has been completed.

On bridge 130, which will be 870 lineal feet in length, in Mile 64, 79 per cent of the piling has been driven. Frost to a depth of three feet on the gravel bars has retarded the progress of work on this bridge.

A new gravity water station in Mile 72 has been completed.

Fifty ricks of wood have been removed from the woods to the camp at Mile 71.

Sixteen tons of freight, mail and express and 10,000 feet of lumber were moved over the trail between Mile 47½ and Mile 62 in the past week.

Weather conditions were favorable in the past week and the trail was good. The snow has settled approximately one foot throughout the Division in the past week.

Work was resumed on a pump for a water station at Mile 40. The total depth to date is 18 feet.

The employees on the Seward Division in the week ended March 22 numbered 224.

#### REPAIRS ARE COMPLETED TO EQUIPMENT BY MECHANICAL DEPARTMENT.

Locomotive engines Nos. 224, 225, 247, 266 and 275 were in service in the week ended March 22, according to the report of E. P. Hedburg, master mechanic for the Alaskan Engineering Commission. Running repairs were made to locomotives Nos. 224, 225, 247, 266, 275, 277 and 280. Very little work was done in the overhauling of locomotive No. 265. This work is 50 per cent complete. Considerable overhauling was done on dinky locomotives Nos. 21 and 22. Work on No. 21 is 90 per cent complete, and work on No. 22 is 60 per cent complete.

The overhauling of steam shovel No. 1, proper, has been completed. Repairs to the boom and dipper are 80 per cent complete.

Repairs were made to the dipper stick of Bucyrus steam shovel No. 7.

Repairs were also made to Bay City crane No. 3, Browning crane No. 1 and to motor cars Nos. 1 and 43.

The large No. 3 pump at the Anchorage townsite pumping station was overhauled.

Repairs were completed to sixteen freight cars, one work train car and two passenger coaches.

#### OPERATION EXPENSES OF ANCHORAGE TOWNSITE IN FEBRUARY TOTALED \$1288.17.

One thousand, two hundred and eighty-eight dollars and seventeen cents is the amount of operation expenses of the Anchorage townsite for the month of February, according to the official figures given out at the townsite offices. This sum is \$560.65 less than the total of \$1848.82 required to defray townsite operation expenses in January. The decrease in February is due principally to credits obtained for goods and supplies returned to the Stores Department of the Alaskan Engineering Commission and to the fact that February was a shorter month than January.

The townsite expenditures from last July 1, the beginning of the fiscal or taxation year, to February 28, was \$16,043.63. This amount together with what will be spent in March, April, May and June, will constitute the sum

for which assessment notices will be issued early in July.

The total of the operation expenses for the period between July 1 and January 31 and the detailed operation expenditures for February follow:

#### Administration:

Total to January 31, 1919 .....	\$ 3,059.06
Salaries .....	126.51
Stationery and supplies (credit) ....	199.05
Fuel, light and telephone .....	77.41
Maintenance building and grounds .....	
Dog pound .....	5.20 \$ 3,069.13

#### Fire Protection:

Total to January 31, 1919 .....	7,167.55
Salaries .....	488.05
Maintenance of team & equipment .....	72.41
Maintenance hydrants, water rent .....	210.79
Fuel, light and telephone .....	55.61
Miscellaneous supplies .....	7.70 8,002.14

#### Maintenance of Streets, Alleys and Walks:

Total to January 31, 1919 .....	1,447.70
February, 1919 .....	222.01 1,669.71

#### Sanitation:

Total to January 31, 1919 .....	3,081.15
Disposal of garbage .....	166.04
Maintenance of sewers .....	37.31
Inspection .....	
Superintendence .....	18.15 3,302.65

\$16,043.63 \$16,043.63

#### ASSIGNMENTS AND REASSIGNMENTS ARE MADE OF COMMISSION HOUSES.

Assignments and reassignments in the past week to employees of the Alaskan Engineering Commission of dwelling houses owned by the Commission show there will be only one of the houses vacant April 1. The assignments and reassignments, all of which become effective between now and the first of next month, follow:

House No. 31, near hospital, to W. G. Rogers, accountant in Anchorage Hospital; house No. 32, near the hospital, to C. V. Marshal, clerk in the executive office; house No. 5 on Government Hill to H. Schell, clerk in charge of the employment bureau; house No. 10, on Government Hill, to T. S. Sheehan, of the mechanical department; house No. 13, on Government Hill, to H. L. Worcester, of the maintenance of way department.

House No. 12, on Government Hill, which will be vacated by Mr. Marshall when he moves into house No. 32, will be on April 1 the only vacant dwelling owned by the Commission for which there is no tenancy application.

#### ESKA MINE IN WEEK ENDED MARCH 15 PRODUCES 942 TONS OF COAL.

Nine hundred and forty-two tons of coal were produced and 107 men were employed in the week ended March 15 at the coal mine operated by the Alaskan Engineering Commission at Eska, according to the report of Sumner S. Smith, head of the coal mining department of the Commission. The driving of Eska West, Emery East and David East were continued.

Forty-five men were on the payroll of the Commission's mine at Chickaloon in the week ended March 15. At this mine, the driving of the East Slope, East Slope Counter, East Slope Chute No. 2, "F" West, No. 5 West, West Chute No. 2 and No. 5½ West Counter was continued.

## REINDEER INDUSTRY SHOULD BE ENCOURAGED AMONG WHITES, IN OPINION OF GOVERNOR.

Alaska's reindeer industry can be encouraged among the white residents of the Territory without detriment to the natives, in the opinion of Thomas Riggs, jr., Governor of Alaska, who discusses the subject in his annual report.

"In 1892 and continuing for ten years, 1280 reindeer were imported into Alaska from Siberia," says the governor. "From this nucleus there are today in Alaska over 110,000 reindeer, distributed over all of Western Alaska from the Alaska Peninsula on the South to Point Barrow on the North. On account of the unavoidable delays in securing reports from all the herds, complete statistics for 1918 are not yet available. The Bureau of Education report for the year ended June 30, 1917, shows a total of 98,982 deer in Alaska, distributed among 98 herds; 67,448, or 69 per cent, were owned by natives; 23,443, or 23 per cent, by Lapps and whites; 4645, or 5 per cent, by missions; and 3046, or 3 per cent, still remain Government property. The ownership of the native deer was divided among 1568 natives, of whom 170 were apprentices and 1398 owners and trained herders. An income from the deer amounting to \$97,515 was realized by them, exclusive of hides and meat used by themselves. The income accruing to owners other than natives amounted to \$35,002, making a total income realized from the reindeer industry of \$122,517.

### Food Supply for Natives.

"Reindeer were introduced into Alaska by the Government in order to insure a food supply and economic independence for all the natives of Alaska living in sections where the deer could be propagated. The industry is now firmly established, the widespread distribution of the deer being the result of a system of apprenticeship whereby the most likely natives are taken on as apprentices by the herders for four years, receiving during that time 6, 8, 10, and 12 deer for the first, second, third, and fourth years, respectively. If at the end of the fourth year the apprentice has served satisfactorily, he becomes a herder, assuming charge of his deer. He in turn is required by the rules and regulations to take on apprentices in the same manner that he served as apprentice. The perpetual distribution among the natives is thereby assured.

"Since the deer were imported for the benefit of the natives, the industry has been restricted to them as much as possible. No native is allowed to sell female deer except to another native or the Government. Until 1914 no white men had acquired deer, except the Laplanders, who had been brought to Alaska at the time of the introduction of reindeer into Alaska for the purpose of teaching the natives the art of herding. For their services the Lapps were given reindeer without restrictions as to future sales of female deer. By this means it was possible for Lomen & Co., of Nome, to acquire 1200 deer in 1914. The next two years this company made additional purchases from the missions at Golovin and Teller, the latter of which has been subject of litigation by the Department of Justice at the request of the Interior Department. The case is based on alleged violation of contract by the Teller mission, which in common with other missions in Alaska, received deer from the Government for the purpose of assisting in the distribution of deer among the natives.

"All missions have always been held by the department to be under the same restrictions as native owners. The final outcome of the Teller case will determine the department's action regarding the Golovin sale, which is similar

to the Teller case, except that the Golovin contract appears to have been an oral one made in the early days of the industry, the exact terms of which cannot be definitely established. The decision in the Teller case will also have an important bearing on all deer now owned by the missions. Up until the present the industry has been supervised by local representatives of the Bureau of Education, but it has now grown to such proportions that a scientific management is imperative. At least two or three experienced stockmen should be placed in the field to give their entire time to the study of the problems of the industry. Diseases of the deer should have careful attention, as well as scientific herding, breeding, butchering, and marketing. The reindeer of Alaska represent an immense food supply, not only for the Territory but for the entire country. The economical and permanent entry of reindeer meat upon the market of the country is a problem that will require much study and careful management. The present high prices of beef, pork and mutton make this an opportune time to take up this subject energetically. It is important to the country, as well as to the Territory, that the increased appropriation asked for by the Bureau of Education be allowed by Congress in order to make possible the employment of the experts mentioned. Undoubtedly the white owners of herds will co-operate.

### Warble Flies Prove Pest.

"Reindeer are cursed with warble flies, which were evidently brought to Alaska with the original herd. If the warble pest could be eliminated there is no reason why a glove industry equal to that of Sweden could not be established right in Alaska.

"The following table shows what a financial success this phase of Government enterprise has been during the 25 years since its inception:

"Valuation of 67,448 reindeer owned by natives in 1917, at \$25 each .....	\$1,686,200
"Total income of natives from reindeer, 1893-1917 (25 years) .....	568,352
"Valuation of 31,134 reindeer owned by missions, Laplanders and other whites, and Government, 1917 .....	778,350
"Total income of missions and Laplanders and other whites from reindeer, 1893-1917 .....	214,443
"Total valuation and income .....	\$3,247,345
"Total Government appropriations, 1893-1917.....	317,000

"Gain (926 per cent for 25 years, or an average annual gain of 37 per cent) .....

"Perhaps the attitude of the Bureau of Education is somewhat at variance with my own, but I believe that where the reindeer industry can be encouraged among the whites without detriment to the natives every assistance should be offered, as it is only through the white owners and shippers that it will be possible to add to the food supply of the country at large. With the herds scattered over such a large extent of territory, and with such great distances to travel to reach the few shipping points on our West coast, it will soon become necessary to establish cold storage plants at certain points in order to preserve the meat of the surplus deer. In this the whites interested in the industry can be of greatest service to the native deer men. The Government has no funds with which to create a market, nor with which to preserve the meat for the market, so that this particular branch of the industry must naturally fall to the whites."



## 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.

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

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### OFFICIAL CIRCULARS.

#### Anchorage Division.

#### COOPERATION AND ECONOMY URGED.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, March 20, 1919

Circular No. 368:

#### TO ALL CONCERNED:

By practicing strict economy in all departments and as a result of the co-operation of employees and officials, who have so cheerfully agreed to accept monthly partial payments of wages or salaries until new funds are available, I am of the opinion that it will be unnecessary to make any further radical reduction at this time in force, except in cases where work in hand is completed, on account of the failure of the bill containing the appropriation for the Commission to pass during the recent session of Congress.

It is requested that all employees will make their co-operation as effective as possible by reducing their requirements of cash to a minimum, and even less than they have agreed to accept, which will contribute materially to the effectiveness and the continuation of the work in the event that the appropriation is not forthcoming as promptly as expected.

As soon as the new appropriation has been made, and funds can be drawn thereunder, all arrears of salaries and wages will be paid. I feel confident that this will be not later than July. It is of course understood that in case of employees who resign or are discharged before additional funds are available as above, they will be paid in full if there are sufficient funds on hand available for the purpose; otherwise they will have to wait for back pay due them until such funds are received.

The spirit in which all employees and officers have met the requirements of the present situation is highly appreciated.

WM. GERIG, Engineer in Charge.

#### ENOUGH FUNDS FOR WAR WORK.

Department of the Interior,  
Washington, Feb. 20, 1919.

Owing to the fact that the employees of the Interior Department have been so generous in their contributions to the Interior Department War Work Association, it is hereby announced that enough money will be collected by April 1 to maintain the work until October 7, when it is

planned to bring it to a close. Therefore, after April 1, no more money need be collected.

In making this announcement the committee desires to express their very hearty appreciation and thanks for the splendid cooperation that all of the Interior Department employees have given to the work.

ANNIE W. LANE, Chairman.

#### LOT BUYERS AT TALKEETNA WILL BE ABLE TO GET TITLE WITHOUT DELAY.

Town lots in Talkeetna, on the line of the Government Railroad, when they are placed on the market, will be sold in all probability in accordance with regulations enabling purchasers to obtain title without delay, say unofficial advices from Washington City.

Maps of the lots have not yet been received, but it is thought that the work of making the plat was started March 15 in the United States Land Office at Juneau, which office directed the survey of the Talkeetna townsite.

According to present plans, the lots will be appraised by the Government and minimum values fixed. No applications of purchase will be accepted below these minimum appraised values. The sale will be at auction at Talkeetna and the lots will go to the highest bidders.

It is expected that \$25 will be the lowest appraised value of any lot and that this sum will be the least that will be accepted by the government as a first payment. In cases where the sale price amounts to more than \$50, then one half the purchase must be paid at the time of the sale and the remainder in one year after the sale; but either at the sale or at any time within one year thereafter the entire purchase price may be paid, in which event a deed to the property will be issued to the purchaser.

#### TWO HUNDRED AND THIRTEEN PATIENTS CARED FOR IN HOSPITAL IN FEBRUARY.

Two hundred and thirteen patients spent an aggregate of 420 days in February in the Anchorage Hospital, according to the report of Dr. J. B. Deeson, chief surgeon for the Alaskan Engineering Commission.

Of the total number of patients, 19 were employees of the Commission, and their time in the hospital was 178½ days. Two of these employees' cases were the result of injuries. Thirty-one patients were members of employees' families, three were connected with branches of the Government service other than the Commission, and forty-seven were persons not at all associated with the Government. One hundred and thirteen persons were listed as dispensary cases.

There was one death in February in the hospital. The deceased person was not employed in any branch of the Government service.

#### REPAIRS COMPLETED TO BLASTING MACHINES BY TELEPHONE AND TELEGRAPH DEPARTMENT

Repairs were made in the past week to a number of blasting machines by the Telegraph and Telephone Department of the Alaskan Engineering Commission, according to the report of John J. Longacre, acting superintendent of the department.

New batteries were installed on the fire alarm system. Fourteen meters were "cut in" and fourteen were "cut out" by the electric light and power branch of the department in the Anchorage townsite.

### BUSINESS OF SOUTHBOUND AND NORTHBOUND TRAINS IS QUITE HEAVY.

Thirty passengers, twenty sacks of mail, weighing 875 pounds; one 30-pound sack of express, 185 pounds of commercial freight and twenty-eight pieces of baggage, weighing 2000 pounds, left Anchorage on the Southbound train Saturday morning for Seward, to make connections there with the steamship Farragut.

Twenty-five passengers, mostly employees of the Alaskan Engineering Commission on Turnagain Arm, and 400 pounds of baggage were brought to Anchorage Saturday evening on the train arriving from Turnagain Arm.

The Northbound train that left Anchorage Monday morning for Talkeetna was heavier than usual. It carried twelve passengers for Wasilla, twelve for Houston and twenty-three for Talkeetna. Its commercial freight totaled about 15,000 pounds, mostly for Talkeetna; seventy-five pieces of baggage and sixty dogs. Many of the passengers and a major part of the freight are destined for the Willow Creek and Cache Creek mining districts. The dogs will be used in sledding the freight from the railroad to the mines.

A train probably will be run from Anchorage to Turnagain Arm Thursday to meet the passengers and mail off the Farragut. The Farragut is scheduled to arrive in Seward today, and the passengers and mail off her, destined for Anchorage, probably will leave Seward on a Northbound train tomorrow morning. From Seward the Farragut will go to Kodiak. She will return from Kodiak to Seward and then proceed to Seatle.

### TERRITORIAL EXPENSES IN NEXT TWO YEARS ESTIMATED AT \$1,478,980.

One million, four hundred and seventy-eight thousand, nine hundred and eighty dollars make up the Territorial Government expense in Alaska for the next two years as estimated by Governor Thomas Riggs, jr., in a communication to the legislature now in session in Juneau.

The largest items relate to roads and trails and to schools. Roads and trails call for an expenditure of \$100,000; schools in towns, \$290,000 and schools outside towns, \$160,000.

The various items follow:

Agricultural college, \$80,840; attorney general, \$23,000; bankers' board, \$1500; board of pharmacy, \$500; bounty on eagles, \$7500; bounty on wolves, \$10,000; citizenship schools, \$8000; compiling records, \$300; compulsory school attendance, \$2500; delegate to conferences, \$2000; dependent children, \$15,000; detection of crime, \$10,000; emergency funds, \$20,000; erection of shelter cabins, \$10,000; expense of primary law, \$12,000; extra clerk help for legislature, \$3000; fish hatchery, \$25,600; governor's office, \$18,080; health and sanitation, \$50,000; medical examiner, \$500; mine inspector, \$12,000; pay for legislative halls, \$250; pensions, \$50,000; pioneers' home, \$105,000; publicity bureau, \$21,400; relief of destitute, \$15,000; rescue and relief, \$10,000; roads and trails, \$400,000; salary of commissioner of health, \$3200; schools in towns, \$290,000; schools outside towns, \$160,000; secretary's office, \$18,110; special legislative expense, \$200; treasurer's office, \$22,000; uniform school act, \$18,500.

### PREPARATIONS ARE MADE TO PUT COMMISSION'S HARBOR EQUIPMENT OVERBOARD.

Preparations have been made to put the Alaskan Engi-

neering Commission's steamer Anne W. and the barges 401, 402 and 601 in the water as soon as the equipment is needed for lighterage work in Anchorage harbor. In clearing away ice from the dock and the marine ways, powder was used for blasting purposes.

The Commission's steamer Matanuska, according to Harry G. Locke, who has charge of the marine ways, is undergoing final overhauling preparatory to going overboard in time for passenger-transfer work.

### WEEKLY FORCE REPORT.

#### Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, March 15, 1919, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	6	3	10
Bridge Engineer .....	1	1	4	6
Drafting .....	1	4	0	5
Land and Industrial .....	1	1	0	2
Terminal Shops and Yards .....	3	9	30	42
Track, Bridge and Ballast .....	1	4	176	181
Receiving and Forwarding Agent .....	1	5	2	8
Machine Shops .....	1	3	69	73
Marine Ways .....	1	1	34	36
Stores .....	1	15	55	71
Employment and Mess Bureau .....	1	2	11	17
Transportation .....	1	11	25	37
Disbursing Office .....	1	6	0	7
Accounting .....	1	11	0	12
Base Hospital .....	1	9	3	13
Townsite .....	0	1	6	7
Telegraph and Telephone .....	1	12	12	25
Mining .....	1	6	145	152
Talkeetna District .....	1	15	26	42
Total .....	20	122	604	746
Stationmen and their laborers .....				44
Grand total .....				790

### RESERVE COAL DEPOSITS ARE BLOCKED OUT AT ESKA MINE.

Sufficient reserve coal deposits have been blocked out at the coal mine operated by the Alaskan Engineering Commission at Eska to insure an adequate fuel supply for several years, says Sumner S. Smith, who has charge of the coal mining department of the Commission, in his report for the year 1918. Further prospecting, he declares, continues in order to determine the regular areas of both the Eska and Chickaloon mines and to discover, if possible other and better beds of coal. The output at present has been raised to a point high enough to insure an ample supply of fuel for all operation and construction purposes and to build up a surplus large enough to protect against delays due to interrupted traffic and accidents at the mining property.

Five additional acres have been cleared in the Eska townsite, three new houses completed and a gravity water system installed. The electric light plant has been moved from its location on the townsite to a point near the Eska

mine opening and a 25-horsepower boiler added, giving a power capacity large enough to care for all lights and operate the three fans, which are steam-driven. The high-line grade has been ballasted and the cleaning plant completed.

#### Geology of Eska Mine.

With respect to the geology of the Eska mine, Mr. Smith says:

"The general structure at Eska is synclinal although there are faults parallel to and at various angles to the axis of the syncline which obscure much of the structural detail. The surface of the area under consideration slopes gently toward the south, the waters of Eska Creek, which drop approximately 400 feet in three miles, cutting a valley from 20 to 200 feet below the general level of the ground. As the coal measures were folded and broken long before the formation of the present topography, the beds are not parallel to the surface. They appear in the bluffs which form the sides of the creek as a series of rather distorted semi-circles, one above another, the lower portion of the arms being concealed by the debris on the bank and in the creek bottom.

"There is no doubt that the drainage of this field has followed, in many instances, the lines of least resistance created by fault zones and it therefore follows that the pioneer mining which has naturally started upon the outcrops exposed by stream valleys will, in general, be in the most disturbed portions of the district. A particular example of this can be noted on the Shaw East or Emery maps where the overlying Emery bed has been thrown down opposite the Shaw and Eska. Here the Shaw and Eska on the West side of the fault dip about 45 degrees while the portion of the Emery opposite them is nearer the center of the syncline and has a dip of about 10 degrees. On a map showing the surface topography it can be noticed that a small stream follows the approximate course of this fault.

"Toward the Westward the structure seems to be more regular and probably attains its maximum uniformity under the Eska conglomerate.

#### Prospecting.

"The prospecting has consisted of churn drilling, open-cutting, driving a few crosscuts and sinking some shallow test pits.

"At the face of the Maitland the bed was cut off by a fault when the property was taken over by the Commission so this entry was driven through the fault in an effort to locate the coal. When the entry had passed through the break it was noted that the movement of the ground had been such as to throw the extension of the bed East of the fault above the entry. The surface above this point, and to the Eastward, was laid off in 200-foot squares, and churn drilling started in an effort to locate the extension of this bed and obtain accurate information regarding the structure. Some 35 holes were sunk, the total drilling amounting to about 2300 feet. The results thus obtained were plotted on plates of glass which represented planes at right angles to the strata. The ground, however, was too irregular to draw accurate conclusions from the results of the drilling although several coal beds were intersected which will be prospected later from the David workings. The drilling was difficult owing to the large number of boulders and with the light rig used it was impossible to attain a depth much over 175 feet. The greater portion of the time the holes were much under that figure.

"On the Southern limb of the syncline the outcrops of

the Maitland, Emery and David have been exposed on the East bank of the creek, and on the West bank the outcrops of the same beds have been opened on the Northern limb of the syncline.

"A prospect shaft about 50-feet deep and crosscut just North of the townsite, which were driven to check some of the drill holes, opened the Shaw bed on the Southern limb of the syncline, while several unnamed beds to the Westward have been exposed by open cuts along the creek banks.

#### Mining Methods.

"Inasmuch as there are six different beds all of different thickness under exploration at Eska, and as the dip varies from 10 degrees to 60 degrees, no one method of extraction can be applied to the entire series. However, all the coal so far produced has been recovered by the room and pillar method, the room width, in general, being 20 feet with 30-foot pillars between. There have been slight variations to this rule occasionally, due to faulted or broken condition of the ground. All of the rooms are run on sights and where the beds are parallel the pillars of the upper beds are kept vertically over those of the lower.

"In new developments the practice is to drive the main haulageway and airway on the coal, the airway being about 30 feet above the entry. An 8-foot chute, four feet of which is used for a manway, is driven every 50 feet to connect the entry and airway, providing for ventilation and supplying storage room for the coal.

"The rooms are turned off the airway opposite each chute. For 15 feet they are driven up eight feet wide and then widened to 20 feet, at which measurement they are driven to the boundary.

"The standard entry is six feet wide at the top, nine at the bottom, and six and one-half above the rail. These measurements are in the clear.

"Round timbers are used on the entries with 2 by 6 sawed lagging, the sets being placed on six-foot centers. In the rooms and pillars split cottonwood posts are used and have proved very satisfactory.

"No coal is shot off the solid, but undermined or cut at one side of the room before any shots are fired.

"The room and pillar method, with the rooms driven straight up the pitch, was adopted because the demand for coal was acute and this offered the greatest immediate supply. At some future date it will be possible to experiment with other methods, although the recovery so far has been excellent and it is doubtful if any other method would give as satisfactory results, as the system is flexible and lends itself readily to the varying conditions met underground.

"The methods of handling the coal from the face to the entry vary according to the thickness of the coal and the dip of the bed. When the pitch is steep enough for the coal to run on sheet iron a chute is carried up the room with a manway and the coal is drawn from the chute into mine cars on the entry. Where the dip is low and the beds thin, small mine cars are installed to save brushing top or bottom. A sheave with a brake is fastened near the face of the room, a double track laid from the switch on the entry, and the weight of the loads used to pull the empties to the face. At several points where the dip is variable, a combination of the two systems is necessary, the small mine cars being emptied into a large loading chute on the counter and the coal transferred to larger cars on the main entry.

#### Ventilation.

"Owing to the excessive cold and the resulting diffi-



culty of keeping the tracks underground free from ice during the winter months, the main haulageways have been made the return airways. During the winter of 1917-18 the only fans available were too small to overcome the natural draft, the result being that the cold air entering the main haulageway froze the water in the chutes and along the tracks. This lessened the production and practically doubled the cost of operation.

"To ventilate the West side of the mine a 200-foot crosscut was driven which intersected the main haulageway about 150 feet from the portal. Two doors were placed on the haulageway between its portal and the intersection with the crosscut and a 3 by 2 foot Jeffrey all-steel, double inlet, exhaust, reversible fan erected at the portal of the crosscut.

"During the winter the air is taken in the counter gangway and distributed by three splits to the Eska, Shaw and Martin beds. This raises the temperature of the air considerably above the freezing point and keeps the temperature along the main workings fairly constant both winter and summer. The water is drained to a sump in the crosscut near the fan and the exhaust from the fan engine turned into the sump. This raises the temperature of the water to a point where it can be conducted to the outside without danger of freezing the drain boxes. The fan is driven by a 5 by 5 inch engine taken from an old Star drill, and under the present conditions has a capacity of about 15,000 cubic feet of free air per minute.

"During the summer the air is admitted to the workings by chutes driven to the surface, the natural ventilation acting directly with the fan.

"On the East side of the creek the old Shaw entry was extended to the surface and a 4 by 2½ foot Jeffrey, all-steel, double-inlet, exhaust, reversible fan erected at its portal to ventilate the Emery, David and possibly a portion of the Maitland workings. The air for the David will be taken through the David airway and for the Emery through the Shaw counter. The fan is driven by a 6 by 7 inch vertical engine and has a rated capacity of 50,000 cubic feet of free air per minute.

"The Maitland is ventilated through a back entry on the coal which taps the main haulageway about 50 feet from the portal, the intake air coming into the mine through Room No. 5 which is open to the surface. The air current is produced by a Western Blower Co. fan, which has a 24-inch intake, driven by a 5 by 5 inch engine taken from an old Star drill. This has a capacity of about 2000 cubic feet of air per minute during the winter when conditions are most severe. The arrangements as regards drainage in the Maitland and Eska East drifts are similar to those on the West side and all the fans are fitted with explosion doors.

#### Power Plant.

"During the summer a 20 by 40 foot building was erected for a power plant near the mine entrance on the East side of the creek. The electric lighting plant which was formerly situated on the townsite was moved to the new building and a duplicate boiler added. The plant now contains two 42-inch vertical boilers which furnish steam for the fan and dynamo engines. The electric lighting equipment consists of a 15 K. W. generator belted to a 7 by 8 inch Clark engine, the current being distributed at a pressure of 220 volts.

#### Cleaning Plant.

"The coal from the mine is hauled over a highline about half a mile to the cleaning plant where it passes over a

¾-inch grizzly to a picking table. As the grizzly did not remove all the undersize a three-foot section of ¾-inch slotted screen was set in the upper end of the table to take out the balance. The coal chutes are so arranged that the under and over-size may be loaded in the same or separate cars according to the use to which the fuel is to be put. As the coal is quite friable the undersize is the purer of the two products before the lump is cleaned and makes a good grade of fuel for power plant work. It could be considerably improved by washing but the present developments do not warrant the expense of installing such a plant.

#### Development.

"During the year the Martin and Eska West entries have each been driven over a thousand feet and chutes raised from the Martin entry to the Shaw counter. From the Eska East a connection has been made with the Emery East on the northern limb of the syncline and a crosscut started that will tap the David in the same relative position. These latter beds are parallel to and underlie the Maitland. On the East bank of the creek the outcrops of the Maitland, David and Emery have been pinched up on the southern limb of the syncline, and on the West bank the same beds have been found on the northern limb. The outcrops of the Eska and several unknown beds have been picked up to the South and West but as the extent of those beds has not been determined it is impossible to estimate the available tonnage.

"Considering only those areas that are above the present levels there was on January 1, 1918, approximately 22,000 short tons of coal available. During the year the Commission has mined some 56,000 tons and on January 1, 1919, there were 145,000 tons available for mining from the present openings.

#### Costs and Accounting.

"The system of cost accounting is exact and comparatively simple. All material coming to the mine, whether from the main Commission store or from private contractors, as the mine timbers are secured, is charged into a mine stores account. The storekeeper is directly responsible for all material and equipment and issues the same only on the requisition from proper authority, such requisition showing where the material is used. All the material used is charged from the mine stores account direct against the place where it is used. All explosives are distributed to the place of use and record made of the same by a licensed powderman who reports such distribution daily. All material and equipment used must be requisitioned and a daily report of its use made by the foreman in immediate charge of the work.

"With the exception of monthly bills from other departments the exact distribution of costs is obtained daily and is so arranged to show at any time the material and labor entering any job, its progress at any date, and its present status.

#### Accidents and Sickness.

"During the year there have been 8 slight, 5 serious and no fatal accidents. There were approximately 57,000 man shifts worked both surface and underground. The time lost due to accidents, amounted to 30½ shifts for the slight accidents and 148 shifts for the serious.

"At the time of the influenza epidemic one of the bunk houses was converted into a temporary hospital. There were 55 cases, three of which developed into pneumonia and resulted in the deaths of those afflicted."

## PERSONAL

G. C. Haneman, of the forestry department, was in Anchorage last week from his headquarters in Seward.

John H. Robinson, special inspector for the Alaskan Engineering Commission, made a trip to Matanuska last Friday.

L. N. Lowell, stationed at the railroad camp at Montana, came to Anchorage for a few days' visit in the past week.

Henry R. Miller, railroad station agent at Birchwood, came to Anchorage Saturday and returned to Birchwood Monday.

George E. Bailey, who has charge of the pump station at Matanuska, was a visitor in Anchorage for a few days last week.

Joseph Johnson has been appointed foreman of railroad section No. 17 at Rainbow, on Turnagain Arm, relieving Charles Fraser.

Sumner S. Smith, who is in charge of the mining department of the Alaskan Engineering Commission, is in Anchorage on a business visit.

H. E. Revell, who is freighting with dog teams on Turnagain Arm for the Alaskan Engineering Commission, was an Anchorage visitor last week.

G. C. Hammond, disbursing officer for the Alaskan Engineering Commission in the Anchorage Division, made a trip to Eska and Chickaloon last week.

E. F. Bauer, assistant engineer in the maintenance of way department, went to Turnagain Arm Monday to measure some coyote holes completed by contractors.

Mr. and Mrs. C. R. O'Neil visited Anchorage in the past week. Mr. O'Neil is clerk in the mining department of the Alaskan Engineering Commission at Chickaloon.

E. M. Culbertson, chief clerk at the Anchorage dock, returned last week from a vacation trip to the States. Mrs. Culbertson and his granddaughter returned with him.

William C. Steinmetz, an employee of the Telegraph and Telephone Department of the Alaskan Engineering Commission, left for Seattle last week to consult an oculist.

F. D. MacTaggart, who was employed last summer by the Alaskan Engineering Commission on Turnagain Arm, returned to Anchorage last Tuesday from a visit in the States.

William D. Martin, former timekeeper in the Talkeetna district, left Saturday for Seward. From there he will go to Kodiak where he expects to remain this spring and next summer.

John B. Hall, formerly employed in the Talkeetna district, who left here to join the Army, returned from the States last week, having been discharged from the military service.

Mrs. F. H. Chapin returned last Wednesday from a week's visit at Susitna River where Mr. Chapin has charge of a party of bridge engineers making soundings for the proposed railroad bridge across the Susitna.

Christopher Woodhouse, of the medical force of the Alaskan Engineering Commission, with headquarters at Camp 83, on Turnagain arm, came to Anchorage Saturday for a brief visit. Mrs. Woodhouse is a patient at the Anchorage hospital.

G. V. Allen, rodmnan from Nenana; Joseph Baches, laborer in the stores department; Herman Gerhardus, miner from Eska; B. Larson, J. Nordmark and George Patros, contractors from the Talkeetna district; G. H. Watkins, miner from Chickaloon; J. W. Pratt, accountant, and J.

William Young, of the Telegraph and Telephone Department, left in the past week for Seward, en route to the States.

Chris Beck, M. D. Campbell, Hugh Carlson, John J. Clark, John Dark, Frank Gunther, Carl F. Krueger, P. McDermott, Angus McKay, Veto Mancari, Albert Swanson, Max Saull, John Steinberg, Steve Thornton, Gust A. Tsakos, Steve Thornton, William M. Trout, D. Vauros, Frank J. White and Andrew Wirum, miners from the Alaskan Engineering Commission's coal mine at Eska came to Anchorage last week.

## Anchorage Division Notes.

A number of returned soldiers last week made the trip from Anchorage to Talkeetna on their way to Nenana and other places in the interior.

Report was made in the past week to the executive office of the Alaskan Engineering Commission showing the employment at Camp 83, on Turnagain Arm, of three discharged soldiers. They are C. M. Murphy, S. A. T. C., Gonzaga University, Spokane, Wash.; W. A. Smith, Camp Dodge, Iowa; Walter Elliott, Fort Liscum, Valdez, Alaska.

Merchants of Anchorage are giving material assistance to the townsite street foreman, Carl Martin, and his assistant, Thomas Callopy, in taking care of the melting snow in the business district. The break-up this spring is quite rapid, but work done last fall in clearing all refuse from boxes and culverts at street crossings now affords good drainage for the snow water.

The tug Oneonta with the barge Lawrence, carrying a cargo of rails and supplies for the Alaskan Engineering Commission, arrived Sunday afternoon off Fire Island, about twelve miles from Anchorage. The captain of the tug wirelessly that he was not inclined to continue to Anchorage on account of the ice in Turnagain Arm. He was directed to return the tug and barge to Seldovia. The tug, after leaving the barge at Seldovia, will proceed to Seattle.

## MASSACHUSETTS WOMAN SEEKS INFORMATION OF HER MISSING SON.

Information relative to the whereabouts of Michael J. Donnelly is wanted by his mother, Mrs. Bridget Donnelly, No. 3 Willis Court, West Lynn, Mass. The letter of inquiry concerning him was forwarded to the Alaskan Engineering Commission by Michael F. Phelan, representative in Congress from Massachusetts, to whom Mrs. Donnelly wrote in the first instance. Her letter follows:

"In November, 1897, my son Michael J. Donnelly left Lynn on the vessel Albey N. Dearing, going to Alaska in search of gold. In 1906 he left Nome and went to Everett, Wash., which was the last place I personally heard from him. I did not receive any letters from him after that, but got a report from the plumbers' union at Everett, Wash., that he had returned to Nome to engage in mining."

The records of the Alaskan Engineering Commission do not show that the missing man was ever employed on the Anchorage Division of the Government Railroad.

## DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements of the Anchorage office of the Alaskan Engineering Commission for the week ended March 21, 1919, totaled \$18,088.73. Salaries and wages were \$2538.02; contractors, \$14,659.61; purchases, \$759.88; other expenses, \$60.12; special deposit account, \$35.

# ALASKA RAILROAD RECORD

VOL. III. ANCHORAGE, ALASKA, TUESDAY, APRIL 1, 1919.

NO. 21

## BRIDGE WORK CONTINUES CHIEF CONSTRUCTION ACTIVITY ON ANCHORAGE DIVISION.

Bridge work in the past week continued to be the chief part of construction activities on the Anchorage Division of the Government Railroad, according to reports submitted to William Gerig, engineer in charge of the Division.

On the bridge over the Talkeetna River, the falsework was removed from all four spans, jack stringers were placed and track was laid the full length of the bridge. On the South approach trestle ties were bolted. On the North approach trestle ties were laid across the bridge to permit the completion of laying of track, main braces were completed on span No. 1, the span was swung and ties were bolted. This completed the swinging of all four spans.

On bridge No. 158, which is across a slough North of Talkeetna, bents Nos. 8, 9 and 10 were swaybraced and longitudinal bracing was placed between bent No. 3 and bent No. 9.

On bridge No. 159, which is also across a slough North of Talkeetna, sway-bracing was completed on bents Nos. 3, 4 and 5.

On bridge No. 160, likewise across a slough North of Talkeetna, the driving of piles was completed for the entire bridge, including three falsework bents. The total number of piles driven last week for the bridge was 116. Bents from No. 6 to No. 15 on the North approach trestle and the falsework on bent "C" were sway-braced. The plans for this bridge call for a standard 56-foot pony truss span.

At the bridge across the Susitna River, the sounding party in charge of F. H. Chapin, according to reports to W. J. S. Fogelstrom, bridge engineer, have reached a depth of 30 feet in the hole on the South side of the North channel of the river. At this depth, a hard gravel strata was struck, and if it proves sufficiently heavy on further sounding, Mr. Chapin's party will move in a few days to the North side of the North channel of the river. The hole to be sunk on the North side of the North channel will complete the work of the sounding party. Conditions at present indicate the party will complete its work and be ready to return to Anchorage next week.

The steam shovel at Bird, according to reports to F. A. Hansen, engineer of maintenance of way, produced a total of 1920 cubic yards of material in the first three days of last week. There were 100 cubic yards on hand at the beginning of last week. Five hundred and seventy cubic yards of the material were used for filling bridge No. 18 in

Mile 83 and 560 cubic yards for riprapping between Mile 82 and Mile 84. The steam shovel was dismantled last Thursday, preparatory to being brought to Anchorage for repairs.

Coyote holes recently dug by contractors on Turnagain Arm will soon be loaded.

## STEEL LAID TO MILE 365.97, SOUTH OF NENANA, IN FAIRBANKS DIVISION.

Steel in the Fairbanks Division of the Government Railroad was laid last week to Mile 365.97, according to the telegraphic report of Frederick D. Browne, engineer in charge of the Division.

## HIGH TIDES THIS WEEK WILL CLEAR ICE FROM TURNAGAIN ARM IN SEWARD DIVISION

Only a small amount of anchor ice remains in Turnagain Arm, and the high tides of the present week probably will remove it entirely, according to the report of R. J. Weir, engineer in charge of the Seward Division of the Government Railroad. The launch Alaska, owned by the Alaskan Engineering Commission, made two round trips in the past week between Bird Point and Kern Creek.

Cold weather prevailed throughout the Seward Division until late last week, when about a foot of snow fell. The weather is mild now and trail conditions are good. Dog and horse teams, between Mile 47½ and Mile 71, handled approximately four tons of mail and freight last week in addition to delivering timbers for the tunnel portal in Mile 53.

The section crew stationed at Mile 12 has devoted its entire time in the past week to protecting the Snow river crossing and in making minor repairs to it. High water in Snow river receded March 27.

A small Commission force has completed the fills in the vicinity of Mile 23 and is now drilling a small rock cut for the steam shovel at Mile 22½.

The pump for the water station at Mile 40 has been sunk to a depth of 23 feet and a satisfactory flow of water has been obtained.

Sam Radish & Co., stationmen in Mile 52, continue to make favorable progress on their station contract. They moved 1500 cubic yards last week.

Charles Nelson & Co., tunnel contractors on tunnel No. 3 in Mile 53, during the past week, advanced the enlarge-

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.15.



ment of this tunnel a distance of 33 lineal feet to standard section. Their total progress to date is 90 feet.

Pile driving for bridge No. 130, in Mile 64 is 80 per cent complete. The carpenter gang engaged in decking the bridge has its work 25 per cent complete.

A small section gang stationed at Kern Creek has been engaged during the past week in removing rock and mud slides south of Kern Creek.

The passenger train made one round trip between Seward and Mile 43 during the past week with passengers off the Steamship Farragut for Anchorage.

The mechanical department on the Seward Division is engaged in building a new caboose, and is making heavy repairs to locomotive engine No. 20. These repairs are 80 per cent complete.

The engine on pile driver No. 3 has been completely overhauled. The repairs to the Marion steam shovel are completed.

The stores of the mechanical department are now being transferred to the new warehouse of the mechanical department.

The number of employees in the week ended March 29 on the Seward Division totaled 219.

#### PROSPECTING WORK, RATHER THAN PRODUCTION, IS AIM OF OPERATIONS AT CHICKALOON.

Prospecting work, rather than production, is the purpose of present operations at the coal mine owned by the Alaskan Engineering Commission at Chickaloon, according to the annual report for 1918 of Sumner S. Smith, who has charge of the mining department of the Commission. Conditions obtaining at the mine and the progress of activities there are outlined by Mr. Smith.

In speaking of the geology of the Eska mine and the cross sections of the coal-bearing strata, as shown by the tunnels driven across the measures, Mr. Smith says that toward the Northeast boundary of the lease, which is designated as Unit No. 12, "the Chickaloon River flows in a Southerly direction through a narrow gorge, the walls of which are a comparatively hard, igneous rock which has been intruded through the sediments and stands out prominently when compared with the softer sandstones and shales which form the greater portion of the valley walls. Toward the South the river has cut the Western bank and exposed the sedimentary rocks, showing them to have been subjected to intense folding and crushing and to be tilted nearly vertical at this point. A little farther to the South the river turns rapidly to the Westward and flows across the Southern portion of the unit in this direction, hugging the Southern wall of the valley and leaving a flat on the Northern side that at its widest point totals about 600 feet. On the North side of this flat the bank rises rapidly about 100 feet above the level of the valley and then rises in gradual terraces to the mountain beyond. With the exception of about 1000 feet on the Eastern end of the unit, the strata are exposed along this Northern bank, showing the coal outcrops in a number of places. The measures are highly tilted but the general dip is toward the mountains on the North.

##### Two Zones of Faulting.

"There are two zones of faulting plainly indicated on the surface. These are designated as the East and West faults.

"To the East of the portals of Tunnels Nos. 2 and 'D', the strata strike nearly East and West but just to the West of these openings the rocks bend rapidly and strike nearly

Northwest, recovering their former East and West trend within a few hundred feet.

"Underground a third system of faulting is encountered at the face of the 8-East, the fault zone apparently being nearly vertical and striking in a Northeasterly direction.

"Minor faults and local squeezes have been found while driving along the 'F' bed in a Westerly direction.

"The prospect slope, which is down approximately 600 feet on the No. 8 bed, indicated that the dip of the seam varied from 80 degrees South to 33 degrees North, steepened until it had passed through the vertical to a Southern dip, changed rapidly to a pitch to the North and was nearly vertical at the bottom of the slope. These changes are indicated on an inclined diagram.

"Although Tunnels 'F', 'G' and 'D' and the intervening openings crosscut the measures several hundred feet, it is impossible to identify the coal beds with certainty over any considerable distance owing to the crushing of the measures, the intrusion of igneous rocks, and the difference in the beds themselves within comparatively short distances.

##### Prospecting.

"The work at Chickaloon has been practically all prospecting, all efforts being devoted to correlating the various beds and determining which portions of the same were available for commercial mining. The 'D' Crosscut was driven roughly 700 feet, the 'G' 400 feet and the 'F' 300 feet. A prospect slope has been sunk 600 feet on the No. 8 bed and drifts run on the seam about the same distance on the water level.

"The fault previously mentioned as showing near the portal of Tunnel No. 2, the East fault, cuts off the coal in the face of the 8 West. At the point where the coal was cut off the entry was turned along the fault as numerous lenses of coal occurred throughout the crushed material. After following the fault for approximately 200 feet a small bed was picked up on the left hand side of the drift and the entry driven about 300 feet on this. This work was discontinued on account of the excessive cost of tramming and the 'G' crosscut driven to determine the relation of the strata at this point. As the beds could not be correlated exactly when this work was completed, a drift has been started on one of the benches of No. 5 bed and a counter on No. 5½ in an effort to follow these seams from Tunnel No. 2 to the 'G' crosscut. It is believed that the East fault may swing toward the North near Tunnel No. 2 and be taken up in a lateral movement along the beds between No. 5 and No. 8.

"For securing proper ventilation in the crosscuts and in the 'F' West, the air is forced through a 24-inch Flexoid pipe by a Western Blower Co. blower fan with a 25-inch intake. Power is furnished by a six-horsepower Foos gas engine belted to the fan. There was very little gas developed in any of these workings and the air was necessary only to carry off the waste gases from the powder, etc.

"For the driving of the 8 East and 8 West and the sinking of the Slope, a five-foot Western Blower Co. suction fan, belted to a 6 by 7 O. & S. horizontal engine, was installed near the portal of Tunnel No. 'A' and connected to that opening by a short crosscut. Counters were driven about 15 feet above the 8 West and the 8 East, and an aircourse sunk parallel to and 50 feet East of the slope. Crosscuts were made between the slope and aircourse every 50 feet.

##### Development.

"Practically all the development has been noted under

The head of 'Prospecting'.

"The folded condition of the ground and the lack of continuity of the beds made it unwise to sink a vertical shaft or a rock slope and depend on crosscutting to the beds until they had been further explored. Now that a large portion of this work has been completed on the water level, a branch has been turned off the slope and a second level will be opened at a depth of 350 feet or 400 feet. Assuming a length of 600 feet on the known portions of the No. 8 bed, the same on the 'F', and 800 feet each on the 3 and 5 and assuming a recovery of 1000 tons per acre foot for beds on this pitch and badly broken, there will be approximately 100,000 tons of coal recoverable above this level. The slope now being sunk will serve all development purposes, but when mining is contemplated a new slope or shaft must be sunk in the rock and much heavier machinery installed.

#### Accidents and Sickness.

"There was one slight accident in 1918 when one of the miners struck his foot with a pick, the injury causing the employee to lay off two days. There were approximately 12,000 man shifts worked during the year.

"During the influenza epidemic in the fall of 1918 there were some 25 cases, but no serious results."

#### CONFIDENCE IN SECRETARY OF INTERIOR IS EXPRESSED BY ANCHORAGE CITIZENS.

Criticism of the policy of Franklin K. Lane, Secretary of the Interior, in respect to the Government Railroad in Alaska, is disapproved by leading organizations of Anchorage. Telegrams expressing confidence in the plans and work of the Secretary and of the Alaskan Engineering Commission have been sent to Washington City by the Anchorage Chamber of Commerce and the Anchorage lodge of Benevolent and Protective Order of Elks.

The Chamber of Commerce sent the following message last Friday to Secretary Lane:

"Franklin K. Lane,

"Secretary of the Interior,

"Washington, D. C.

"Charges against Alaskan Engineering Commission, as reported in press dispatches, are entirely unfounded as far as we have been able to observe since Commission began work here. Sentiment here is that they are influenced by personal ambition and pique. Whole community here has unqualified confidence in you and William C. Edes.

"ANCHORAGE CHAMBER OF COMMERCE,

"FRANK W. REDWOOD, President.

The Anchorage lodge of Elks, in conformity to the policy of the order throughout the Nation, is interested in obtaining employment for returned soldiers and to further this purpose it, like every other Elks lodge, has a standing committee, designated "reconstruction committee". The order keeps a representative in Washington City to take up directly with departments of the Federal Government any affairs connected with the obtaining of work for returned soldiers. Thinking the criticisms against the Commission might delay the granting of a congressional appropriation for continuing the construction of the Government Railroad and thus deprive returned and returning soldiers of needed employment, the Anchorage Elks last Saturday sent the following telegram:

"Bruce A. Campbell,

"Grand Exalted Ruler, B. P. O. E.

"Due to failure of Congress to appropriate funds for

Alaska Railroad returning soldiers unable to secure employment. Request your assistance to obtain funds to expand railroad work thus giving employment to returned soldiers already here and several hundred coming. Unfounded attacks on railroad project might delay appropriation and increase want among returned soldiers. Request that you have Washington representative use best efforts to combat attacks.

"ELKS RECONSTRUCTION COMMITTEE,

"ANCHORAGE LODGE NO. 1351,

"SAMUEL McDONALD, Exalted Ruler."

#### PIONEERS OF ALASKA URGE LEGISLATURE TO PROVIDE ROAD FUNDS FOR SOLDIERS.

To provide immediate employment for returned soldiers, the Anchorage Igloo of Alaska Pioneers at its meeting last Friday evening adopted resolutions urging the Territorial Legislature to appropriate funds for work on the roads to Willow Creek and Cache Creek mining districts. The Pioneers set forth that the Territory could arrange to obtain, without buying, from the Alaskan Engineering Commission the horses, supplies and equipment needed on the road work. The Anchorage Igloo, in the resolutions, asked all other Igloos in the Territory to join in the request for special road funds for the Anchorage district.

Besides asking for road funds, the Anchorage Pioneers endorsed the proposal of Governor Thomas Riggs, jr., of Alaska, for the establishment of a Territorial steamship line between the States and Alaska.

The following copy of the resolutions was cabled to Thomas C. Price, of Anchorage, who as Territorial Senator, is in Juneau attending the session of legislature:

"Thomas C. Price,

"Territorial Senator,

"Juneau, Alaska.

"On behalf of Pioneers of Alaska, Igloo No. 15, of Anchorage, please present to legislature following resolution, or its substance, and urge immediate action:

"WHEREAS, Anchorage, which had largest quota of military registrants of any district in Alaska, has many returned soldiers and numerous others on way who are and will be in need of employment, and,

"WHEREAS, a great deal of work is needed on roads to Willow Creek and Cache Creek mining districts, and,

"WHEREAS, the Alaskan Engineering Commission at Anchorage can furnish horses, supplies, equipment for road workers without entailing on Territory initial expense of buying such articles, therefore,

"BE IT RESOLVED, that Alaska legislature appropriate for immediate use funds for needed road work in Anchorage district, independent of any regular appropriation contemplated for expenditure under road supervisor."

"Anchorage Pioneers endorse Governor Riggs' proposal for Territorial steamship service. Such service is necessary to provide reasonable water freight rates for development of mining and other industries.

"ANCHORAGE IGLOO PIONEERS OF ALASKA."

#### POLES TO BE USED IN BUILDING SNOW SHEDS ARE DELIVERED AT MILE 89.

Nine thousand nine hundred and twenty-nine lineal feet of poles, ranging in diameter from eight to twelve inches, for snow sheds, were delivered in the week ended March 22 at Indian Creek, Mile 89, on Turnagain Arm.

## 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 10 cents is added for postage, making the subscription \$1.50 per year.

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

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### OFFICIAL CIRCULARS.

#### Anchorage Division.

#### CLOCKS ARE ADVANCED ONE HOUR.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, March 29, 1919.

Circular No. 369:

#### TO ALL DEPARTMENTS:

Effective at 9.00 a. m. March 30, 1919, all clocks will be advanced one hour.

WM. GERIG, Engineer in Charge.

#### ASSISTANT TO SECRETARY.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, March 31, 1919.

Circular No. 370:

#### TO ALL DEPARTMENTS:

Effective this date, Mr. John W. Hollowell has been appointed assistant to the Secretary. Assignment of mail, etc., now should be addressed to Mr. Hollowell, instead of Mr. S. G. Hopkins.

WM. GERIG, Engineer in Charge.

#### REQUISITIONS MUST BE IN PROPER FORM.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, March 26, 1919.  
Stores Department

Supplement No. 41 to Bulletin No. 38:

#### TO ALL CONCERNED:

Your attention is called to the fact that requests for the issue of non-expendable property are being made upon expendable requisition forms.

Bulletin No. 38 authorizes all issuing clerks to refuse to complete a requisition not made upon the proper form and in the future this rule will be strictly adhered to.

Supplement No. 1 to Bulletin 11 is a complete list of all articles designated by the Alaskan Engineering Commission as non-expendable and a copy of this list should be secured from the property department by all persons authorized to sign non-expendable requisitions.

Some confusion has been created through the acceptance of the letter "E" which prefixes numerous items in

this list as meaning that that article is of an expendable nature. Please be advised that the prefix of the letter "E" designates that item as "Equipment". All items in this list are of non-expendable nature, and issue for same made upon a non-expendable form (285) except issues from one store stock to another.

W. R. MANNING, General Storekeeper.

Approved: WM. GERIG.

Engineer in Charge.

#### ANNE W. IS LAUNCHED IN ORDER TO MAKE VOYAGE TO SELDOVIA.

At high tide early this morning, the Alaskan Engineering Commission's steamer Anne W. was put overboard from the marine ways in order to go to Seldovia to take in tow there the barge Lawrence and bring it to Anchorage.

The only incident to the launching was the fact that the cradle stuck under one side of the steamer and had to be dragged away by a crane.

Those aboard the Anne W. who will make the voyage to Seldovia are I. Anderson, who will act in the capacity of captain on the voyage South; J. M. Culbertson, extra captain; W. J. Langdon, chief engineer; Hans Gunderson, second engineer; Charles Carlson, fireman; George Lounsbury, cook; Ed Olson, Andrew Peterson and Olaf Olsen, deckhands. Harry G. Locke, who has charge of the marine ways, is also aboard the craft. On the return voyage from Seldovia, Captain James Ward, who is now on the Lawrence, will take command of the Anne W.

The barge Lawrence, loaded with railroad equipment and supplies for the Commission, was towed from Seattle by the tug Oneonta. The barge reached Seldovia early last week and the tug then returned to Seattle.

#### FOOD CONSERVATION COMMITTEE GIVES SMALL BALANCE IN TREASURY TO RED CROSS.

Four dollars and fifteen cents remaining in the treasury of the Anchorage Food Conservation Committee was turned over last week to the Anchorage chapter of the American Red Cross.

The Food Conservation Committee was organized in January, 1918, for the purpose of co-operating with the United States Food Administration in the war work of preventing the wasting of food. A canvass was made of homes and business houses, and written pledges were obtained from residents to observe wheatless, meatless and sugarcane days and to conserve food in every way possible. Weekly and monthly reports from homes and public eating places were sent to the Committee so the results achieved in Anchorage could be tabulated with those accomplished in the Territory, which in turn were figured in the work done along the same line throughout the Nation.

The Anchorage Committee, to defray the expense of printing pledge cards and other necessary stationery, obtained by popular subscription \$101.40. Of this amount early last year, \$90.50 was paid to the Anchorage Publishing Company for printing cards, reports and placards; \$5.75 to the Office Supply Company for envelopes, and \$1 to Loussac's Drug Store for stationery pads, leaving a balance, when the work of the Committee was concluded, of \$4.15. In closing the books of the Committee last week, a check for this amount was sent to Dan Vucetich, treasurer of the Anchorage Chapter of the American Red Cross.



## SOCIAL PARTY GIVEN IN HONOR OF DIVISION ENGINEER'S BIRTHDAY ANNIVERSARY.

In honor of the birthday anniversary of William Gerig, engineer in charge of the Anchorage Division of the Alaskan Engineering Commission, a dancing party was held and a musical program was given in Roberts' Hall last Tuesday night by Commission employees of the Anchorage Division. Residents of Anchorage attended as guests. The affair was a surprise to Mr. Gerig. He was escorted to the hall about 9:30 o'clock in the evening after having attended the motion picture show at the theatre. Several hundred of his friends and acquaintances were gathered to greet him and they extended him hearty congratulations.

Refreshments, consisting of punch and cake, were served throughout the evening. Dancing continued until after midnight. Ken's orchestra furnished the music for the occasion. The musical program, which was arranged by D. D. Vint, follows:

Piano selection ..... Mrs. W. G. Wilt  
Vocal solo ..... Mrs. W. R. Manning  
Accompanied on piano by Mrs. B. C. Elmes.  
Vocal solo ..... Dan Vucetich  
Accompanied on piano by Charles Glaze.  
Piano selection ..... Mrs. H. U. M. Higgins  
Vocal solo ..... Mrs. William B. Clayton  
Prologue by John H. Robinson.  
Accompanied on piano by Mrs. Einar Eriksen.  
Vocal solo ..... Charles Glaze  
Accompanied on piano by Mrs. B. C. Elmes.

Commission employees in every department contributed to defray the incidental expenses of the affair and the fund was handled by Mrs. Harry G. Locke. After all expenses had been paid, their still remained \$52. Of this amount \$32 was turned over by Mrs. Locke to the Anchorage Chapter of the Red Cross and \$20 to French Orphans' Fund.

## LAND TOTALING 3665 ACRES NEAR ANCHORAGE WITHDRAWN FOR WATER-POWER SITES.

Three thousand six hundred and sixty-five acres of land, in the Anchorage district, by order of the President of the United States, have been withdrawn from settlement, location, sale or entry, and reserved for water-power sites. The land included in the withdrawal order is situated on Ship Creek, which flows into Knik Arm at Anchorage; Peters Creek, which is about Mile 132 on the Government Railroad; Big Campbell Creek, which is on Turnagain Arm about Mile 110, and Big Rabbit Creek, which is on Turnagain Arm about Mile 105.

The Ship Creek withdrawal is described as in "Seward Meridian, Township 13 North, Range 2 West, all lands within one quarter of a mile of Ship Creek, part of the area recommended by the Secretary of Agriculture under date of September 28, 1917, for exclusion from the Chugach National Forest in what probably will be when surveyed Sections 5 and 8."

### Withdrawal on Peters Creek.

The Peters Creek withdrawal is described as in "Seward Meridian, Township 15 North, Range 1 West, Section 5, the West one-half of the Northeast quarter, the Southeast quarter of the Northeast quarter, the Southeast quarter of the Northwest quarter, the Southeast quarter, Lot 1, all lands within one quarter of a mile of Peters Creek, part of the area recommended by the Secretary of Agriculture under date of September 28, 1917, for exclusion from

the Chugach National Forest in what probably will be when surveyed Sections 4 and 9, Township 16 North, Range 1 West, Section 32, Lot 4 (partly surveyed)."

The Big Campbell Creek withdrawal is described as in "Seward Meridian, Township 13 North, Range 3 West, Section 33, the North half, the Northeast quarter of the Southwest quarter, the Northwest quarter of the Southeast quarter, Section 34, the North half, the Northwest quarter of the Southwest quarter, all lands within one quarter of a mile of Big Campbell Creek, part of the area recommended by the Secretary of Agriculture under date of September 28, 1917, for exclusion from the Chugach National Forest in what probably will be when surveyed Sections 33 and 34."

### Big Rabbit Creek.

The Big Rabbit Creek withdrawal is described as in "Seward Meridian, Township 11 North, Range 3 West (unsurveyed), all lands within one quarter of a mile of Big Rabbit Creek in the area recommended by the Secretary of Agriculture under a date of September 28, 1917, for exclusion from the Chugach National Forest in what probably will be when surveyed Section 3. Township 12 North, Range 3 West, all lands within one quarter of a mile of Big Rabbit Creek in the area recommended by the Secretary of Agriculture for exclusion from the Chugach National Forest under date of September 28, 1917, in what probably will be when surveyed Section 34."

## THIRTY PASSENGERS ARRIVE FROM SEWARD; BOAT TRAIN LEFT TODAY.

Thirty passengers, six sacks of first-class and thirty-six sacks of second-class mail and 2000 pounds of express and baggage, which arrived at Seward from Seattle on the steamship Farragut, were brought to Anchorage on the train reaching here Saturday afternoon.

The train arriving in Anchorage from the South last Thursday brought one sack of first-class, and forty-three sacks of second-class mail, a total of 2000 pounds.

A Southbound train to enable passengers and mail to connect with a steamship sailing South from Seward left Anchorage this morning. They will connect with the steamship Alaska, which is scheduled to arrive at Seward and depart from there for Seattle this week.

## ACTIVITIES OF MECHANICAL DEPARTMENT ARE OUTLINED BY MASTER MECHANIC.

Locomotive engines Nos. 221, 225, 242, 247, 266 and 620 were in service in the week ended March 23 on the Anchorage Division of the Government Railroad, according to the report of E. P. Hedberg, master mechanic. Running repairs were made to locomotives Nos. 221, 242, 247, 277 and 280. On account of flat spots, the tires on locomotive 275 had to be turned. They have been turned, but not yet replaced.

Considerable work was done by the mechanical department in overhauling dinky locomotives Nos. 21 and 22. No. 21 is 90 per cent complete and No. 22 is 75 per cent complete.

The overhauling of steam shovel No. 1 has been completed.

Bucyrus steam shovel No. 2 and spreader No. 2 are undergoing repairs. Crane No. 1 also is undergoing repairs, and the work is 50 per cent complete.

Repairs were made to motor cars Nos. 1, 31 and 43, to 17 freight cars and to two passenger coaches.

### MATANUSKA POTATOES AND OTHER VEGETABLES ARE WANTED BY FISH COMPANY.

Matanuska potatoes and other vegetables are wanted by the Hidden Inlet Canning Company for its canneries near Juneau and Ketchikan, according to a letter received from the corporation by the Land and Industrial Department of the Alaskan Engineering Commission.

The letter from the Hidden Inlet Packing Company follows:

"Gentlemen: Last year we purchased Matanuska potatoes which proved very satisfactory, and we write to find out if you will be able to furnish our canneries in Alaska with potatoes this season. Kindly advise what the prices will be in ton lots and also let us know the freight rate from Anchorage to Juneau and Ketchikan. We shall be pleased to get prices on any other vegetable grown in the Anchorage district.

"Yours truly,

"HIDDEN INLET CANNING COMPANY."

### TELEGRAPH RATES ARE ADVANCED TWENTY PER CENT IN STATES.

Telegraph rates in the States have been increased 20 per cent, according to an official notice received by John J. Longacre, acting superintendent of the Telegraph and Telephone department of the Alaskan Engineering Commission. The notification to Mr. Longacre reads as follows:

"Commercial telegraph companies in United States announce increase in rates effective 2 a. m., April 1, of 20 per cent over existing rates on all classes of business except press and messages to and from Canada."

### WEEKLY FORCE REPORT.

#### Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, March 22, 1919, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	6	3	10
Bridge Engineer .....	1	1	4	6
Drafting .....	1	4	0	5
Land and Industrial .....	1	1	0	2
Terminal Shops and Yards .....	2	9	31	42
Track, Bridge and Ballast .....	1	3	180	184
Receiving and Forwarding Agent .....	1	6	2	9
Machine Shops .....	1	2	69	72
Marine Ways .....	1	1	34	36
Stores .....	1	21	51	73
Employment and Mess Bureau .....	1	2	14	17
Transportation .....	1	11	25	37
Disbursing Office .....	1	6	0	7
Accounting .....	1	11	0	12
Base Hospital .....	1	9	3	13
Townsite .....	0	1	6	7
Telegraph and Telephone .....	1	9	13	23
Mining .....	2	7	122	132
Talkeetna District .....	1	15	20	36
<b>Total</b> .....	<b>20</b>	<b>125</b>	<b>578</b>	<b>723</b>
Stationmen and their laborers .....				39
<b>Grand total</b> .....				<b>762</b>

### ANCHORAGE TIDE PREDICTIONS.

The tide predictions at Anchorage for the month of April, 1919, are given in the following table:

Date	Time and height of low and high water.			
Tuesday, April 1 .....	1.28 -2.3	7.08 35.1	1.48 -5.8	7.40 34.8
Wednesday, April 2 .....	2.11 -2.2	7.48 35.5	2.30 -6.6	8.27 34.4
Thursday, April 3 .....	2.54 -1.2	8.30 35.0	3.17 -6.2	9.17 33.2
Friday, April 4 .....	3.40 0.4	9.13 35.7	4.03 -5.3	10.10 31.4
Saturday, April 5 .....	4.26 2.6	10.03 31.7	4.53 -2.4	11.08 29.3
Sunday, April 6 .....	5.16 5.0	11.04 29.3	5.46 0.3	.....
Monday, April 7 .....	6.10 27.6	6.17 7.1	12.15 27.3	6.49 2.8
Tuesday, April 8 .....	1.14 26.5	7.22 8.3	1.26 26.2	7.55 4.5
Wednesday, April 9 .....	2.15 26.3	8.31 8.1	2.33 25.9	9.03 3.0
Thursday, April 10 .....	3.12 26.7	9.38 8.6	3.34 26.5	10.03 1.6
Friday, April 11 .....	4.04 27.8	10.32 4.4	4.29 27.7	10.55 1.6
Saturday, April 12 .....	4.50 29.0	11.22 2.1	5.17 28.9	11.42 2.6
Sunday, April 13 .....	5.32 30.3	12.05 -0.3	6.02 30.1	.....
Monday, April 14 .....	6.23 1.7	6.12 31.3	12.47 -2.0	6.44 31.0
Tuesday, April 15 .....	1.07 1.2	6.40 31.9	1.20 -3.1	7.34 31.4
Wednesday, April 16 .....	1.45 1.3	7.25 32.6	2.08 -2.1	8.02 31.3
Thursday, April 17 .....	2.27 1.8	7.58 31.7	2.45 -3.1	8.42 30.7
Friday, April 18 .....	3.07 2.9	8.26 30.8	3.30 -2.1	9.22 29.7
Saturday, April 19 .....	3.47 4.5	8.48 29.7	4.07 -0.7	10.04 28.4
Sunday, April 20 .....	4.30 6.2	9.14 28.4	4.50 1.0	10.52 27.0
Monday, April 21 .....	5.16 7.9	9.50 27.9	5.38 2.8	11.50 26.0
Tuesday, April 22 .....	6.03 9.2	10.41 25.5	6.33 1.5	.....
Wednesday, April 23 .....	6.51 25.0	7.10 9.7	12.42 24.6	7.37 25.0
Thursday, April 24 .....	1.40 25.9	8.17 8.9	2.01 25.1	8.42 25.6
Friday, April 25 .....	2.35 26.0	9.20 6.0	3.04 26.4	9.42 1.8
Saturday, April 26 .....	3.35 28.6	10.16 3.9	4.01 28.3	10.39 2.4
Sunday, April 27 .....	4.28 30.6	11.06 0.7	4.54 30.3	11.28 1.3
Monday, April 28 .....	5.08 32.5	11.53 -2.3	5.45 32.1	.....
Tuesday, April 29 .....	6.16 0.7	5.52 24.1	12.40 -5.1	6.34 32.4
Wednesday, April 30 .....	1.04 -0.1	6.37 35.1	1.27 -8.8	7.23 34.0

The tides are placed in order of occurrence, with their times on the first line and heights on the second line of each day. A comparison of consecutive heights will indicate whether it is high or low water. Heights are reckoned from mean lower low water, which is 0, and the datum of soundings on the Coast and Geodetic Survey charts for this region. The depth of water may accordingly be estimated by adding the tabular height of the tide to the soundings, unless a minus (-) sign is before the height, in which case it is to be subtracted. The time is legal standard established by act of the United States Congress for the meridian 150 degrees West. All hours later than 12 noon appear in bold-faced type; ante meridian figures are given in the ordinary light-faced type.

## GOVERNMENT RAILROAD IS MADE SUBJECT OF FAVORABLE COMMENT IN MANY NEWSPAPERS

What the completion of the Government Railroad means to Alaska is set forth in a very readable manner by Frederic J. Haskin, the well-known writer in an article that was printed Sunday, March 1, in many of the leading newspapers of the United States. Under date of Washington, D. C., Mr. Haskin writes:

"It now looks as if Alaska will get her 509-mile Government railway finished at last. Secretary of the Interior Franklin K. Lane wants \$13,800,000 to complete the road and the chances are that the appropriation will be passed by Congress.

"While affairs of war took first place in the national interest, the Alaskan railway machinery moved slowly. Materials were scarce, particularly steel, which had been almost entirely diverted from the peace-time purpose of making steel rails, in order to make instruments of war. Labor, too, has been as scarce in Alaska peace enterprises as in those of the United States. Now that labor and materials are more plentiful, Secretary Lane asks for the final appropriation in order that the project most vital to Alaska's future may be completed within the next three years.

### Will Open Coveted Resources.

"The government railway completed will be the biggest aid to progress that Alaska has ever known. It will lay open coveted resources that have hitherto been inaccessible. The railway in full operation means convenience and prosperity to Alaska, and it spells the same things to the United States in slightly smaller letters. Furs, coal, gold and lumber are a few of the products which can be sent to the United States in greater quantities. Alaskan coal fields, properly developed, will be of great value to the west.

"Anchorage is a single product of what industrial development is doing for the great Northwest. When the Government railway was planned Anchorage was not even a name. Today it is a thriving town of several thousand inhabitants, as progressive community as any Western town of its size. The Alaskan town has electric lighting, a modern fire department, hospitals and schools—in short, all the necessities and conveniences of its counterpart towns in the United States.

### Progress Has Been Erratic.

"Alaskan progress has always been erratic. Rumors of gold or coal in an unexploited region, or any other project for making big money have almost invariably resulted in new communities, crude but vigorous. Where the promise of wealth is fulfilled a camp becomes a village, a town, often a city, in rapid succession. Where luck is bad, the settlement usually continues to exist anyway. There is scarcely an Alaskan town that does not owe its origin to some man's gamble with nature.

"As Alaska grows it will become not only a mining and fishing district, but an agricultural land as well. Its dairy and truck farms which are now a side line should in time make Alaska independent of the United States for a large part of its agricultural supplies. The climate and soil of Alaska are better suited to farming than is generally supposed. Lands now under cultivation are yielding good crops.

"Alaska is now the army's big coal yard on the western coast. This is in spite of the fact that the coal deposits have scarcely been tapped. Mining coal in the

the northwestern peninsula has been an expensive proposition attended by many difficulties in the way of transportation, machinery, and labor, with lack of transportation always the big drawback. It is close to impossible to gather a group of human beings who will live and work miles from a railway or city. And it is an equally Herculean task to transport machinery and mine products without a railway or navigable river close at hand.

### Government Railroad Shortens Route.

"It is true that Alaska has a number of small strips of railway, but none of these shortens the distances across the country as the Government railway does. And at that the big railway joins only the south with the central part. Alaska would have fared worse than she has if it had not been for her network of rivers and her ragged coast with its many bays.

"The Government road when finished will connect Seward, at the extreme south of Alaska, with Fairbanks, some four hundred miles away to the north. With all the handicaps of continuing a peace project in wartime, the track is now laid from Seward, the southern terminal, to Talkeetna, a distance of 230 miles, and also for 47 miles at other points. A 38-mile branch line to the Matanuska coal fields now complete makes the total miles of track laid about 315. The cost as originally estimated was \$35,000,000. Since 1915, however, the expenses of building the road have increased so heavily that an extra \$9,800,000 will be needed. It is this \$9,800,000 and \$4,000,000 not yet appropriated out of the promised \$35,000,000 that Secretary Lane has asked for.

### Policy in Regard to Labor.

"The far Northwest is calling to many of the soldiers recently back from France. Secretary Lane has received thousands of inquiries from ex-soldiers regarding employment in Alaska, especially on the railroad. Some of these men will get to Alaska, but on the whole the Department of Interior follows the policy that labor already in Alaska should be employed before extra men are imported from the United States. The United States government does not, as is popularly believed, pay the transportation of settlers or laborers from the United States to Alaska."

## UNITED STATES AS RESULT OF WAR BECOMES MONEY POWER OF WORLD.

Just how much the kaiser's mad ambition for world dominion cost the nations of the world in dollars and cents has been computed by O. P. Austin, of the National City Bank of New York City. The figures follow:

WORLD		
	Before the War.	At Present.
National debts of world	\$44,000,000,000	\$204,000,000,000
Annual interest on debts..	2,000,000,000	10,000,000,000
Paper money "uncovered"	3,000,000,000	24,000,000,000
Average cost of living increased 100 per cent.		

UNITED STATES		
Due abroad .....	\$5,000,000,000	\$ 1,000,000,000
Loans due us from abroad...		10,000,000,000
Annual interest on loans		
abroad paid by us .....	250,000,000	50,000,000
Annual interest received by		
us from abroad .....		500,000,000
Stock of money per capita..	34	56

Number of bondholders in the United States—Before the war 300,000, after the war 20,000,000.



## PERSONAL

Mr. and Mrs. C. F. Stahl are recent arrivals in Anchorage. Mr. Stahl is a coal miner.

J. R. Campbell, foreman of the railroad section at Willow, was a recent visitor in Anchorage.

W. A. Harman, railroad station agent at Wasilla, and Mrs. Harman are visiting in Anchorage.

George Chamberlain, surgeon's assistant at Chickaloon, was an Anchorage visitor in the past week.

Mrs. C. M. Murphy, wife of the timekeeper at Camp 83 on Turnagain Arm, visited Anchorage last week.

Arthur Sessions, train dispatcher, returned last Saturday from a visit of several months in California.

Miss Elvera Swanson, clerk in the mechanical department, who is on vacation, visited Matanuska last week.

Mrs. M. G. Shaw and little daughter are in Anchorage from Eska. Mr. Shaw is a carpenter at the Eska mine.

Mrs. Samuel Ingram and little son are in Anchorage from Eska, where Mr. Ingram is employed in the coal mine.

Terry McGowan, foreman of the Alaskan Engineering Commission's coal mine at Eska, is visiting in Anchorage.

John W. Galloway, conductor, has returned from a vacation trip to the States. He visited at his former home in Indiana.

Leo McLaughlin, a rock driller, and S. P. Makocovich, a pitman, from Camp 83 on Turnagain Arm, came to Anchorage last week.

Mr. and Mrs. A. Horton made a trip in the past week to Matanuska. Mr. Horton is stevedore foreman on the Anchorage dock.

Mrs. Gust Haller, an employee in the coal mining department of the Alaskan Engineering Commission at Eska, is in Anchorage.

W. L. Durham, who spent a few weeks visiting at Indian River, Deadhorse and Talkeetna, returned to Anchorage last Wednesday.

Mrs. C. M. Swanton, whose husband is employed in the material yard of the stores department, went on a visit to Matanuska this week.

W. W. Wade, former railroad station agent at Moose, has returned to Anchorage from Fort Liscum, near Valdez. He was recently discharged from the Army.

George Potter, who was timekeeper at Camp 253 in the Talkeetna district, has returned to Anchorage. He plans to resume the work he did during the navigating season last year in the office of the receiving and forwarding agent on the Anchorage dock.

J. M. Stewart, assistant railroad station agent at Anchorage, received a few days ago a gas mask from his son, Donald B. Stewart, who is a member of Company C, 322nd Battalion, Field Signal Corps. The young soldier's battalion is with the American Army of Occupation and is stationed at Coblenz, Germany.

Michael J. Donnelly, concerning whose whereabouts information is wanted by his mother, Mrs. Bridget Donnelly, No. 2 Willis Court, West Lynn, Mass., had a contract in the fall of 1916, with the Alaskan Engineering Commission for the installation of the steam heating system in the bunkhouses and mess hall in the Anchorage Terminal Yards, according to A. Haag, chief clerk in the maintenance of way office. Mr. Haag says that Mr. Donnelly probably left Anchorage in 1917; that it is thought he was employed in one of the shipyards in Seattle last summer, and that quite likely his present address can be obtained by communicating with the plumbers' union at Seattle. This information has been sent to Mrs. Donnelly.

## Anchorage Division Notes.

Brenner & Co., have completed their contract for a coyote hole in the Turnagain Arm district. The total length of the hole is 301 feet.

Mud slides recently have occurred in several places on the track of the Government Railroad as a result of thawing weather. No delays have been occasioned to trains.

Fire last Thursday morning caught in the ventilator extending from the kitchen range in the Terminal Yard mess hall above the roof of the building. The blaze, it is thought, was caused by a spark that entered the wooden lattice work of the ventilator from a nearby chimney. The flame was put out by a chemical fire extinguisher. The damage was trivial.

A commission, consisting of three naval officers, Sumner S. Smith, who has charge of the coal mining department of the Alaskan Engineering Commission, and Theodore Chapin, Federal geologist stationed at Anchorage, has been appointed by the Navy Department to investigate the Matanuska coal field with a view of recommending a plan for work by the Navy there, according to a dispatch to the Anchorage Times. The naval appropriation bill, which will be submitted to the next Congress, will contain an item of \$1,000,000 to determine the possibilities of the Matanuska field as a source of fuel supply for the Navy.

## LOCOMOTIVE NO. 620 UNDERGOES TRIAL TRIP AND THEN MAKES REGULAR RUN.

Newly assembled locomotive engine No. 620 underwent a successful trial trip between Anchorage and Potter and then hauled the regular train on the round trip between Anchorage and Bird.

On the trial trip to Potter, which is 13 miles distant from Anchorage, the locomotive was absent from the Anchorage machine shop an hour and a half. On this trip, E. L. Stipp was engineer; Thomas Morgan, fireman, and A. M. Thatcher, conductor. E. P. Hedburg, master mechanic, also made the trip.

On the regular run to Bird, which was made last Saturday, B. C. Elmes was engineer; Thomas Peterkin, fireman; John Moore, conductor, and A. W. Young and A. A. Lewis, brakemen. Mr. Hedburg likewise made the trip.

Locomotive No. 620 is of the Mogul 2-6-0 type. Her hauling capacity on the level is 3447 tons. The engine and tender measure 63 feet and 5 inches over all, and their weight is 234,200 pounds.

## SIXTEEN ADDITIONAL RETURNED SOLDIERS ARE GIVEN EMPLOYMENT.

In addition to the returned soldiers who have been mentioned in recent issues of the Alaska Railroad Record as having been employed on the Anchorage Division of the Alaskan Engineering Commission, 16 others have recently been given positions. They are Stiros Apostoles, laborer, railroad section No. 31; J. J. Delaney and James Egan, Camp No. 83; Gust Grapsos, railroad section No. 31; William Loukus, coal mine at Chickaloon; Harry Malatic, Camp 83; Fred Martin and P. McDermitt, coal mine at Eska; Alex Merkouris, Camp 83; Pietro Minatel, Bridge and Building Gang No. 5; John Mrsua, coal mine at Eska; Eric Nyberg and Gust Nyberg, Camp No. 245; Sidney Sandstrom, launch Alaska; Gus A. Tasakos, coal mine at Eska; and D. Vouris, launch Alaska.

# ALASKA RAILROAD RECORD



VOL. III. ANCHORAGE, ALASKA, TUESDAY, APRIL 8, 1919.

NO. 22

## FINISHING TOUCHES ARE PUT ON TALKEETNA BRIDGE IN ANCHORAGE DIVISION.

Engineers have completed their work on the Talkeetna River bridge and carpenters are now putting on the finishing touches to the structure, according to reports to William Gerig, engineer in charge of the Anchorage Division of the Government Railroad. Guard rails have been placed on the South approach trestle and on the four spans and also have been strung out from bent No. 46 to bent No. 146 and have been framed from bent No. 70 to bent No. 146. Ties have been spaced and bolted from bent No. 43 to bent No. 146, the North end of the bridge. Portals and wind braces have been placed on all four spans. Seven cars of rock have been unloaded at the South abutment of the bridge. Bridge and Building Gang No. 5, James McGill foreman, is the only gang now engaged on the Talkeetna River structure.

On bridge No. 160, which is across a slough North of Talkeetna, the sway-bracing and 50 per cent of the false work on bents A and B have been completed. Bridge and Building Gang No. 7, J. P. Park, foreman, was engaged on this bridge. This gang April 1 changed its headquarters to Montana and has completed the spacing of ties, the boring and bolting of guard rails and the placing of barrel racks on bridges 104 to 114, inclusive.

At the site of the proposed railroad bridge across the Susitna River, the sounding party in charge of F. H. Chapin reports to W. J. S. Fogelstrom, bridge engineer, that it completed the hole on which work was progressing last week. Cemented gravel was struck at a depth of 50 feet. The sounding party is now engaged on the last hole that will be sunk. This hole, which is on the North side of the North channel, is down 29 feet. Cemented gravel in all likelihood will be struck at the usual depth, ranging from 50 to 60 feet.

Mr. Chapin reports that there is a rift in the ice about 1000 feet long and from 15 to 25 feet wide in the Susitna River North of Indian River. This open water in the upper Susitna River occurs this season every year, leading to the belief that at this place there are hot springs under the bed of the river. There is no indication of a break-up in the lower Susitna River. The trails North of Talkeetna are said by Mr. Chapin to be in good traversable condition. The temperature, while rather mild in daytime, is cold at night. There is a great deal of travel and a heavy movement of supplies over the trail into the Interior.

F. A. Hansen, engineer of maintenance of way, reports that a crew of men under William McInnis left Anchorage

Monday to remove loose rock from the hills beside the railroad track between Mile 82 and Mile 89. Precautions will be taken to prevent thawing weather causing rock slides on the railroad.

## LAYING OF STEEL TEMPORARILY DISCONTINUED IN FAIRBANKS DIVISION.

Laying of steel has been discontinued until later in the spring or early next summer in the Fairbanks Division of the Government Railroad, according to telegraphic information from Frederick D. Browne, engineer in charge of the Division.

Forty-seven hundredths of a mile of track was laid South of Nenana in the week ended April 5. This brought the end of steel South of Nenana to Mile 365.50.

## ACTIVITIES ON SEWARD DIVISION OUTLINED BY ENGINEER IN CHARGE.

Small forces in the employ of the Alaskan Engineering Commission have completed drilling for steam shovel work in Mile 23, in the Seward Division of the Government Railroad, according to the report of R. J. Weir, engineer in charge of the division. Approximately 32 gopher holes were drilled to an average depth of 15 feet each.

For bridge No. 130 in Mile 64, the pile driving is 100 percent complete. Stringers are in place on the entire bridge and have been packed and bolted on 37 bents. Stringers on the remaining 22 bents have been packed but not bolted.

The pile driver and the stiff leg derrick are being moved to the Twenty Mile River bridge, No. 132, preparatory to transferring the rail from the old to the new bridge. Wrecking of the old bridge and the completion of the temporary approaches to the new bridge probably will be effected about the middle of this week.

At tunnel No. 3 in Mile 53 a small carpenter gang is erecting a timber portal at the North end of the tunnel. Eighteen lineal feet of this tunnel were enlarged to standard section last week making a total of 108 feet enlarged to date. Excavation for the timber portal was also completed last week. Work on the coyote hole drain has been resumed and will be completed in a short time.

Grading in Mile 52 is progressing very satisfactorily. The large fill along Placer River, which was washed out by flood waters in 1917, has been replaced with a loose rock fill. The heavy grading on reconstruction in this mile has been completed.

There was slow, steady rain throughout last week with

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.15.

the exception of one day. The temperature is mild, and snow is disappearing very fast. There have been numerous small snow slides. Trail conditions are bad.

Logging operations have been resumed at the sawmill at Mile 73. Snow has been cleared for a skidway at the landing. About 33 logs were delivered to the mill last week. Soft weather is making logging work difficult.

A small Commission crew was kept busy last week clearing the track South of Kern Creek of mud and rock slides.

The Commission's launch Alaska made two round trips last week between Bird Point and Kern, with mail, express, etc.

The telephone line is being removed from the old Twenty-Mile river bridge to the new structure.

Locomotive engine No. 21 was replaced by a gas car from Kern to Mile 65 to handle passengers, freight, etc. Four tons of mail, express and freight were moved last week between Mile 47½ and Mile 62.

The mechanical department has completed repairs to engine No. 20. Engine No. 11 is now in the shop undergoing heavy repairs. Work on the new caboose is completed. The painting of the new warehouse is completed. Repairs to Marion steam shovel No. 5 are also completed.

The Steamship Alaska was in port Friday, April 4, with 84 passengers and 50 tons of freight.

The Commission force in the Seward Division in the week ended March 5 numbered 209.

#### DETAILS OF ALASKA RAILROAD CONSTRUCTION GIVEN CONGRESS BY SECRETARY LANE.

Details of work done and expenditures made in the construction of the Government Railroad are contained in a statement that was submitted to Congress by Franklin K. Lane, Secretary of the Interior. The statement follows:

"The Alaskan Railroad, which is under construction from Seward to Fairbanks, is about two-thirds done. It has been built without graft; every dollar has gone into actual work or material. It has been built without giving profits to any large contractors, for it has been constructed entirely by small contracts or by day's labor. It has been built without touch of politics; every man on the road has been chosen exclusively for ability and experience. (I do not know the politics of any one of the 7000 men who are or have been connected with the road, excepting Mr. Riggs, who is now Governor of Alaska.) It has been well and solidly built as a permanent road, not an exploiting road. It has been built for as little money as private parties could have built it, as all competent independent engineers who have seen the road advise.

"In the summer of 1918 I sent Mr. Edwin F. Wendt, of the Interstate Commerce Commission, in charge of valuation of the railroads of the United States from Pittsburgh to Boston, to make an investigation into the manner in which the Alaskan Railroad was constructed and its cost. He reported to me as follows:

"In concluding, it is not amiss to again state that after the full study which was given to the property during our trip we are satisfied that the project is being executed rapidly and efficiently by men of experience and ability. It is believed that it is being handled as cheaply as private contractors could handle it under the circumstances."

"Mr. Wendt had been connected for 25 years with the Pittsburgh and Lake Erie Road as an engineer in charge of construction and maintenance, and was designated to make this investigation by me upon the recommendation of Mr. Prouty, of the Interstate Commerce Commission.

"Recently I had occasion to call in Mr. Wells, chief construction engineer of the Southern Railway Co., who reviewed the cost figures of the Alaskan Engineering Commission, and he said that he was astonished that the work cost so little; that on his own road during the past year

he had paid more per yard for earth and rock work than it had cost in Alaska during the same period.

"The road has not been built as soon as expected because each year we have exhausted our appropriation before the work contemplated had been done. We could not say in October of one year what the cost of anything a year or more later would be, and we ran out of money earlier than anticipated. It has not been built as cheaply as expected because it has been built on a rising market for everything that went into its construction from labor, lumber, food supplies, machinery, and steel to rail and ocean transportation. I believe, however, it can safely be said that no other piece of Government construction or private construction done during the war will show a less percentage of increase over a cost that was estimated more than four years ago.

"The men have been well housed and well fed. Their wages have been good and promptly paid; there has been but one strike and that was four years ago and was settled by Department of Labor experts fixing the scale of wages. The men have had the benefit of a system of compensation for damages like that in the Reclamation Service and Panama Canal. They have had excellent hospital service, and our camps and towns have been free of typhoid fever and malaria. That the men like the work is testified by the fact that hundreds who 'came out' the past two years attracted by the high wages of war industries, are now anxious to return to Alaska, and for them and in the interest of the Territory, I think we should have a large enough appropriation to speedily complete the road.

"There has been but one set back in construction and that was the washing out of 12 miles of track along the Nenana River. This is a glacial stream which, when the snows melt, comes down at times with irresistible force. In this instance it abandoned its long accustomed way and cut into a new bed and through trees that had been standing for several generations, tearing out part of the track which had been laid. But this damage has been repaired and the road relaid in what is thought to be a safer place. Such accidents may be expected on any road laid through the Western mountains. There is not a single railroad from the Copper River road in Alaska to the Southern Pacific in Arizona which has not been closed for weeks, and sometimes months at a time, because of such washouts. Nor is there a Western railroad which has not been compelled to relocate scores of miles of track.

#### Alaskan Engineering Commission.

"The credit for the work done is to be given to the men and to the Alaskan Engineering Commission who have had charge of construction. This Commission consisted of Mr. Edes, Lieut. Mears, United States Army, and Mr. Riggs. These gentlemen were appointed by the President upon my recommendation; Mr. Edes, because of 30 years' experience in locating and constructing railroads in the Far West for the Santa Fe, Southern Pacific and other railroad companies; Lieut. Mears, because of his experience as an engineer on the Northern Pacific under Mr. Stevens, and later in the construction of the Panama Railroad under Col. Goethals; Mr. Riggs, because he had spent many years in Alaska and surveyed the Alaskan-Canadian boundary from the sea to the Arctic Ocean, and was familiar with the Alaskan people and conditions under which work could be done in Alaska. Within the past year Lieut. Mears returned to active service in the Army and Mr. Riggs was appointed Governor of Alaska.

"The work of locating and constructing the road has been left in their hands entirely. The only instruction which they received from me was that they should build the road as if they were working for a private concern, selecting the best men for the work irrespective of politics or pressure of any kind. I have not asked them to appoint one man. As a result we have a force that has been gathered from the construction camps of the Western railroads, made up of men of experience and proved capacity. That they have done their work efficiently, honestly, and at reasonable cost is my belief.

#### Road Constructed.

"The road as projected is to run from Seward to Fairbanks, a distance of 471 miles. In addition there is a line to the Matanuska coal fields (completed) of 38 miles.

"The Southern end of the road is the old Alaska North-



ed, running for 71 miles North of Seward, which was bought.

"The Northern end of the road is a part of the old Tanana Valley road (7 miles), leading directly into Fairbanks, which was also bought. (This was part of a line 44½ miles long running out of Fairbanks, but 37 miles of this road is not counted in any mileage figures here given.)

"Between the 71 miles of the Alaska Northern on the South and the 7 miles of Tanana Valley road on the North there was a stretch of 393 miles to be built through a waste. Of this there has been built 206 miles of main-line track, leaving 187 miles of this direct road from Seward to Fairbanks to be yet constructed. But of this stretch 48 miles have been cleared and graded, ready for track, and 30 miles have been cleared.

"In addition, the Matanuska line running into the Matanuska coal field, 38 miles, has been completed.

"So that out of the total of road projected of 509 miles, there has been fully constructed all but 187 miles. And of this 78 miles of right-of-way have been either cleared and graded or cleared.

"There have also been constructed 30 miles of yard tracks, switches, sidings, etc., not included in the main-line mileage given above.

"The total of track built amounts to 274 miles, made up of 244 miles of main-line track and 30 miles of siding.

"A full statement of the road constructed and purchased is as follows:

Miles of road constructed.....	244.0
Miles of yard tracks, etc.....	30.0
Alaska Northern, purchased.....	70.9
Tanana Valley, purchased.....	44.4
Total .....	389.3

#### Cost Per Mile.

"It is not possible during the construction of a railroad to tell what it costs per mile, because all the foundation work, the construction of bases from which to work, the equipment for construction, and much of the material is a charge which must be spread over the entire completed line. If the cost per mile is figured when but a few miles of road have been built, it might be said to cost a million dollars a mile. This road four years ago could be said to have cost ten times as much per mile as it could be said to cost today. So that as to an uncompleted road the best estimate of cost is one that is approximate.

"The best estimate that can be made today as to the newly constructed road is that it has cost between \$70,000 and \$80,000 per main-line mile, or between \$60,000 and \$70,000 per mile of track.

"This cost per mile includes the building of the most difficult and expensive stretch of line along the entire route from Seward to Fairbanks—that running along Turnagain Arm, which is sheer rock and rising precipitously from the sea for nearly 30 miles. There are miles of this road which have cost \$200,000 per mile. Even to blast a mule trail in one portion of this route cost \$25,000 a mile.

"This cost per mile is increased by reason of the fact that it includes the expense of 48 miles of clearing and grading new right-of-way and of 30 miles of additional clearing and 30 miles of yard tracks, sidings and switches.

"The basis for the estimated cost of the main-line mileage above given is a table prepared by Mr. Wendt, of the Interstate Commerce Commission, as an expression of the correct deductions from total expenditures that should be made in arriving at cost exclusive of equipment and terminals which are necessary to the road as a going concern and whose cost should be spread over the whole road when completed.

"The new construction exclusive of sidings, as we have seen, is 244 miles. The total which has been appropriated for the road is \$31,086,684.32. Of this amount there was a balance on hand December 31, 1918, of \$1,214,407.15, thus making the amount expended \$29,872,277.17.

"But all of this has not gone into new construction. Much of it has gone into the purchase of the old roads referred to (Alaska Northern and Tanana Valley) and their partial rehabilitation, to the construction of two permanent towns (Anchorage and Nenana) as termini, for rolling stock, material, and supplies on hand, etc.

"The full table of deductions made by Mr. Wendt is as

follows:

Purchase Alaska Northern Railroad.....	\$1,157,839.49
Its rehabilitation, repair, etc.....	2,403,563.75
Purchase Tanana Valley Railroad.....	300,000.00
Its rehabilitation, etc.....	46,407.00
Material and supplies on hand and in transit.....	2,889,248.56
Operation and maintenance expense .....	628,626.99
Town site expenditures (reimbursable in part) .....	304,731.52
Rolling stock for use in operation, consisting of locomotives, freight cars, passenger cars, etc. ....	570,741.54
Construction equipment, consisting of steam shovels, ditchers, unloaders, scrapers, etc.....	1,382,136.59
Marine equipment .....	244,058.16
Coal mines .....	193,725.34
New wharf at Anchorage .....	124,618.16
Shop and plant machinery .....	126,703.48
Machine shops, engine houses, etc.....	218,314.34
Plants at Anchorage and Nenana, consisting of office buildings, storehouses, quarters for employees, mess houses, hospitals, heating and lighting plants, freight-handling machinery, etc. ....	1,538,947.17

12,129,662.09

29,872,277.17

12,129,662.09

17,742,615.08

"If now we deduct this amount, which should be excluded as not properly chargeable to construction cost of new main line road from the total amount expended, the result is as follows:

Amount expended .....	\$29,872,277.17
Less deductions .....	12,129,662.09

Cost of newly constructed road .....	17,742,615.08
Cost per main line of track .....	72,716.00

"If the sidings and yard tracks are included, the cost per mile of track would be approximately \$64,754. (No allowance is made for the 78 miles of grading and clearing.)

"In arriving at his cost per mile Mr. Wendt has deducted as part of his cost construction equipment which cost \$1,382,136.59, consisting of steam shovels, ditchers, unloaders, scrapers, and other tools. This was in large part bought in the first year of the work partially from the Panama Commission, and is in the opinion of Mr. Wendt worth as much today as when purchased, owing to the increase in values since the war. Its value evidently is what it would bring on the completion of the road. Had private contractors built the road they would have had it as salvage. Much of it would have had to be bought for the maintenance of the road after completion. Whether it will be worth what it cost or how much less at that time is a question no one can answer. This is also true as to marine equipment.

"The two termini which have been built at Anchorage and Nenana are permanent towns. They were built not as construction camps, but with a view to the necessities of the road in the future, as permanent parts of a working railroad, and would have had to be built after construction was completed in order to properly operate and maintain the road. It is to be noted that this work has been undertaken in a region where it was necessary to build through a forested wilderness, where there were no wharves at the water's edge (where, indeed, a way had to be dredged from the channel to the wharf); where there were no roads, no towns, no experienced labor, and where everything had to be imported a distance of from 1500 to 5000 miles. And it was thought best to build not a mere pioneer road like those that are driven into our Western forests for the bringing out of lumber or for the reaching of some coal or gold mine, but a road that would attract passenger travel for its scenic beauties and be always the main connecting line between the interior of Alaska and the ocean. For this reason the work has been done not with the end of having so many miles of road built but of having a complete road with all the equipment for its operation, which includes not only cars, locomotives, and tracks, but com-

(Continued on page 174)

## 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.

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

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### FOUR CRAFTS IN PAST FEW DAYS ARRIVE AT ANCHORAGE FROM SELDOVIA.

Four crafts arrived April 5 and April 6 in Anchorage from Seldovia. They are the steamer Anne W. and the barge Lawrence, owned by the Alaskan Engineering Commission; the steamer Tyonic, operated by McNally & Maitland, and the power boat Grizzly, owned by the Kachemak Canning Company.

The Anne W. with the barge Lawrence in tow left Seldovia at 5 o'clock p. m. April 4 and arrived in Anchorage at 9.30 o'clock p. m. April 5. In going to Seldovia to get the Lawrence, the Anne W. left Anchorage at 5.45 o'clock a. m. April 2 and arrived at Seldovia 11 o'clock p. m. the same day. The barge Lawrence, which had been towed from Seattle to Seldovia by the tug Oneonta, was loaded with 740 tons of freight for the Commission. Included in this freight were one coaling elevator; 1444 rails, of 70 pound steel; 1260 packages of spikes, bolts and railroad supplies; 197 bundles of iron, 200 barrels of fuel oil and 711 bales of hay. The Lawrence is unloading at the Anchorage dock.

The Tyonic left Seldovia at 7 o'clock a. m. April 6 and arrived in Anchorage at 8.25 o'clock p. m. the same day. The Tyonic brought several passengers, fresh fish and fresh clams.

The Grizzly left Seldovia at 9 o'clock a. m. April 5. She laid Saturday night at Kenai river and arrived in Anchorage at 8.30 o'clock p. m. April 6. She brought 14 persons, including her crew; a small consignment of merchandise, and some salt fish.

### THIRTY PASSENGERS ARRIVE IN ANCHORAGE FROM SEWARD ON MONDAY'S TRAIN.

Thirty passengers and eight sacks of first-class and twenty-nine sacks of second-class mail, weighing 2000 pounds, were brought to Anchorage on the train that arrived Monday evening from the South. They reached Seward from Seattle on the steamship Alaska. Baggage and express off the Alaska destined for Anchorage will arrive late this week.

Six passengers, one bag of express and two sacks of first class and nineteen sacks of second class mail, weighing 820 pounds, left Anchorage Monday morning on the Southbound train to make steamship connections at Seward.

One sack of first-class and thirty-six sacks of second-

class mail, weighing 1850 pounds, were received in Anchorage on the train that arrived from the South April 4.

### FACTS RELATIVE TO RAILROAD WILL BE SET FORTH IN PAMPHLET.

Facts relative to the construction and operation of the Government Railroad in the Anchorage Division will be set forth in a pamphlet to be issued by the Anchorage Chamber of Commerce and distributed among Representatives in Congress and United States Senators. The issuance of the pamphlet was authorized by the Chamber of Commerce at its meeting last Friday evening and Leopold David, J. L. Waller, J. S. Truitt and R. G. Chambers were appointed by Frank W. Redwood, president of the chamber, to assemble the facts and arrange for the printing of the publication.

The president of the chamber also appointed a committee to prepare for the reception and entertainment of the commission recently named by the Secretary of the Navy to investigate the Matanuska coal fields with a view to obtaining fuel supplies for Naval vessels. The members of this committee are Sidney Anderson, Danilo Vucetich and H. J. Emard. The commission consists of three Naval officers, Sumner S. Smith, head of the coal mining department of the Alaskan Engineering Commission, and Theodore Chapin, Federal geologist, stationed at Anchorage. The three Naval officers are aboard the United States gunboat Vicksburg, which is en route here from Bremerton, Wash., via the inside passage. The gunboat is expected to arrive in Anchorage between April 15 and April 20.

### VICTORY LOAN CAMPAIGN WILL OPEN APRIL 21 AND WILL CLOSE MAY 10.

Preparations are in progress for the Victory Loan Campaign, which will open April 21 and close May 10. While no definite information has yet been received relative to the apportionment for the Anchorage district, the amount is likely to be in the neighborhood of \$115,000.

The Victory bond issue will consist of notes of the same denominations as previous bonds, namely, \$50, \$100 \$500 and \$1000 and will be for not longer than five years' duration. The notes will be dated May 20 and payments will be as follows:

Ten per cent with application on or before May 10; ten per cent July 15, twenty per cent August 12, twenty per cent September 9, twenty per cent October 7 and twenty per cent November 11.

Danilo Vucetich, of the Bank of Anchorage, has been appointed by the United States Treasury as chairman of the Liberty Loan Committee for the Anchorage district. He has named as members of the committee Mrs. Leopold David, president of the Anchorage Woman's club; Mrs. Theodore Chapin, for the Camp Fire Girls; Rev. E. W. Hughes, for the Boy Scouts and the Episcopal Church; Rev. H. M. Course, for the Presbyterian Church; Father William Shepherd, for the Catholic Church; William B. Clayton for the Christian Science Church; Sumner S. Smith, for Eska and Chickaloon; Frederick E. Rader, for Matanuska; Maud Mathison, for Hope; O. G. Herning, for Wasilla; John F. Coffey, for Talkeetna, and D. B. Tewkesbury, for the Alaskan Engineering Commission.

Chairman Vucetich has asked John H. Dunn, A. G. Thompson, J. L. Waller and James Wilkinson to serve as four-minute speakers during the campaign.

### CONSIDERABLE REDUCTION IS MADE IN FORCE IN TALKEETNA DISTRICT.

Considerable decrease in the force of the Alaskan Engineering Commission in the Talkeetna district was made in March, reports H. F. Dose, engineer for the district. This decrease resulted from the completion of contracts by stationmen and also from the reduction of the number of payroll employees.

Frank Antonich & Co., who had contract No. 1151, completed the work March 22. The gang working under contract No. 1152 will finish in April.

The trails and roads remained in fair condition during March, and considerable freight was moved between Talkeetna and Camp No. 255. The freight movement consisted principally in collecting rails, cars and other construction material, which has been stored along the line by stationmen after completing their work. It is thought that from Talkeetna to Mile 158 all this material has been collected and stored either at Talkeetna, Deadhorse Hill or Camp No. 255.

Camp No. 236 was abandoned during March and all supplies moved. Two barn tents and two bunk tents were left standing, however, in order to provide shelter during a storm for travelers who might become exhausted. The telephone was also left installed for the present.

Twelve more horses were shipped out of Talkeetna district March 31 to the corral in Anchorage, leaving only five Commission horses charged to the district, North of the Talkeetna River.

During the past month a careful check has been made of non-expendable material charged to the various camps, and all material of this character which was no longer in use was taken in by the store department. This does not include rails, cars, wagons and sleds. The bob sleds are wide gauge. Nine of them are stored at Montana Creek.

Weekly communication was continued in March with Indian River either by dog teams or double-enders, and no difficulty would have been experienced in the movement of freight over the winter roads between the ends of steel at Talkeetna and Broad Pass, but on several occasions trails and roads were badly drifted, due to periodical high winds. The trails and roads were so plainly staked, however, that although the trail was at times entirely obliterated it could be readily located by driving between the markers which indicated the path to follow.

Considerable travel between the ends of steel via Broad Pass was still in evidence in March and the density of this travel was about equal in both directions.

The health of the force in the Talkeetna district in March was satisfactory.

The Talkeetna district organization April 1 follows:

District engineer, district clerk, surgeon, two resident engineers, two rodmen, district storekeeper, clerk, district line auditor, blacksmith, four teamsters, two laborers, two watchmen, telephone and telegraph operator, two cooks, fifteen stationmen, four stationmen's laborers, five horses and fourteen dogs.

### ACTIVITIES OF MECHANICAL DEPARTMENT ARE OUTLINED IN MONTHLY REPORT.

Locomotive engines in road service all or part of the month of March included Nos. 224, 225, 242, 247, 266, 275 and 277, reports E. P. Hedberg, who has charge of the mechanical department of the Alaskan Engineering Commission. Running repairs were made to all these engines.

Tires were turned on locomotive No. 275. Engine No. 1 is stored on Turnagain Arm. Engines Nos. 221, 264 and 280 are stored at the Anchorage roundhouse. Engine No. 265 is undergoing an overhauling, which is 50 per cent complete.

Three Dinky locomotives, Nos. 21, 22 and 19, were sent in from the Turnagain Arm for overhauling. Repairs to No. 21 are about 98 per cent complete while repairs to No. 22 are about 75 per cent complete. Engine No. 19 had not been taken into the shop April 1.

The equipping of motor car No. 1 with frame and canvas wind shield for the maintenance of way department was completed. This car was also equipped with a new oiling system and a headlight. Repairs were made to motor cars Nos. 34, 41, 42 and 43. Twenty-seven more of the 4-yard dump cars were overhauled and made ready for service, this making a total of 32 of these cars that have been overhauled. A gas engine is being overhauled for the water service department.

Browning crane No. 1 was in service in the material yard at Anchorage until March 13, when it was taken to the shop for repairs. On the same date, Bay City crane No. 3 was returned to service, after having undergone repairs. Browning crane No. 2 during March was in the service of the maintenance of way department at Talkeetna. Work was commenced on the repairing of the ditcher-boom that was damaged while in service on Browning crane No. 2.

The overhauling of Bucyrus steam shovel No. 1 was completed and the shovel is ready for the season's work. Bucyrus steam shovel No. 7 and Jordon spreader No. 2 were brought to the shop for repairs.

Seventy-seven freight cars, eleven work-train cars and six passenger-train cars were given light repairs in March. Five freight-train cars were also given heavy repairs. Thirty coaches and twelve baggage cars were cleaned during the month. Triple valves and cylinders were cleaned on eleven freight and work-train cars. Ten of the "400" and "900" series cars were changed or re-numbered to the "2100" series in March.

The power in March produced a total of 39,347 kilowatt hours of energy, of which 84.09 per cent was alternating current and 15.91 direct current.

The pumping station in March lifted 11,177,458 gallons of water, of which 76.88 per cent was for the use of the Anchorage townsite and 23.12 per cent for the use of the Alaskan Engineering Commission. The consumption of coal at the pumping station during the month amounted to 141.5 tons.

### COMMISSION'S MINE AT ESKA PRODUCES 3690 TONS OF COAL IN MARCH.

Three thousand, six hundred and ninety tons of coal were produced and an average of ninety men were employed in March at the mine operated by the Alaskan Engineering Commission at Eska, according to the monthly report of Sumner S. Smith, who has charge of the mining department of the commission. The Eska West was driven about 65 feet and the Emery East about 40 feet during the month. The crosscut from the Eska East to the David was completed and approximately 70 feet of entry were driven on the coal.

At the Commission's mine at Chickaloon in March there was an average of 44 men on the payroll. The East slope was sunk about 90 feet, the "I" West was driven 50 feet and the No. 5 West about 60 feet during the month.



# DETAILS OF ALASKA RAILROAD CONSTRUCTION GIVEN CONGRESS BY SECRETARY LANE.

(Continued from page 171)

plete and well-supplied bases and developed mines for fuel. "Two estimates were made in 1914 by the Alaskan Engineering Commission as to the cost of the road: (1) From Portage Bay to Fairbanks, at an estimated cost of \$59,742 per mile; (2) from Seward to Fairbanks, in which the figure estimated for the road from Kern Creek, or mile 72 North, where all of the new construction has been done, was \$55,340 per mile.

"The only Government-built railroad—that across the Isthmus of Panama—cost \$221,052 per mile. The only two recently built railroads in the United States are (1) the Virginian, built by H. H. Rogers, which cost, exclusive of equipment, \$151,000 per mile, with labor at from \$1.35 to \$1.75 per day, and all machinery, fuel, rails and supplies at its door, and (2) the Milwaukee line to Puget Sound, which is estimated as having cost \$130,000 per mile, exclusive of equipment.

## Present Condition.

"The work has been conducted with its main base at Anchorage, which is at the head of Cook Inlet. This point was chosen as the nearest point from which to construct a railroad into the Matanuska coal fields. That was the primary objective of the railroad, to get at the Matanuska coal. From Anchorage it was also intended to drive further North through the Susitna Valley and across Broad Pass, and to the South along Turnagain Arm toward the Alaska Northern track. To secure coal for Alaska was the first need. So, in addition to Anchorage as a base, one was also started at Nenana, on the Tanana River, from which to reach the Nenana coal fields lying to the South. If these two fields were open one would supply the coast of Alaska and the other the interior. This program has been acted upon, with the result that the Matanuska field is open to tidewater, with a down-grade road all the way. The Nenana road has been pushed far enough South to touch a coal mine near the track, which may obviate the immediate necessity for reaching into the Nenana field proper. From Seward North and from Anchorage South the road has been built, so that last fall there was through communication from Seward to Anchorage, Matanuska and the Susitna Valley.

"There is an open stretch across Broad Pass to connect the Susitna Valley with the road coming down from Nenana, and another reach of a few miles on the north of the Tanana river before connecting with the Tanana valley road outside of Fairbanks. These gaps closed there will be through connection between Seward and Fairbanks. The accompanying map shows the road's condition.

## Overhead.

"The work has been done by men on the job in Alaska, not by men in Washington. The only bureau maintained in Washington consisted of four clerks in one room. All the rest of the force is in Alaska with the exception of the purchasing division in Seattle.

"The Commission adopted the system of construction approved by the most competent engineers consulted at the beginning of construction—a combination of letting out the work to small contractors and of day's labor. The only contractor who ever talked of building the road asked a guarantee against loss from the Government—what we now know as a 'cost plus contract'—and as this would involve a large staff of Government superintendents and checking officials, with no guarantee of a minimum cost to the Government, but every reason to believe that a maximum cost would be reached, it was thought wise to follow the course we have pursued. As the price of labor, supplies, and other things have risen, we have not had to pay a contractor a percentage on the increasing cost.

"In 1918 the wage employees numbered 3,329 and the salaried employees 725.

"The road has 1,982 wage employees and 441 salaried employees, as estimated for in the Book of Estimates for 1920. (A clerical error in this book transposed 'Salaries' and 'Wages,' so as to make it appear that a greater amount was proposed for salaries than for wages.)

"Taking the week ending Saturday, May 18, 1918, as a typical week, the number of employees and their distribution as to whether they were engaged in supervisory

and clerical places or as workmen was as follows:

	Total	Supervisory and clerical	Workmen
Engineer in charge .....	35	31	4
Shop and yards .....	53	9	44
Track, bridge, ballast .....	257	8	249
Receiving and Forwarding Agent..	35	21	14
Machine Shops .....	62	4	58
Marine Ways and Dredge Sperm....	100	4	96
Store Department .....	90	26	64
Employment Bureaus .....	18	5	15
Transportation Department .....	34	2	32
Disbursing Office .....	7	7	...
Accounting Department .....	13	13	...
Base Hospital .....	15	3	12
Townsite Office .....	15	2	13
Telephone and Telegraph Dept. ....	36	7	29
Mining Department .....	140	2	138
Turnagain Arm District .....	185	5	180
Talkeetna District .....	1	...	1
Location surveys .....	20	2	18
	1116	...	...
Stationmen and laborers .....	159	...	159
Grand total all employees Anchorage Division .....	1275	149	1126

## Rates.

"It is difficult to know what rates should be charged on such a railroad as this, which is as yet in the process of building, which originates so little traffic as to be negligible, and will not in all likelihood for some years pay operating and maintenance charges, without any return on investment. Plainly, the traffic can not be made to bear charges that would be reasonable from the standpoint of making the railroad pay its own way. To do this would be to retard the growth of Alaska and of the railroad itself. The freight rates on the Alaska Railroad are from 25 to 50 per cent of the rates charged by other Alaska roads. The Copper River and the Skagway roads charge from twice as much to four times as much as does the Government road. If, therefore, there is anything in the test so often applied by the Interstate Commerce Commission in judging of the reasonableness of a rate by the rates charged on similar traffic on neighboring roads, the rates on the Alaska road certainly meet that test.

"Here are a few comparisons in cents per 100 pounds on less than carload lots for a 60-mile haul on the Alaskan Railroad and the Copper River Railroad:

	Alaska Railroad	Copper River Railroad
Household goods, second hand .....	32	160
Canned goods .....	49	100
Flour .....	49	100
Eggs .....	69	210
Fruit, dried .....	49	134

"The rates now in force on the Alaska road are approximately the same as those which the Railroad Commission of the State of Washington approved on the Seattle, Port Angeles & Western Railroad between Maynard and Majestic, a distance of 60 miles, as the following comparison furnished by the Interstate Commerce Commission shows:

Commodities	Government railroads	Seattle P. A. & Western R. R.
Household goods .....	\$ 6.40	\$13.80
Canned goods .....	9.80	9.30
Flour .....	9.80	9.30
Eggs .....	13.80	11.50
Dried Fruits .....	9.80	19.50
Fresh fruit .....	16.20	13.80
Meat, cured .....	9.80	9.30
Kerosene .....	11.40	10.50
Sugar .....	9.80	9.30
Vegetables .....	16.20	20.70
Butter .....	13.80	11.50
Hardware .....	13.80	11.50

"It would hardly be regarded as unfair to say that on

the Alaskan road the rates should be twice as high as on the main line of the Northern Pacific in Washington, considering the fact that the Northern Pacific has several hundred thousand times the density of traffic per mile than the Alaskan Railroad has. Yet a comparison of the two rates shows that the rates on the Alaskan road are not that high by from 25 to 50 per cent. They are, indeed, but a small percentage higher than many of the rates on the Southern Railway running immediately out of this city, which carries in any one hour more traffic than the Alaskan road carries in a year. I am satisfied, however, that the rates in existence on the Alaskan road are not those which will best promote the interest of the Territory and in the end that of the road. And last summer I asked Mr. E. O. McCormick, vice president of the Southern Pacific in charge of traffic, to make a study of the actual conditions in Alaska with the purpose of devising a simpler tariff which would induce whatever traffic could be induced to move over that road and still preserve some justifiable relation between commodities. This is not an easy task. And there must be some experiments tried before anything like a stable schedule can be arrived at.

"One of the serious disadvantages that any new enterprise in Alaska suffers under is the long distance by water which all machinery and supplies must be carried. During the war this has been particularly embarrassing in the carrying on of this work. Because of the highness of the rates charged and the uncertainty of the movement, the commission gave over employing the regular lines and chartered a transport from the War Department which ran from Seattle to Anchorage for two seasons. This service is invaluable to the railroad. While we were without it last season, some such arrangement must be renewed if the railroad is to be completed at as fair a figure as has been thus far maintained. Some months since negotiations were entered into with the Shipping Board looking to the establishing of a line between Puget Sound and Alaskan Ports which would serve the railroad, or at least to the putting on of a single boat to Anchorage and Seward. The board offered to charter to the commission a new steel ship at \$25,000 per month, which was thought to be too high a figure, and negotiations are still under way in the hope that this offer can be bettered.

"By decisions of the Commissioner of the Land Office all of the claims in the Matanuska coal field were set aside, and by act of Congress a leasing bill was put into effect over the entire field. Under this law a number of claims must be reserved to the Government. The field was surveyed and some of the most promising portions of the field have been so reserved.

"Two leases have been entered into by the Government, one with Lars Netland, a miner, who has as a backer Mr. Fontana, a business man of San Francisco, and the other to Oliver La Duke and associates. Neither of these parties have any other interests of any kind, so far as known, in Alaska or any connection with any railroad, and neither of them have been successful in developing any large amount of coal. There are many thousands of acres in this field which are open for lease and which will be leased to any responsible parties who will undertake their development. There is no possibility of monopolizing this field, even if some one wished to do so, for the Government reserves are kept to be operated in case such monopoly should arise. Thus far, however, the Government in operating its own mine has been no more successful than the private lessees, for the coal is so badly broken and faulted that exploration work to follow the seam must be undertaken before development work can be wisely done. And this is being undertaken. Government experts who have examined this field do not promise without further exploring a larger output of coal from this field than 150,000 tons a year.

"The population of Alaska has fallen off during the war. She sent, I am told, 5,000 men into the Army, the largest proportion to population sent by any part of the United States. The high cost of labor and materials closed some of the gold mines, and the attractive wages offered by war industries drew labor from Alaska to the mainland. All prospecting practically closed. But with the return of peace there is evidence of a new movement toward that Territory, which should be given added confidence in its future by the completion of the Alaskan railroad."

#### FAIRLY HEAVY BUSINESS IS TRANSACTED BY TELEGRAPH AND TELEPHONE DEPARTMENT.

Six hundred and fifty-six telegraphic messages were sent and 786 telegraphic messages were received in March by the telegraph and telephone department of the Alaskan Engineering Commission, according to the report of John J. Longacre, acting superintendent of the department. In addition there were 20 service and 34 relay telegraphic messages. Radio messages were sent to the number of 76, and radio messages were received to the number of 36.

In the telephone branch of the department in March there were 41,128 local connections and 3165 long-distance connections. There were eight telephones installed and seven disconnected during the month. Four hundred and sixty-four local and long-distance telephones were in service during the month.

The wire mileage of the department is 307.87 line mileage; 683.99 circuit mileage, and 1252.95 single wire mileage. The permanent pole line mileage is 228.67, and the temporary pole mileage is 79.2.

There were ten cases of long distance troubles in March. The total duration of the interruptions was 40.75 hours, and the average duration of each case of trouble was 4.07 hours. The total lineman mileage was 432, and the average lineman mileage per trip was 4.32.

#### DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements of the Anchorage office of the Alaskan Engineering Commission for the week ended March 29, amounted to \$14,624.13. Salaries and wages totaled \$3031.60; contractors, \$10,763.91; purchases, \$395; expenses, \$408.62, and special deposit account, \$25.

#### WEEKLY FORCE REPORT.

##### Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, March 29, 1919, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	6	3	10
Bridge Engineer .....	1	1	4	6
Drafting .....	1	4	0	5
Land and Industrial .....	1	1	0	2
Terminal Shops and Yards .....	3	9	29	41
Track, Bridge and Ballast .....	1	3	178	182
Receiving and Forwarding Agent .....	1	4	4	9
Machine Shops .....	1	2	67	70
Marine Ways .....	1	1	36	38
Stores .....	1	21	51	73
Employment and Mess Bureau .....	1	3	13	17
Transportation .....	1	11	25	37
Disbursing Office .....	1	6	0	7
Accounting .....	1	11	0	12
Base Hospital .....	1	9	3	13
Townsite .....	0	1	6	7
Telegraph and Telephone .....	1	12	8	21
Mining .....	2	7	106	115
Talkeetna District .....	1	12	22	35
Total .....	21	124	555	700
Stationmen and their laborers .....				21
Grand total .....				721

## PERSONAL

Frank J. Hart, postmaster and accountant at Eska, was in Anchorage over Sunday.

Charles Flint, a rock driller, came down from Camp 83 on Turnagain Arm last week.

John Dark, a miner, has quit his job at Eska to go on a prospecting trip in the Interior.

Miss Christine MacRae, employed at Camp 83, was an Anchorage visitor in the past week.

G. Cimo, a track employee of the Government Railroad at Montana, came to Anchorage last week.

J. E. Manning, railroad station agent at Chickaloon, made a business trip last week to Anchorage.

Patrick Lynch, employed on the Government Railroad at Bird, is spending a few days in Anchorage.

J. G. Watts, former manager of the Anchorage town-site, has a contract for getting out railroad ties near Kent, Wash.

Mr. and Mrs. Samuel R. Estes visited in Anchorage in the past week. Mr. Estes is the railroad section foreman at Girdwood.

Donald McDonald, of the engineering force in the Talkeetna district, has been transferred to the drafting department in Anchorage.

Charles Barricklaw, foreman of a bridge gang, who last January was transferred from the Anchorage to the Seward Division, has resigned.

Thomas Antoniads, employed on the railroad at Matanuska, and S. N. Cappers, pumpman at Matanuska, were in Anchorage for a few days in the past week.

Mrs. Frank M. Kelly, whose husband is employed in the coal mining department of the Alaskan Engineering Commission at Eska, is in Anchorage on a visit.

C. G. Cameron, who last summer was employed in the Talkeetna district, has returned to Anchorage from a visit in the States. He spent most of the time while away in Portland, Or.

Don Griffith, formerly accountant at the Anchorage hospital, who served a short while as second lieutenant in the Army, is in the employ of the United States Shipping Board at Seattle.

James E. O'Reilly, formerly with the Government Railroad here, is now associated with the railroad contracting firm of Carlton & Feddy, which is operating in Alberta Province, Canada.

W. W. Wade, who recently was released from the Army, has again taken up the work of railroad station agent at Moose Creek. He held the position at the time he entered the military service.

August Nicklund, miner; George H. Miller, carpenter's helper; N. E. Ohlsson, storekeeper, and Mrs. Sven Dahlquist, whose husband is a miner, came down to Anchorage last week from Eska.

Dr. A. L. Drtina, assistant surgeon of the Alaskan Engineering Commission with headquarters at Camp 255, came to Anchorage last Thursday. He is accompanied by Mrs. Drtina and two children.

Norman Engel, who was an employee of the stores department of the Alaskan Engineering Commission, is in Seattle, Wash., and plans to return to Anchorage. Until recently he was a second lieutenant in the army.

E. Bittner, John Carey, D. Delindo, John Konistes, G. R. Nicholson and Axel Nordon, former employees of the Alaskan Engineering Commission, who recently were dis-

charged from the Army, returned to Anchorage yesterday.

Walter A. Leech, instrument man on the Talkeetna River bridge; W. M. Nunn, rodman and inspector, and Roy R. Jacobs, chainman, returned to Anchorage in the past week, having finished their work in the Talkeetna district.

Aron Ericson resigned last week as clerk in the stores department. He left Anchorage Monday for the Cache Creek mining district, where he will spend the summer prospecting a placer claim. He is accompanied by Mrs. Ericson.

R. H. Hill, who was a construction engineer in the Talkeetna district and who left Anchorage last fall to accept a first lieutenantcy in the Army, recently was discharged from the military service and now is with Griffith & Co., ship brokers, at Seattle, Wash.

Joseph Ryan, formerly employed in the material yards at Anchorage, was recently discharged from the Army and is now a salesman for a motor truck firm in Seattle. Mr. Ryan at the aviation training camp at Fort Worth, Texas, was commissioned a lieutenant in the United States Air Service. He was a pilot. The armistice was signed just about the time he expected to be ordered abroad.

H. P. Warren, who was engineer of maintenance of way on the Anchorage Division of the Government Railroad until November, 1916, and who then became engineering representative of the Alaskan Engineering Commission in Seattle, is a lieutenant-colonel in the American Expeditionary Force in France. He left the position of engineering representative in Seattle in the spring of 1918 to be major in the Army.

I. H. Fleischman, chief clerk in the executive office on the Anchorage Division; R. S. Temme, clerk in the accounting department, and Daniel McGinnis, brakeman, returned to Anchorage yesterday. Mr. Fleischman left here last fall to enter the Army. Until late in March, he was captain in the Quartermaster's corps, stationed at Seattle. Mr. Temme has been in the States on vacation. Mr. McGinnis left Anchorage last May to join the Army. Until his discharge recently, he was on military duty in Alaska.

## Anchorage Division Notes.

House No. 21, one of the dwellings owned by the Alaskan Engineering Commission, has been rented to Hugh Laughlin, line auditor.

Light repairs were made in the week ended April 5 by the mechanical department to 25 freight cars and one passenger car. Heavy repairs were completed on cars Nos. 210, 2012, 2017, 2068 and 2073.

Workmen are busy repairing the quarters formerly occupied by the Railroad Young Men's Christian Association. These quarters will be used by the Railroad Men's Club, which will be organized in the near future.

To take care of thirty additional horses from Turnagain Arm and Talkeetna districts, another canvas barn was erected last week in the Anchorage corral. Besides animals at the Government corral from the Turnagain Arm and Talkeetna districts, there is another recent arrival. It is a filly colt, born a few days ago.

A war tax of 10 cents per message is collected on all commercial telegrams on which the cost of the message is more than 50 cents and a war tax of 5 cents is collected on a message on which the cost of the message ranges from 14 to 50 cents. The new tax became effective April 1. Official notice of it was received by John J. Longacre, acting superintendent of the telegraph and telephone department of the Alaskan Engineering Commission.



# ALASKA RAILROAD RECORD



VOL. III. ANCHORAGE, ALASKA, TUESDAY, APRIL 15, 1919.

NO. 23

## BLAST MOVES 50,000 CUBIC YARDS OF ROCK AT BIRD IN ANCHORAGE DIVISION.

More than 50,000 cubic yards of rock were moved by the blast of powder at 5.03 p. m. April 8 in the coyote holes at Bird, on Turnagain Arm, according to reports made to William Gerig, engineer in charge of the Anchorage Division of the Government Railroad. This rock will be used for riprapping the railroad grade to protect it from erosion by tides and waves on Turnagain Arm. A steam shovel was taken to Bird April 8 and started digging April 11. Nine hundred cubic yards of rock were loaded. Six hundred and ninety cubic yards of this rock were dumped for riprap at Mile 86 and 210 cubic yards were used in filling for the shoo-fly track over the cut.

Guard rails and water barrel platforms were placed in the past week on the new bridge across the Talkeetna River, reports F. A. Hansen, engineer of maintenance of way. Main braces were placed on spans Nos. 1 and 2 and the tension rods on all four spans were retightened. The North abutment was sheathed and two extra courses of sheathing were placed on bents Nos. 1 and 2. Track has been laid across the bridge, and the structure is practically completed.

Side walks have been laid on bridges Nos. 152 and 153, which are immediately South of Talkeetna. Bridge No. 113, which is between Montana and Talkeetna, was slightly off center. It has been swung into place. All bridges from Montana and Talkeetna are completed.

The sounding party in charge of F. H. Chapin has finished its work at the site of the proposed bridge across the Susitna River. Five holes were sunk to a depth ranging between 50 and 60 feet to bedrock. Mr. Chapin and his party left the Susitna River late last week. The winter trail in that section of the country becomes so soft in daytime that traveling over it then is almost impossible. All travel is at night now.

The workmen getting out telephone poles at Indian on Turnagain Arm cut down and assembled 7692 lineal feet last week.

## SHOOTING OF GOPHER HOLES COVERS 540 FEET OF TRACK IN SEWARD DIVISION.

Five hundred and forty feet of the Government Railroad track at Mile 83 on the Seward Division were covered by rock as the result of the shooting of twenty-three gopher holes. The material will be used for riprap. The track, re-

ports R. J. Weir, engineer in charge of the Seward Division, was cleared by the Marion steam shovel which is now engaged in loading the rock on cars for distribution.

Sam Radish & Co., station contractors at Mile 52, are engaged in excavating the South end of tunnel No. 2 for a timber portal. A small crew of carpenters is engaged in framing timbers for the portal.

Charles Nelson & Co., stationmen, engaged in enlarging tunnel No. 3 completed 27 lineal feet during the past week. The total to date is 135 feet. A timber portal has been framed and erected at the North portal of tunnel No. 3 by a small force of Commission carpenters.

John Enstrom & Co. are completing their work on the coyote hole drain in tunnel No. 3.

The decking of bridge No. 130, Mile 64, is complete except the guard rail. Work on this bridge was suspended, pending the transfer of steel from the old bridge at Twenty-Mile river to the new structure.

A small Commission force at Kern Creek has been engaged in the past week clearing the track south of Kern of mud and rock slides.

Two tons of mail, baggage and express were handled in the past week from Mile 47½ to Mile 65.

A small logging crew has delivered 261 logs at the saw-mill at Mile 73 in the past week. The total to date is 299 logs, which amount to 51,000 feet, board measurement, of lumber.

The weather the first half of last week was stormy. Rain and snow fell early in the week; but later the weather was clear and cold.

The trail is in excellent condition for night travel only. It is soft during the middle of the day. Six feet of snow remains at Mile 12 and 10 feet at Mile 45.

The track is clear of snow from Mile 61½ North to the end of the Seward Division.

The mechanical department of the Seward Division is engaged in reconstructing the old outfit car C-1 into a caboose for road service. Final repairs and tests are complete on engine No. 10. Heavy repairs to engine No. 20 are 75 per cent complete. The combination office and warehouse for the mechanical department is completed and the office equipment and warehouse stock have been transferred to the new quarters.

The steamships Admiral Watson and Alameda arrived in Seward in the past week.

The force on the payroll of the Commission on the Seward Division last week was 221.

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.15.

### ANNE W. WITH BARGE OF COAL IN TOW LEAVES ANCHORAGE FOR SEWARD.

With 483 long tons of coal and 33 tons of merchandise, the barge Lawrence, in tow of the steamer Anne W., left at 3.10 p. m. April 12 for Seward.

The power boat Sea Lion, which arrived in Anchorage from Seldovia at 3.50 o'clock p. m. April 8, departed on her return voyage to Seldovia, with several passengers and a few tons of freight, at 3.15 o'clock p. m. April 12. The Sea Lion is owned by N. J. Gaikema.

The power boat Grizzly, owned by the Kachemak Canning Company, left Anchorage at 5.30 o'clock, April 13 for Seldovia and Halibut Cove.

The first dory to put into Anchorage this season arrived from Knik at 5.30 o'clock p. m., April 9. The craft was navigated by John Bartell.

Advices to T. L. Murphy, receiving and forwarding agent for the Alaskan Engineering Commission, are to the effect that the steamer Anyox towing the barge Baroda, loaded with 145 flat cars, left Balboa, Panama Canal Zone, April 10, for Anchorage.

The steamship Farragut, with 16 tons of freight for the Commission, and 459 tons of commercial freight, is expected in Anchorage from Seattle and way ports April 19 or April 20.

The Commission's barge No. 402 was launched from its winter berth on the marine ways April 11, and barge No. 401 was put overboard April 12, according to the report of Harry G. Locke, who has charge of the marine ways.

The Commission's steamers Matanuska and Alenco will go into the water within the next week or ten days.

### GENERAL OVERHAULING IS GIVEN TO FLOATING EQUIPMENT AT MARINE WAYS.

Painting, replacing and connecting oil tanks and general repairs were completed in March on the Alaskan Engineering Commission's barge No. 601, reports Harry G. Locke, who has charge of the Marine Ways. Repairs were made to the doors on the house of barge No. 401. A new bottom, new steps for the hog post, a window back of the pilot house and new fenders and repairs to the deck were completed on the steamer Matanuska. The galley and engine rooms were cleaned and painted, the engine was assembled and painted and the water and oil tanks were filled on the steamer Anne W., preparatory to launching her. Friction blocks on the winding engine were reset and rings and plates were renewed on the dredge Spern.

At dock No. 1 and at the old and the new ways ice was blasted. Snow was shoveled from boats and buildings. Steam pipes were kept from freezing.

The weather bureau made observations and looked after the tide gauge.

The marine ways in March ripped and planed lumber for car sills for the mechanical department and made 4000 feet of ship lap for the maintenance of way department.

### YOUNG MEN'S CHRISTIAN ASSOCIATION LENDS ITS EQUIPMENT TO RAILROAD CLUB.

All the equipment, consisting of library, bowling alley, billiard and pool tables and athletic apparatus, owned by the Railroad Young Men's Christian Association, has been lent for an indefinite period by the executive committee of

the association to the Railroad Men's Club. The club will have the quarters formerly occupied by the association. These quarters are now undergoing repairs and soon will be ready for use. All employees of the Government railroad may have the privileges of the club. There are no dues.

The Railroad Young Men's Christian Association, says Mr. D. D. Vint, chairman of the association's executive committee, will maintain its organization in the form of the executive committee, but there will be no other membership for the present. If in the future conditions warrant the resuscitation of the association it will solicit members and its equipment will be returned to it by the club.

### ROCK MOVED BY STEAM SHOVEL IS USED FOR RIPRAPPING ALONG TURNAGAIN ARM.

Seven thousand, seven hundred and seventy-nine cubic yards of rock were moved by the steam shovel at Camp 83 on Turnagain Arm in March, according to the report of F. A. Hansen, engineer of maintenance of way. All except 229 cubic yards, which were sent to the Talkeetna bridge for pier protection, were used for riprapping along Turnagain Arm. The shovel completed the borrow pit March 26 and was sent to Anchorage for repairs.

Frank Daniels & Co. completed their coyote hole contract at Mile 85 on Turnagain Arm. The total length of the hole is 441 feet. Brenner & Co. also completed their coyote hole contract at Mile 85. The total length of the hole is 301 feet. The steam shovel crew started to load the coyote holes at Mile 85 March 27.

The logging crew at Mile 88 on Turnagain Arm has been getting out poles, 8 to 12 inches in diameter and 20 to 32 feet long, for snow sheds. Forty-four thousand, one hundred and sixty-eight lineal feet of timber were delivered at the track during the past month.

Piling for the North approach trestle of the Talkeetna River bridge were driven from bent No. 88 to bent No. 146, inclusive, a total of 297 pilings, or 59 bents. The pile-driving for the bridge was completed March 10 and track-laying across the bridge was completed March 25. A total of 1333.4 feet of track were laid on the bridge in March. Sway bracing and longitudinal bracing were completed and all four spans were swung. Piling was driven and capped for bridges 156 to 160, inclusive. These bridges are across sloughs North of the Talkeetna River. The total of piling driven during the month was 560.

Track on the Anchorage Division is in very good condition. The snow had nearly all gone by the end of March but the ground had not thawed sufficiently to make the road bed soft. Small mud and rock slides along some of the cuts on Turnagain Arm caused a little trouble, but there was no delay to trains.

The gasoline engine in the pump station at Birchwood was changed and the old engine sent to the shops for repairs.

### DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements for the Anchorage division of the Alaskan Engineering Commission for the week ended April 7, 1919, totaled \$1555.76. Salaries and wages were \$201.04; contractors, \$955.46; compensation, \$123.48; other expenses, \$130.01; special deposit account, \$136.77.

### MOVEMENT OF ROLLING STOCK IS SUBJECT OF REPORT BY TRAINMASTER.

Seven thousand, one hundred and eleven miles were traversed by locomotive engines in March on the Anchorage Division of the Government Railroad, according to the report of J. T. Cunningham, trainmaster. Of this total, 4357 miles were covered in hauling mixed passenger and freight trains; 1458 miles in hauling work trains; 102 miles in road switching, and 1194 miles in Anchorage Terminal Yard switching.

The records for engine work in connection with mixed passenger and freight trains, work trains and road switching shows that engine 224 in mixed train service traversed 1348 miles and in road switching 24 miles; that engine No. 242 in mixed train service traversed 480 miles and in road switching 18 miles; that engine No. 247 in mixed train service traversed 1280 miles and in road switching 48 miles; that engine No. 266 in mixed train service traversed 317 miles and in work train service 1152 miles; that engine No. 275 in mixed train service traversed 452 miles and in work train service 306 miles and in road switching six miles; that engine No. 277 in mixed train service traversed 224 miles and in road switching six miles, and that engine No. 620 in mixed train service traversed 64 miles.

Passenger coaches made 52 trips in March and covered 3952 miles; baggage cars made 25 trips and totaled 2025 miles; loaded freight cars made 387 movements and traversed 21,320 miles; empty freight cars made 251 movements and traversed 13,483 miles; cabooses made 55 trips and negotiated 4221 miles; work train cars are credited with 267 movements and covered 4536 miles; work train mileage was 1458, and mixed train mileage was 4357.

### MEMBERS OF THIRTY FIRST ENGINEERS MAY RETURN TO STATES ABOUT JULY 1.

Members of the Thirty-first Engineers' Regiment which contains many former employees of the Alaskan Engineering Commission, are expected to leave France about July 1, according to a letter received by C. Verne Marshall, of the executive office force of the Commission, from Colonel Frederick Mears, former Government Railroad Commissioner with headquarters in Anchorage. The Thirty-first is at Saumur. Colonel Mears is stationed at Tours. His letter was dated February 13. In it he says:

"I was relieved from command of the old Thirty-first Engineers last August, and moved into headquarters here, where I was appointed General Manager of the Transportation Department. Since that time, I have not been directly connected with my old organization. However, it is working on one of our lines of communication, and I am daily in touch with the officers in connection with train and troop movements, so that it gives me an opportunity to see them just about as much as before.

"I do not know when the men of the Thirty-first will be released for return to the United States, but I judge it will be some time before July 1. I doubt if many of them will get away much before that date."

### MISREPRESENTATIONS IN REGARD TO TAXES WILL BE PUNISHED BY GOVERNMENT.

Action will be taken by the Government to enforce the law forbidding persons from misrepresenting the effect of Federal taxation on the price of any article sold or offered

for sale, according to official notice by David J. Williams, collector of internal revenue for the district comprised of Washington and Alaska, with headquarters at Tacoma, Wash. Some persons for the purpose of profiteering have falsely held out to the public that certain increased prices or part of such prices are due to Federal taxes. Such representations when untrue violate the provisions of the revenue law reading as follows:

"Sec. 1319. That whoever in connection with the sale or lease, or offer for sale or lease, of any article, or for the purpose of making such sale or lease, makes any statement, written or oral, (1) intended or calculated to lead any person to believe that any part of the price at which such article is sold or leased, or offered for sale or lease, consists of a tax imposed under the authority of the United States, or (2) ascribing a particular part of such price to a tax imposed under the authority of the United States, knowing that such statement is false or that the tax is not so great as the portion of such price ascribed to such tax, shall be guilty of a misdemeanor and upon conviction there- or shall be punished by a fine of not more than \$1000 or by imprisonment not exceeding one year, or both."

### MARCH WEATHER AT ANCHORAGE.

Date	Temperature			Rain Inches	Snow Inches	Wind	Day
	Max.	Min.	Range				
March 1..	27	0	27	.....	.....	N	P.Cldy.
March 2..	25	11	14	.....	.....	N	Cldy.
March 3..	27	3	24	.....	.....	NNE	Cldy.
March 4..	29	5	24	trace	trace	N	Cldy.
March 5..	34	25	9	trace	trace	E	Cldy.
March 6..	34	17	17	.....	.....	N	P.Cldy.
March 7..	38	22	16	0.12	2.5	SE	P.Cldy.
March 8..	36	14	22	0.02	.....	S	Cldy.
March 9..	36	25	11	0.01	.....	W	Cldy.
March 10..	36	25	11	.....	.....	NE	Clear
March 11..	34	-1	33	.....	.....	N	Clear
March 12..	26	-4	30	.....	.....	N	Clear
March 13..	28	-17	45	.....	.....	N	P.Cldy.
March 14..	15	-13	28	.....	.....	N	Clear
March 15..	20	-19	39	.....	.....	S	Clear
March 16..	24	-17	41	.....	.....	N	Clear
March 17..	24	-9	33	.....	.....	N	Clear
March 18..	27	-3	30	.....	.....	N	Cldy.
March 19..	36	21	15	trace	.....	N	P.Cldy.
March 20..	34	25	9	.....	.....	N	Cldy.
March 21..	37	23	14	.....	.....	N	P.Cldy.
March 22..	36	25	11	.....	.....	W	P.Cldy.
March 23..	36	29	7	.....	.....	NW	Clear
March 24..	36	4	32	.....	.....	N	Clear
March 25..	36	5	31	.....	.....	N	Clear
March 26..	33	-1	34	.....	.....	NE	Clear
March 27..	35	-3	38	.....	.....	N	Clear
March 28..	32	-5	37	.....	.....	N	P.Cldy.
March 29..	39	22	17	.....	.....	N	Cldy.
March 30..	39	28	11	.....	.....	NW	P.Cldy.
March 31..	44	18	26	.....	.....	N	Clear

SUMMARY—Temperature: Mean maximum 32.00; mean minimum, 8.54; mean, 20.27; maximum, 44, March 31; minimum, -19, March 15; greatest daily range, 45. Precipitation: Total, 0.15 inches; greatest in 24 hours, 0.12, March 27. Snow: Total snowfall, 2.5 inches; on ground 15th, 13.0 inches; at end of month, 0 inches. Number of days with .01 inch or more precipitation, 3; clear, 13; partly cloudy, 9; cloudy, 9.



# 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.

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

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

## PREMISES MUST BE KEPT CLEAN.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, April 9, 1919.

Circular No. 371:

### TO ALL CONCERNED:

Occupants of Government bunkhouses, cottages, offices or stores are required to cooperate in keeping the premises around these places in a clean, orderly condition, and must refrain from throwing tobacco cans, paper and other rubbish from the windows of rooms occupied by them.

WM. GERIG, Engineer in Charge.

## BRIDGE BARRELS SHOULD BE REFILLED.

Department of the Interior,  
Alaskan Engineering Commission  
Maintenance of Way Department  
Anchorage, Alaska, April 7, 1919.

Circular No. 51:

### TO ALL SECTION FOREMEN:

Please arrange to replace and refill all bridge water barrels emptied last fall, and place a pail with each barrel. If short any pails or barrels, notify this office.

Also replace all crossing planks that were taken up last fall to permit the use of the snow flanger.

JAS. HANAHAN,  
Asst. Supt. in Charge of Track.

## TIES SHOULD BE REPLACED.

Department of the Interior,  
Alaskan Engineering Commission,  
Maintenance of Way Department,  
Anchorage, Alaska, April 8, 1919.

Circular No. 52:

### TO ALL SECTION FOREMEN:

As soon as frost is sufficiently out of the ground, please arrange to replace such ties as had to be adzed down more than 1½ inches during the past winter on account of frost heaves. Nearly all sections have sufficient ties on hand for this work. Those that have not will make requisition on this office for them. You will be notified when snipped so you can be on hand to unload from train.

I also notice considerable scrap bolts, spikes, angle bars, etc., scattered along the line on various sections. Material

of this nature should never be left scattered along the line, but should be neatly piled near the tool house.

JAS. HANAHAN,  
Asst. Supt. in Charge of Track.

## MARKING OF RAILROAD SHIPMENTS.

Department of the Interior,  
Alaskan Engineering Commission  
Office of Trainmaster  
Anchorage, Alaska, April 10, 1919.

Bulletin No. 150:

### TO ALL CONCERNED:

In making shipments to Kuney it is the desire that when such shipments are to be put off at the section house at Eagle River bridge, they be marked either "Section House" or "Eagle River Bridge", in addition to the name "Kuney".

When the shipment is simply marked "Kuney" it will be put off at the siding.

This is necessary as a number of farmers in the vicinity of Eagle Valley have requested that their shipments be put off at the siding instead of the bridge.

Agents and conductors in handling shipments will kindly be governed accordingly.

J. T. CUNNINGHAM, Trainmaster.

## COMMISSION ENFORCES REGULATIONS AGAINST POLITICAL ACTIVITY.

That it always has been the policy of the Alaskan Engineering Commission to enforce the regulations of the Department of the Interior forbidding political activity on the part of officers and employees is evidenced by Circular No. 129, issued at Anchorage, October 21, 1916, by Frederick Mears, Commissioner. The Alaskan Engineering Commission's circular and the Interior Department's regulations are based on rules promulgated by the Civil Service Commission. While the Civil Service Commission's rules originally applied only to persons in the executive and the classified civil service, the Interior Department's regulations are extended to all unclassified laborers. The rules and regulations set forth specifically what sorts of political activities are objectionable.

The circular which was issued by Commissioner Mears and which is still in effect, follows:

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

"Circular No. 129:

### "TO ALL CONCERNED:

"There is attached hereto for your information, a notice addressed by the Acting Secretary to all officers and employees of the Department of the Interior, relative to activity in politics by federal officers and employees.

"F. MEARS, Commissioner."

The regulations of the Department of the Interior, which make reference to the rules of the Civil Service Commission, follow:

"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 Fed-

eral officers and employees, and the explanation by the Civil Service Commission:

**"Warning Against Activity in Politics by Federal Officers and Employees.**

**Political Activity.**

"Rule 1, 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 opinions 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 to influence or 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 obsessive 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 to 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 inspection 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, issued of May, 1916.) It is not to be assumed that other forms of political activity are permissible because

they are not mentioned.

**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 any officer or employee of the United States at the office or building in which he is employed in the discharge of his official duties, 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 \$5000, 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 1, the statutes concerning the solicitation or receipt by one officer or employee of political contributions from another 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 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 cooperate with the Civil Service Commission in punishing those who fail to obey the civil-service law or rules promulgated pursuant thereto.

"BO SWEENEY,

"Acting Secretary."

**ALL RETURNED SOLDIERS THAT WANTED WORK ARE NOW EMPLOYED.**

All returned soldiers that sought employment of the Alaskan Engineering Commission are now at work. The total number is 47. Of these, 10 were employed last week. The names of these latest employees are John J. Casey, brakeman; A. H. Dieber, dock; I. H. Fleischman, chief clerk in the executive office; J. B. Hall, brakeman at Eskha mine, Angeles J. Karaiscos; Daniel McInnis, transportation department; Axel Nordin, marine ways; Harry I. Stasser, dock; Domicile Turcotte, Anchorage townsite fire department; and W. W. Wade, railroad station agent at Moose.

# FIGURES SHOWING TOTAL AMOUNT OF WORK ARE COMPILED BY ENGINEER IN CHARGE.

Figures showing the total amount of work accomplished in the construction districts of the Anchorage Division of the Government Railroad from the beginning of activities to March 31, 1919, as well as the work accomplished in the month of March, are tabulated in a report by William Gerig, engineer in charge of the Anchorage Division. The figures follow:

	Total to Mar. 31, 1919	Total for Mar., 1919
Clearing, acres .....	3,049.57	1.20
Grubbing, acres .....	700.78	0.24
Excavation—Prism of Cut:		
Common, cu. yds. ....	1,418,939	591
Loose rock, cu. yds. ....	638,413	1
Frozen material, cu. yds. ....	550,137	988
Solid rock, cu. yds. ....	2,027,056	13,619
Excavation—Borrow, Ditches, Etc.:		
Common, cu. yds. ....	1,748,223	292
Loose rock, cubic yards .....	332,256	
Frozen material, cu. yds. ....	331,624	1,541
Solid rock, cu. yds. ....	746,534	9,295
Embankment:		
Swell, cu. yds. ....	667,111	7,988
Total equiv. emb'kment, cu. yds. ....	8,459,393	33,274
Prism of embankment, cu. yds. ....	6,802,571	15,261
Waste or shrinkage, cu. yds. ....	1,656,822	18,013
Total, cu. yds. ....	8,459,393	33,274
Overhaul, 1000 cu. yds. hauled 100 ft. ....	13,762.37	1.50
Trestle—Temporary:		
Piles, lin. ft. ....	150,647	315
Lumber, 1000 ft. b. m. ....	912.9	2.5
Iron, lbs. ....	601,113	160
Trestle—Permanent:		
Piles, lin. ft. ....	413,674	2,739
Lumber, 1000 ft. b. m. ....	7,482.1	346.3
Iron, lbs. ....	2,145,392	13,687
Steel in bridges, tanks, etc., lbs. ....	43,500	
Lumber, 1000 ft. b. m. ....	4,088.9	
Hardware, lbs. ....	171,637	
Excavation in Foundations—Wet:		
Common, cu. yds. ....	3,847	
Loose rock, cu. yds. ....	318	
Solid rock, cu. yds. ....	435	
Frozen material, cu. yds. ....	3,796	
Excavation in Foundations—Dry:		
Common, cu. yds. ....	22,333	
Loose rock, cu. yds. ....	3,005	
Solid rock, cu. yds. ....	1,951	
Frozen material, cu. yds. ....	837	
Masonry—Concrete, Class A, cu. yds. ....	2,873.8	
Masonry—Concrete, Class B, cu. yds. ....	149.0	
Masonry—Riprap, cu. yds. ....	8,281	
Timber Culverts, Bulkheads and Cribs:		
Logs, lin. ft. ....	289,869	
Piles, lin. ft. ....	28,050	
Lumber, 1000 ft. b. m. ....	298.8	
Iron, lbs. ....	79,851	
Rock filling, cu. yds. ....	24,595	
Track—Spurs, Sidings, Etc.:		
Ballast, cu. yds. ....	151,610	
Ties, No. ....	170,222	
56-lb. rail, lin. ft. ....	114,220	
70 lb. rail, lin. ft. ....	623,074	

## Track—Main Line:

Ballast, cu. yds. ....	296,078	
Ties, No. ....	399,808	
70 lb. rail, lin. ft. ....	1,522,958	2,667
Telegraph line—T., lin. ft. ....	644,794	
Telegraph line—P., lin. ft. ....	638,880	
Water pipe, lin. ft. ....	12,058	
Sewer pipe, lin. ft. ....	7,951	
Back fill, lin. ft. ....	7,424	
Wagon road, lin. ft. ....	49,134	
Foundation posts, lin. ft. ....	14,661	
Brush material, lin. ft. ....	7,800	
Coyote holes, lin. ft. ....	3,309	245
Logs in temporary bridges and buildings, lin. ft. ....	235,034	
Blind drains, lin. ft. ....	1,101	

## TRAINS BEGINNING NEXT WEEK WILL RUN ON NEW SCHEDULES.

New schedules for trains effective Monday, April 21, are announced by J. T. Cunningham, trainmaster.

Service between Anchorage and Chickaloon will be twice weekly. Trains for Chickaloon will leave Anchorage at 8:30 o'clock a. m. Mondays and Fridays. These trains will arrive at Chickaloon at 4:15 o'clock p. m. the same days. Returning from Chickaloon, the trains will leave there at 7:30 o'clock a. m. Tuesdays and Saturdays and will arrive in Anchorage at 2:15 o'clock p. m. the same days.

Service will be given once a week between Anchorage and Talkeetna. The train will leave Anchorage at 8 o'clock a. m., Wednesday, and will arrive at Montana the afternoon of the same day. At Montana, without delay, passengers, mail and baggage will be transferred to a motor passenger car, which will proceed to Talkeetna, arriving there Wednesday afternoon. Following a brief stay at Talkeetna, the motor car will leave Talkeetna Wednesday afternoon and return to Montana later in the afternoon. From Montana, the steam train will leave at 7:30 o'clock a. m. Thursday for Anchorage and will arrive at Anchorage at 2:15 o'clock the same day.

The service between Anchorage and stations on Turnagain Arm will be given once a week. The train will not be operated on any definite day of the week, but whenever traffic warrants service.

## FORMER COMMISSION OFFICIAL MANAGES LAND DEVELOPMENT PROJECT IN FLORIDA.

Eighty thousand acres of fruit and agricultural land, in process of development, and a railroad, fifty miles long, built especially to serve the property, are under the management of Andrew Christensen, who recently resigned as head of the Land and Industrial Department of the Alaskan Engineering Commission.

The Finance and Trading Corporation, of New York City, with which Mr. Christensen is associated, is engaged in the business of liquidating and financing industrial concerns, and the Florida project is one of the enterprises in which it is interested.

In a letter to M. H. Baker, of the stores department, Mr. Christensen makes brief reference to the Florida enterprise.

"At present," he writes from Ocala, Florida, "I am in Florida, where I am handling a 50-mile railroad and a tract of 80,000 acres of fruit and agricultural land. The railroad runs from Palatka to Ocala."



### TRACK IS LAID FOR DISTANCE OF 4.56 MILES IN FAIRBANKS DIVISION.

Track to the extent of 4.56 miles was laid in March in the Fairbanks Division of the Government Railroad, is the official report of Frederick D. Browne, engineer in charge of the Division.

Four and forty-six hundredths miles of new track were put down in the Nenana district of the Division. Grading in the same district, South of Nenana, was completed to Mile 364.6, and North of Nenana grading was under way between Nenana, which is Mile 414, and Mile 424 and in Miles 438 and 439.

In the Fairbanks district of the Fairbanks Division, 0.11 mile of track, consisting of 40-pound rails, was laid in March, bringing the end of steel South of Fairbanks to Mile 453.48.

### ALASKA IN FEBRUARY EXPORTED COMMODITIES VALUED AT \$1,633,781.

Commodities shipped from Alaska to the States in February, 1919, were valued at \$1,633,781, according to the report of C. D. Garfield, acting collector of customs for the Territory, whose office is at Juneau. Copper led the list of exports in value. Salmon was next. The commodities and their values follow:

Bones, hoofs, horns, etc.	8	115
Curios		417
Fresh fish, other than salmon	401,430 lbs.	36,500
Dried fish, smoked or cured	100 lbs.	5
Pickled fish	45 bbls.	581
Canned salmon	1,032,568 lbs.	130,685
All other salmon		30,290
Clams		4,810
Shrimps		1,075
Furs and furskins, ex. seal skins.		30,420
Copper ore, matte and regulus	5,176,033 lbs.	1,305,567
Lead ore, matte and regulus	121,033 lbs.	7,195
Lead bullion		464
Platinum (in copper ore)	10 oz.	1,050

Palladium (in copper ore) ..... 80 oz. 10,000

Total value products of Alaska ..... \$1,579,180  
 Articles the growth, produce or manufacture of  
 the United States returned ..... 43,891  
 Total value of foreign merchandise ..... 10,710

Total value of shipments of merchandise ..... \$1,633,781

### WEEKLY FORCE REPORT.

#### Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, April 5, 1919, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge	1	6	3	10
Bridge Engineer	1	1	4	6
Drafting	1	4	0	5
Land and Industrial	1	1	0	2
Terminal Shops and Yards	2	8	30	40
Track, Bridge and Ballast	1	4	176	181
Receiving and Forwarding Agent	1	4	4	9
Machine Shops	1	2	67	70
Marine Ways	1	1	35	37
Stores	1	15	55	71
Employment and Mess Bureau	1	2	14	17
Transportation	1	11	20	32
Disbursing Office	1	6	0	7
Accounting	1	11	0	12
Base Hospital	1	4	8	13
Townsite	0	1	6	7
Telegraph and Telephone	1	6	14	21
Mining	2	6	102	110
Talkeetna District	1	7	15	23
Total	21	100	552	73
Stationmen and their laborers				10
Grand total				692

### CLIMATOLOGICAL DATA—FEBRUARY, 1919.

STATIONS	Mile on Railroad	Approximate Elevation, feet	Temperature in Degrees, Fair.								Precipitation Inches			Number of Days			Prevailing Direction of Wind.
			Mean Maximum	Mean Minimum	Mean	Highest	Date	Lowest	Date	Greatest Daily Range	Total	Greatest in 24 Hours	Total Snowfall, Inches	Clear	Partly Cloudy	Cloudy	
ANCHORAGE																	
D. D. Vint, Obs.	115	40	29.07	6.96	18.01	38	20	-11	26	37	0.12	0.05	2.4	10	8	10	N
MATANUSKA																	
F. E. Rader, Obs.	151	200	30.9	11.7	21.3	44	20	-9	7	34	.....	.....	....	13	7	8	NE
CHICKALOON																	
J. B. Manning, Obs.	188	910	26.2	5.9	16	37	22	-15	7	36	.....	.....	....	22	3	3	NE
TALKEETNA							6										
J. F. Coffey, Obs.	227	366	33.5	8.5	21	48	8	-18	7	60	.....	.....	....	21	3	4	NW
INDIAN RIVER																	
A. F. Stowe, Obs.	266	735	28.25	4.85	16.55	40	21	-14	25	41	0.08	0.08	1.1	15	7	6	NE

### PERSONAL

Mrs. John F. Coffey, telephone operator at Talkeetna, was a recent visitor in Anchorage.

Mrs. C. A. Berg, whose husband is a carpenter in the Talkeetna district, is in Anchorage.

John Laughlin, line auditor for the Talkeetna District, is in Anchorage on business.

Mrs. W. T. Gill, who has been employed as clerk in the Talkeetna district, returned to Anchorage last Wednesday.

Claude Koeppe, an employee of the Alaskan Engineering Commission at Nenana, passed through Anchorage last week on his way to the States.

Mrs. David Rose, wife of the train dispatcher, and Mrs. J. J. Moore, whose husband is a conductor, took a trip to Indian on Turnagain Arm last week.

Charles V. Swanson, shift boss, and Charles Belanger, miner, at the coal mine of the Alaskan Engineering commission at Eskaa, came to Anchorage last week.

W. S. Brown, clerk, and J. D. Ferguson, warehouseman, in the stores department of the Talkeetna district, will be passengers on the steamship Farragut for the States.

H. F. Dose, engineer for the Talkeetna district, came to Anchorage last Wednesday on a business trip. He returned Monday to his headquarters at Deadhorse Hill.

George Manning, Roy Mills and Peter Whalen, members of Bridge and Building Gang No. 5, which is at work in the Talkeetna district, came to Anchorage in the past week.

Mr. and Mrs. M. M. Thompson have returned from the States. Mr. Thompson, who recently was discharged from the Army, was timekeeper at Camp 86 on Turnagain Arm.

Captain H. P. Palmer and his daughter, Miss Mona Palmer, will leave on the steamship Admiral Farragut for the States. Captain Palmer, who has been the medical officer for the United States Guards stationed here, has been ordered to report at Fort Lawton, in Washington state. Miss Palmer has been stenographer in the executive office of the Alaskan Engineering Commission.

J. P. Park, foreman of Bridge and Building Gang No. 7, and C. A. Berg, P. W. Cohen, Daniel Donovan, J. Donovan, Clifford Egtvet, J. E. Erickson, E. Foresell, Angus Kennedy, Frank E. Lee, P. T. McCartin, B. Murray, John L. Nelson, Charles Sandberg, E. E. Santose, Charles Seaman and Karl Spath, members of Bridge and Building Gang No. 7, returned to Anchorage last week from the Talkeetna district.

### Anchorage Division Notes.

The Anchorage Advisory Council held a meeting the evening of April 8. Only routine business was transacted.

A new supply of War Savings Stamps of this year's issue have been received at the Anchorage post office. The price this month is \$4.15.

Heads of all departments of the Alaskan Engineering Commission met Saturday afternoon with William Gerig, engineer in charge of the Division. Various matters in connection with the business of the Division were discussed.

### COMMISSION EMPLOYEES ARE ENTITLED TO WEAR DEPARTMENT OF INTERIOR BADGES.

Employees of the Alaskan Engineering Commission are entitled to wear the field service badge recently adopted by the Department of the Interior. The design of the badge is in a measure an adaptation of the seal of the Depart-

ment. The badge is circular in form. Near the edge of the upper half of the badge are the words, "Department of the Interior" and the letters, "U. S." In the center is the design of a buffalo. Near the edge of the lower half of the badge is the name of the branch of the service with which the wearer is associated, as "Bureau of Pensions" or "Alaskan Engineering Commission."

An inquiry whether any of the employees of the Commission desire to obtain the badges was addressed by E. J. Ayers, chief clerk of the Department of the Interior, to William C. Edes, chairman of the Alaskan Engineering Commission. Mr. Edes has forwarded the inquiry to William Gerig, engineer in charge of the Anchorage Division.

Mr. Ayers' letter to Mr. Edes in part follows:

"The field service badge, which the Department of the Interior has adopted, can be used for all the field services of the bureaus and offices connected therewith.

"The Department has recently contracted with R. F. Bartle & Co., Central National Bank Building, Washington, D. C., for the furnishing for the use of the Pension Office of 75 badges, of rolled gold plate, known as 15-year quality, with blue lettering of the best French enamel, rose finish, each fitted with a substantial jeweler's pin and lock attachment. The price was \$4.24 each.

"The master die of steel of this badge is the property of this Department, and if any badges are desired for your field service they can be procured through the Supply Division of the Department on proper requisition.

"Since the master die is the property of the Government, it is believed that badges of the same quality that were furnished the Pension Office can now be procured at a lesser price each."

Mr. Edes' letter to Mr. Gerig in part follows:

"Kindly call this matter to the attention of our employees, and advise whether any considerable number would be interested in securing the badges. Please note that the price was \$4.24 each for the 75 furnished the Pension Office, but that it is thought they may be secured at a lesser price."

### TON OF MAIL AND NINE PASSENGERS ARRIVE FROM SEWARD.

Seven sacks of first-class and thirty-four sacks of second-class mail, weighing all together 2000 pounds; eight sacks of express, weighing 200 pounds, and nine passengers arrived in Anchorage April 14 from Seward.

Eighteen pieces of express, weighing 505 pounds, reached Anchorage April 11 from Seward.

Four sacks of first-class mail left on the Southbound train that departed from Anchorage April 12.

### NEXT MONDAY WILL WITNESS BEGINNING OF VICTORY LOAN CAMPAIGN.

Next Monday will witness the beginning of the campaign for the sale of Victory Bonds. Heads of departments of the Alaskan Engineering Commission will take an active interest in the work.

Danilo Vucetich, who has charge of the campaign in the Anchorage district, within the next few days will receive by cable information relative to the exact allotment for the Anchorage district and the rate of interest that will be paid by the Government on the securities.

Posters and literature in regard to the loan will be distributed this week.

# ALASKA RAILROAD RECORD



VOL. III. ANCHORAGE, ALASKA, TUESDAY, APRIL 22, 1919.

NO. 24

## POLES FOR SNOWSHEDS AND ROCK FOR RIPRAP TAKEN OUT ON ANCHORAGE DIVISION.

Nine thousand, seven hundred and fifty-five feet of poles for snowsheds were got out at Indian, on Turnagain Arm, in the past week, according to reports to William Gerig, engineer in charge of the Anchorage Division.

The steam shovel at Bird, on Turnagain Arm, last week produced a total of 3120 cubic yards of rock. Of this amount, 2980 cubic yards were dumped for riprap on Turnagain Arm, and 140 cubic yards last Saturday night were on hand on cars. Since April 16, two trains have been serving the shovel.

Recent warm weather has thawed all the snow on the track of the Government Railroad North of Anchorage, reports F. A. Hansen, engineer of maintenance of way. The track is in fair condition.

Bridge and Building Gang No. 5, which helped in the erection of the bridge across the Talkeetna River, was brought to Anchorage last week and laid off.

F. H. Chapin and his party, who made soundings for the proposed railroad bridge across the Susitna River, returned to Anchorage early last week, having completed the sounding work.

## ROCK EXCAVATED FOR RIPRAPPING FILLS AND WIDENING FILLS ON SEWARD DIVISION.

One thousand, nine hundred cubic yards of rock were excavated in Mile 23 in the Seward Division in the past week, according to the report of R. J. Weir, engineer in charge of the Division. Four hundred cubic yards of this material were used for riprap in Mile 2, and the remaining 1500 cubic yards were used for riprapping and widening fills in Mile 24. The shovel lost two days last week on account of a breakdown.

No grading was accomplished last week in Mile 52.

Sam Radish & Co., station contractors in Mile 52, are engaged in the excavation of the South portal of tunnel No. 2, which is 90 per cent complete. The timbers for this portal have been framed and are ready for erection.

Charles Nelson & Co., stationmen, at tunnel No. 3 in Mile 53, progressed 27 lineal feet in the enlargement of the tunnel to standard section. This makes a total of 162 feet of the tunnel enlarged to date.

The pile driver crew and bridge men stationed at Mile 65 have been engaged in the past week in wrecking old Alaska Northern bridge No. 132, which is across Twenty-Mile River. This work is 40 per cent completed. The sal-

vaged stringers and ties are being used on the temporary trestle approach at the North end of the new bridge, which has been completed. The rail will be transferred to the new bridge this week. The temporary trestle approach to the South end of the new bridge will be completed within a few days.

The weather the first half of last week on the Seward Division was clear and cold. The latter half of the week the weather was cloudy and warm. The trail is fair for night travel.

Forces of the Alaskan Engineering Commission delivered at the new sawmill at Mile 73, in the past week, 10,613 feet, board measurement, of logs. The total to date is 61,680 feet, board measurement. Logging operations have been discontinued on account of a lack of snow.

A small section crew is engaged in clearing track of muck and rock slides South of Kern Creek in addition to going over the track to eliminate frost heaves and low spots in the road bed.

The steam shovel crew is engaged on repairs to the Bucyrus steamshovel at Mile 67, preparatory to the season's work.

The mechanical department of the Seward Division has the work on the new caboose 75 per cent complete. Heavy repairs to engine No. 20 are completed and the engine is now in the hands of the painter. Engine No. 11 is in the shop undergoing heavy repairs, preparatory to the season's work. Light repairs were made to engines Nos. 285 and 10 and to the Marion steam shovel.

The Commission's tug Anne W. and barge Lawrence arrived at Seward at 10 o'clock p. m. April 14, with a cargo of coal and merchandise for Seward. The cargo was discharged, and the barge was reloaded with freight for Anchorage. The two crafts sailed for Anchorage at 7 o'clock a. m. April 20.

## NINE FORMER EMPLOYEES OF COMMISSION ARE WITH AMERICAN FORCES IN RUSSIA.

At least nine former employees of the Alaskan Engineering Commission are with the contingent of United States troop snow in Russia. They are Captain C. G. Jones, Albert L. Adams, James Coates, George S. Cullen, R. L. Donaldson, Fabian Miller, Carl Moot, James D. Park and George D. Woods. All these men were members of the Thirty-first Engineers until they left it to join the expeditionary force to Russia.

Information to this effect was received last week from Major E. R. McFarland, who is with the American Signal Corps in France.

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.15.



# ANCHORAGE BUSINESS MEN ISSUE PAMPHLET IN REGARD TO WORK DONE BY COMMISSION.

Facts relative to the achievements of the Alaskan Engineering Commission are set forth in brief yet comprehensive form in a pamphlet issued by the Anchorage Chamber of Commerce. The publication, which answers practically all criticisms that have been directed at the Commission, is addressed to Senators and Representatives in Congress, and copies have been mailed to all of them. The pamphlet follows:

"If you want to know about the Government Railroad being built in Alaska read what the citizens of Anchorage have to say concerning the Anchorage Division, which comprises 280 miles of Government Railroad and begins near the Northern end of the Alaska Northern Railway and extends to the summit of the Alaska Range.

"The most expensive work on this division and probably on the whole road is along Turnagain Arm and on the branch to the Matanuska coal fields, and this work has been completed.

"Track has been laid and trains are operated over 154 miles of new main line as far North as Talkeetna, and 38 miles of branch line, making a total of 192 miles on this division. This does not include the many miles of track in yards and sidings. In addition 30 miles of roadbed are ready for the track North of Talkeetna.

"More than six miles of wooden bridges have been built.

"Twenty-four hundred acres of right-of-way have been cleared and grubbed.

"More than 3,000,000 cubic yards of solid rock and nearly 6,000,000 cubic yards of other material, including loose rock, frozen material, earth, etc., have been moved.

"Two hundred and thirty miles of trails and 195 miles of wagon roads were built to get supplies and outfits to camps.

"Approximately 350 miles of telegraph and telephone lines have been constructed.

"More than 200 buildings, both temporary and permanent, have been erected to house employees and care for supplies. These buildings include the general office building; permanent hospital with up-to-date equipment, having a capacity for 64 patients; power houses, cold storage plant, etc., located at Anchorage.

"Coal mines were opened at Eskra Creek and Chickaloon by the Alaskan Engineering Commission; equipment was bought, houses were built, and 90,000 tons of coal mined and shipped from these mines in two years.

"Temporary wharves and docks were built at Anchorage, over which 20,000 passengers and 188,000 tons of freight have been handled in three years. A permanent dock is under construction.

"Seven water tanks, five pumping plants, three and one-half miles of water mains, one and one-half miles of sewer, and many incidentals have been supplied and constructed, all necessary adjuncts and required to carry on this work.

"There are now on the Anchorage Division 12 locomotives received from Panama, all rebuilt and as good as new; five passenger cars, 421 freight and other cars, besides five steam shovels, a number of cranes, pile drivers, tugs, barges, lighters, etc.

"There is a marine ways for repairing and taking care of floating equipment.

"There is also ample contractors' equipment and tools, not only sufficient to complete this road, but having a sal-

vage value when construction is finished.

"Since the first train was operated less than three years ago, nearly 100,000 passengers and one-quarter of a million tons of freight have been handled over the rails.

"What about townsites?

"Three townsites have been laid out along the Government Railroad in the Anchorage Division, and lots sold. They are Anchorage, Matanuska, and Wasilla. In these townsites, there have been 143 acres of land cleared, 10 miles of streets graded, nearly five miles of wooden and one and one-fourth miles of cement sidewalks laid, seven and one-fourth miles of water mains and one and one-fourth miles of sewers installed. Payment for these improvements is made from funds received from lot sales and by assessment.

"What is there at Anchorage?

"There is a large public school building, five churches, and some 890 privately-owned stores and residences, including several buildings that cost from \$20,000 to \$55,000 each. The Government has a municipal building, a Federal and jail building, telephone and electric building, post office building, pumping plant, water tank, warehouse, fire station building, cottages for families of employees, living quarters, etc.

"The sanitary conditions are excellent. There have not been any epidemics of typhoid fever or other contagious diseases, except influenza.

"The business men of Anchorage are practically all Alaskans, men who have been in the territory many years.

"The harbor at Anchorage is free of ice practically eight months of the year, which is as long a season as the port of Duluth, which handles as much tonnage as any port in the United States, and when permanent dock facilities are provided, which will be done at a very small cost, ships can come to Anchorage every month of the year without breaking ice. Twenty thousand passengers and nearly 200,000 tons of freight were landed in this harbor without the necessity of any dredging. There was some dredging done last year in front of the new permanent dock, which will require a small amount of such work—about 300,000 yards.

"What about politics?

"There has been no politics in the Alaskan Engineering Commission here.

"Efficiency, merit and loyalty to the Government are the qualifications required to obtain work on the Government Railroad.

"Has there been inefficiency or waste in the construction of the Government Railroad?

"Evidently not, for the reason that although labor and materials have advanced from 33 1-3 per cent to 300 per cent, the completed cost of the road will exceed the estimate made in 1911 by only a little over one-fourth, so if prices had remained at the same level as when the estimate was made, the cost of construction would have been below the original estimate. This also is evidence that the project has been prosecuted in a business-like manner and shows conclusively the executive, engineering and business ability of Mr. Wm. C. Edes, who has been the chairman and chief engineer of the Commission since its organization. At the present time the Commission is composed of one man only.

"The men in charge of the construction work under Mr. Edes are all railroad engineers of many years' experience, drawn from such roads as the Southern Pacific, the Great Northern, the Northern Pacific and other roads in the States.

"We, the business men and residents of Anchorage, who

have been here since work was started and who have observed the work from year to year, know that it has been carried on in a strictly business-like manner and that there has been no waste or negligence on this Division.

"Has the present constructed portion of the Railroad been of any benefit to miners, prospectors and other residents in Alaska?"

"It has. As an example: It formerly cost more than 25 cents per pound to move freight from tidewater at Anchorage to Chickaloon by pack train. Now it costs less than one-half cent per pound by railroad. It formerly cost at least six cents per pound to move freight from tidewater at Anchorage to Wasilla by dog-sled. Today it costs one-third of one cent per pound by railroad.

"The railroad enabled farmers to locate in the Matanuska Valley and raise potatoes and other supplies, 6000 tons having been produced since the railroad started construction, part of which has been sent to cities as far South as Seattle, Washington.

"The railroad has a first-class roadbed and track from the coal mines to tidewater at Anchorage, and sufficient coal-handling machinery and other equipment on hand to load 2000 to 3000 tons of coal per day into shops or barges.

"Has any private monopoly the cream of the Matanuska coal field?"

"Emphatically NO!"

"There are two operators who have units leased from the Government in the Matanuska coal fields. One operator at the present time has suspended on account of lack of capital; the other would gladly exchange his unit for the one the Government has reserved and is operating.

"Has the railroad generally been located in the proper place?"

"We believe it has. It is the shortest distance from tidewater to the navigable waters of the Interior. It has the best grade within the Territory of Alaska. It penetrates a region rich in natural resources.

"The waters of Cook Inlet abound with fish, and the fishing industry will be an important one. The railroad passes through 648,000 acres of agricultural land in the Matanuska and Susitna valleys, in which sufficient produce can be raised to supply the whole Territory. The railroad taps the Matanuska and Nenana coal fields. Adjacent to the railroad are productive mines and many prospects of mineral deposits.

"In conclusion, businessmen and residents of Anchorage submit, in justice to the Department of the Interior and the Alaskan Engineering Commission, that construction and operation activities on the Government-owned Railroad in the Anchorage Division have been directed and effected intelligently, efficiently and economically.

"ANCHORAGE CHAMBER OF COMMERCE,

"F. W. REDWOOD, President.

"Anchorage, Alaska, April 7, 1919."

#### ACTIVITIES OF MECHANICAL DEPARTMENT ARE OUTLINED BY MASTER MECHANIC.

Locomotive engines No. 264 and 620 changed off on the Chickaloon-Montana-Anchorage run in the past week, according to the report of E. P. Hedberg, master mechanic for the Anchorage Division of the Alaskan Engineering Commission. Locomotives Nos. 266 and 277 are in work-train service on Turnagain Arm. Locomotive No. 247 made one round-trip last week on the Chickaloon train. Running repairs were made to locomotives Nos. 225, 264, 266, 275,

277 and 620. Light repairs, which are in progress on locomotive No. 224, are about 75 per cent complete.

The ten-passenger motor car No. 7 was fitted up last week with a trailer and a new push car was assembled and fitted up with sideboards for service between Montana and Talkeetna. Repairs were made to motor cars Nos. 1, 34 and 42.

The overhauling of Browning Crane No. 1 was completed and this crane is again in service. Running repairs were made for Bay City Crane No. 3 and repairs to the Browning Crane No. 2 are being made. The damaged ditcher-boom has been repaired and is again ready for service. Repair parts were made for Bucyrus steam shovels Nos. 6 and 7. Dinky, or narrow-gauge, engine No. 20, shipped in from the Turnagain Arm, has been taken into the shop and will be given an overhauling.

Light repairs were made to 27 freight cars.

Large pump No. 1 at the pumping station was shut off April 15 and will be used only as relief or in emergency. Pump No. 3 continues to be used for pumping water to the terminal tank, while pump No. 2 is used for pumping water to the townsite tank. This pump operates at about 100 single strokes per minute, at which speed it should easily be able to maintain the present supply.

#### MARINE WAYS SUPERINTENDENT RESIGNS TO GO WITH COAST AND GEODETIC SURVEY.

Harry G. Locke has resigned as superintendent of the marine ways department of the Alaskan Engineering Commission to accept a responsible position with the United States Coast and Geodetic Survey. He will relinquish his duties with the Commission in June. His new position will require him to make his headquarters in Washington, D. C., which will be his home. His work will take him to the various ports from which the Survey operates its vessels.

Mr. Locke came to the Commission in May, 1915, from the Survey, with which he had long been connected as chief engineer and which then expected he would return to it at the end of two years. This two-year period was extended at its expiration on request from the Commission.

In a cable message last week from the chief of the Survey, Mr. Locke was urged to return to it. He concluded to do so after having consulted with William Gerig, engineer in charge of the Anchorage Division. Mr. Gerig, on behalf of the Commission, expressed keen regret at losing the services of Mr. Locke.

#### DONATION FOR WAR WORK IS ACKNOWLEDGED BY ASSISTANT SECRETARY OF INTERIOR.

Receipt of \$113 by the Department of Interior War Work Association from the employees of the coal mine operated by the Alaskan Engineering Commission at Chickaloon has been acknowledged by S. G. Hopkins, assistant Secretary of the Interior, in a letter to William Gerig, engineer in charge of the Anchorage Division. The \$311 was remitted in March. Mr. Hopkins' letter follows:

"Dear Mr. Gerig:

"Receipt is acknowledged of your letter of March 4, inclosing checks in the amount of \$113, representing contributions to the War Work Association at the Chickaloon mine. This money has been turned over to Mrs. Franklin K. Lane, who desires me to thank you for same.

"Cordially yours,

"S. G. HOPKINS, Assistant Secretary."

## 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.

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

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### WIRE MESSAGES MUST BE KEPT SECRET.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, April 19, 1919.

Circular No. 372:

TO ALL CONCERNED:

Operators are cautioned against allowing unauthorized persons to have access to message files. Every precaution must be taken to guard the secrecy of matter turned over to the department for transmission, no matter what its character may be. This applies to news matter in transit, which is the property of newspapers. Failure to properly care for traffic in this particular renders an employee not only liable to dismissal, but prosecution as well.

The following extract of a section found on page 1029, Supplement to the Revised Statutes of the United States, Volume 11, 1892-1901, is inserted here for the information and guidance of all:

"Sec. 166. That if any officer, agent, operator, clerk or employee of any telegraph company, or any other person, shall wilfully divulge to any other person than the party from whom the same was received, or to whom the same was addressed, or his agent or attorney, any message received or sent, or intended to be sent, over any telegraph line, or the contents, substance, purport, effect, or meaning of such message, or any part thereof, . . . the person so offending shall be deemed guilty of a misdemeanor and shall be punished by a fine of not to exceed \$1000 or imprisonment not to exceed one year, or by both such fine and imprisonment, in the discretion of the court."

When necessary to telephone a message to or from a patron, booths should be made use of when available. When reading and verifying a message in course of preparation with a patron, same should be done with as much privacy as possible.

WM. GERIG, Engineer in Charge.

### ATTENTION CALLED TO SWITCH.

Department of the Interior,  
Alaskan Engineering Commission  
Trainmaster's Office  
Anchorage, Alaska, April 21, 1919.

Bulletin No. 156:

TO ALL CONCERNED:

I find that the junction switch at Anchorage Yard leading from main line to the dock is not being left in proper position after being used.

The proper lineup for this switch is for main line, and all concerned will see that the switch is left in that position

after being used.

J. T. CUNNINGHAM, Trainmaster.

### COMPLETION OF RAILROAD ON BASIS OF 1915 PRICES WOULD HAVE COST ONLY \$33,874,563.32.

Thirty-three million, eight hundred and seventy-four thousand five hundred and sixty-three dollars and thirty-two cents is the amount the Government Railroad would have cost to complete, if the prices that prevailed in 1915 had not increased since then. The original estimate for the construction of the railroad was \$35,000,000, so if no change had occurred in the conditions that obtained at the time of the estimate, the actual cost would have been \$1,125,136.68 less than was figured in the beginning. A financial statement showing the outlay necessary to construct and complete the entire system, on the basis of prices in 1915, has just been compiled by the executive office of the Alaskan Engineering Commission.

"In going over the figures on the cost of the railroad," said William Gerig, engineer in charge of the Anchorage Division, "there are two things quite noticeable. One is a saving of \$350,000 that has been effected by the Commission in using the coal produced at the Eska and Chickaloon mines. If the Commission, instead of opening and operating the mines at Eska and Chickaloon, had bought in the States and shipped to Seward and Anchorage the coal it needed in construction and operation, its expenditures would have been \$350,000 in excess of what they are to the present time. The other noticeable saving was effected by the purchase of a large quantity of supplies in 1917. If these supplies, instead of having been bought at one time in 1917, had been purchased at various times in 1917 and 1918, their cost, on account of the rising market during the war, would have been a great deal more than it actually was."

### FIRST STEAMSHIP OF SEASON ARRIVES HERE FROM SEATTLE APRIL 18.

Ocean steamship navigation in Anchorage harbor was opened for the 1919 season April 18 with the arrival from Seattle and way ports of the steamship Farragut. The vessel reached here at 8.20 o'clock a. m. She brought 16 tons of commercial freight, 475 tons of freight for the Alaskan Engineering Commission and about 50 passengers. The Farragut, with a list of 57 first class and 17 second class passengers, departed at 1.10 o'clock a. m. April 19 on her return voyage to Seattle.

The cannery tender Helen T. and a barge, owned by Libby, McNeil & Libby, arrived in Anchorage from Kenai at 9.15 o'clock a. m. April 16 for coal. After having loaded 27.6 tons, the tender and barge left at 8.30 o'clock p. m. April 17.

The power boat Sea Lion, owned by N. J. Gaikema, reached Anchorage at 7.30 o'clock a. m. April 17 from Seldovia. The power boat Grizzly, owned by the Kachemak Canning Company, arrived here at 8.50 p. m. April 17. The barge Cache Creek was in tow of the Grizzly.

The steamer Tyonic, operated by McNally & Maitland, left Anchorage for Seldovia at 8 o'clock p. m. April 17 and returned to Anchorage at 9 o'clock p. m. April 20. She departed again for Seldovia at 10.30 o'clock a. m. April 21.

The power boat Alaska and barge Knik, owned by the Alaskan Engineering Commission, arrived at 4 o'clock a. m. April 18 from Turnagain Arm.

The Commission's steamer Matanuska, the Alenco and barge No. 401 were launched last week.



## COMMISSION SUBSCRIBES \$18,100 FOR VICTORY BONDS ON FIRST DAY OF CAMPAIGN.

Victory Bonds were offered for sale in the Anchorage district yesterday, the opening day of the nation-wide campaign for the marketing of the securities, and informal reports show initial subscriptions by employees of the Alaskan Engineering Commission were \$14,500. These early subscriptions included \$2850 by the accounting department, \$200 by the art studio, \$2000 by the office of the engineer in charge, \$1400 by the disbursing office, \$1350 by the hospital, \$200 by the land and industrial department, \$200 by the maintenance of way department, \$2050 by the marine ways, \$300 by the mechanical department, \$1400 by the stores department, \$1550 by the telegraph and telephone department, \$150 by the terminal yard fire department, \$1300 by the Anchorage townsite and \$150 by the trainmaster's department.

In a telegram to William Gerig, engineer in charge of the Anchorage Division, William C. Edes, chairman of the Commission, said:

"Despite our unfortunate financial condition, I hope our employees will display their loyalty by subscribing liberally, trusting to future to take care of installments."

Mr. Gerig, in transmitting Mr. Edes' message to R. J. Weir, engineer in charge of the Seward Division, wired:

"Believe our force on Anchorage Division, though part on one-third pay and part on no pay, will make good subscription."

On instructions from Mr. Gerig, the following communication last Friday was sent to the heads of all departments in the Anchorage Division:

"Your co-operation is asked in marketing Victory Bonds among employees of your department."

"The Victory Loan is for \$4,500,000,000. The bonds take the form of four-year convertible notes, exempt from state and local taxes, except estate and inheritance taxes, and are issued in denominations of \$50, \$100, \$500 and \$1000. They bear interest at the rate of 4% per cent per annum."

### Privilege of Six Installments.

"Payment of the purchase price of a bond may be divided into six installments, namely:

First installment, 10 per cent of the face of the bond, on or before May 10.

"Second installment, 10 per cent, July 15.

"Third installment, 20 per cent, August 12.

"Fourth installment, 20 per cent, September 9.

"Fifth installment, 20 per cent, October 7.

"Sixth installment, 20 per cent, November 11.

"Payment in full, or partial payment in excess of the fixed minimum, may be made at the time of subscription or on any installment date."

"The campaign for the sale of the bonds will end May 10."

"Sixty-four thousand, one hundred and fifty dollars of the loan is apportioned for sale in Anchorage—that sum is the amount of her quota. As the Alaskan Engineering Commission is the only enterprise with any payroll of consequence in the community, the greater part of the Anchorage quota must be taken by Commission employees."

### Quota Is Eminently Fair.

"The Anchorage quota is eminently fair—less than half the quota of last year's Fourth Liberty loan. Victory Bonds are an attractive investment with their 4% per cent interest—the highest rate of any of the Government's war se-

curities—and their brief convertibility period—four years, the shortest in the history of obligations of this character. The method of paying for the bonds is easy—six installments extending over a period of seven months."

"In the matter of payment, Commission employees when necessary will be welcome to draw on their salaries to meet the first installment—10 per cent of the face of the bond on or before May 10. By the time the second installment of 10 per cent is due July 15, the special session of Congress, according to all expectations, will have made the Alaska Railroad appropriation, enabling Commission employees to pay the second installment without the least inconvenience. But even if the congressional appropriation should be delayed beyond July, bond buyers, having paid the first installment, can defer for any reasonable time the payment of the second or any subsequent installment by submitting to the usual banking interest charge."

### Success of Campaign Is Certain.

"There can be no doubt but that Commission employees will respond favorably to this appeal of the Government for funds. One thousand, four hundred and sixty-three employees on the Anchorage Division subscribed \$204,650 for Fourth Liberty Bonds last October; surely, nearly 700 employees will take between \$40,000 and \$50,000 of the Victory Loan now. The idea, sometimes given expression, that present conditions operate against the success of the Victory Loan can find no lodgment among workers on the Government Railroad. Just because conditions may be somewhat unfavorable, will inspire Commission employees to make certain of the success of the loan. To fail in this, as in any other ordinary undertaking, is to go down stream—it is the easy way. To succeed is to breast the current—harder but more satisfactory."

"Initial and subsequent payments may be made at the office of G. C. Hammond, special disbursing officer for the Commission; at the Bank of Anchorage, or at the Bank of Alaska. Reports from time to time on amount of subscriptions are requested for the office of the Land and Industrial Department, Room 7, General Office Building."

"With the assistance of you and the employees of your department, the Commission in the past has established enviable records in all classes of patriotic endeavor. It again calls on you and your men to help in the achievement of another task of loyalty—the flotation of the Victory loan."

## SOME REGISTERED LIBERTY BONDS OF FOURTH ISSUE ARE RECEIVED HERE.

Some of the registered Liberty Bonds of the Fourth issue bought by employees of the Alaskan Engineering Commission have been received from the Treasury Department at the disbursing office of the Anchorage Division. They may be obtained at the request of the purchasers. Those whose bonds have been received are Paul Brestle, J. W. Bowman, R. S. Bragaw, sr., P. Brennan, Lee Campbell, Steve W. Chuk, Richard Crisp, J. M. Culbertson, J. M. Daugherty, M. W. Diedrick, John Dooley, John H. Fraser, Thomas Freeze, M. Gans, William Gerig, Thomas Gilleece, Frank Gosue, Esther Jackson, Mrs. Hulda Logerberg, Claus E. Logerberg, Anthony Loftus, Charles L. Mason, Henry R. Miller, Annie M. McRae, G. J. Nation, J. M. Nicholson, Dan Pageant, John Rooney, Emil Sonntag, George Soames, August Swanson, Charles V. Swanson, Steve Thornton, George M. Tierney, Daisy Walton, Harold Walton, John Woodhouse and W. S. Woolever.

### DAMAGE CAUSED TO WIRES BY SNOWSLIDE IS QUICKLY REPAIRED.

Wires of the telegraph and telephone department of the Alaskan Engineering Commission at Mile 76 on Turnagain Arm were torn down April 16 by a snowslide, but were repaired and in working order by the morning of April 18, according to the report of John J. Longacre, acting superintendent of the department.

In the past two weeks six telephones were installed, five disconnected, four moved and one changed in Anchorage. One long-distance telephone was installed.

In the electric light and power branch of the department, in the past two weeks, 16 meters were "cut in" and 14 "cut out".

Repairs have been made to the lighting system on dock No. 1.

### ALASKA IN MARCH EXPORTED COMMODITIES THAT WERE VALUED AT \$712,893.

Seven hundred and twelve thousand, eight hundred and ninety-three dollars constituted the value of commodities shipped in March, 1919, from Alaska to the States. Excepting 2986 tons of copper ore and 102,355 pounds of gold and silver concentrates, which were sent to Tacoma, Wash., all the commodities were shipped to Seattle, Wash. The commodities and their value according to the report of the United States Collector of Customs, whose headquarters are at Juneau, follow:

Bones, hoofs, horns, etc.	\$	150
Curios		2,250
Fresh fish, other than salmon	587,743 lbs.	69,101
Dried fish, smoked or cured	47,600 lbs.	952
Pickled herring	9,160 bbls.	183,200
Canned salmon	96 lbs.	13
All other salmon		24,331
Shrimps		2,400
Furs and furskins, except seal skins.		20,486
Manufactured furs		115
Copper ore, matte and regulus	1,171,398 lbs.	294,437
Lead ore, matte and regulus	64,594 lbs.	3,186
Lead bullion	8,121 lbs.	387
Platinum (in copper ore)	20 oz.	2,100
Palladium (in copper ore)	80 oz.	9,600
Total value of products of Alaska		\$612,703
Articles, the growth, produce, or manufacture of the United States returned		76,720
Total value of foreign merchandise		23,465
Total value of shipments of merchandise		\$712,893

### GOVERNMENT CONDUCTS INTENSIVE CAMPAIGN TO PROMOTE INTELLIGENT SAVING.

To make war-taught thrift and the practice of saving, through lending to the Government, a permanent and happy habit of the American people, the United States Treasury continues the sale of War Savings Stamps and Thrift Stamps, says an official statement issued by the Savings Division of the United States Treasury and sent William Gerig, engineer in charge of the Anchorage Division of the Government Railroad.

"The thrift stamps," reads the statement, "remain the same as they were in 1918 and are sold for 25 cents each. Those who partially filled 1918 thrift stamp cards can fill up the card with thrift stamps and exchange it for the

1919 War Savings Stamp. Don't let anyone beguile you into selling your thrift stamps or War Savings Stamps at a discount. They are as good as gold, and if you must cash them, your post office on short notice will pay you full value in cash.

"To conduct the sale of stamps and to develop the educational campaign for thrift, the Treasury has constituted a savings division of the war loan organization, and has placed the local conduct of campaigns in the hands of the Governors of the Federal Reserve Banks. These thrift representatives of the Treasury will conduct their campaigns through the press, through organizations, schools and other agencies. In many communities, local representatives will be appointed to promote the sale of stamps and to develop thrift education. Especial attention will be given to the forming of savings societies in industrial plants and business concerns, and in the schools for children and their parents. Efforts will be made also to interest churches, Sunday schools, lodges, and other groups of people in saving through thrift and War Savings Stamps and in inducing their friends and associates to join the thrift movement.

"The savings division will cooperate with all other Government agencies interested in promoting avoidance of waste and in helping the individual to get ahead.

"The public this year will be urged to buy stamps not only because of patriotic interest in supporting the government in its post-armistice and peace program but also from motives of self-interest.

"War Savings Stamps and Thrift Stamps offer a convenient means of providing for a rainy day, making ready for a sunny opportunity or accumulating sums to effect some well-considered purchase.

"Thrift stamps and War Savings Stamps are very effective devices in counteracting thoughtless expenditure."

### WEEKLY FORCE REPORT.

#### Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, April 12, 1919, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge	1	7	3	11
Bridge Engineer	1	1	4	6
Drafting	1	4	0	5
Land and Industrial	1	1	0	2
Terminal Shops and Yards	2	8	30	40
Track, Bridge and Ballast	1	4	154	159
Receiving and Forwarding Agt.	1	4	13	18
Machine Shops	1	2	64	67
Marine Ways	1	1	40	42
Stores	1	15	55	71
Employment and Mess Bureau	1	2	14	17
Transportation	1	11	25	37
Disbursing Office	1	6	0	7
Accounting	1	11	0	12
Base Hospital	1	2	10	13
Townsite	0	1	6	7
Telegraph and Telephone	1	6	14	21
Mining	2	6	101	109
Talkeetna District	1	6	16	23
Total	20	98	549	667
Stationmen and their laborers				19
Grand total				686

## PLANS TO PROVIDE HOMES FOR SOLDIERS TO BE PUSHED AT EXTRA SESSION OF CONGRESS.

One of the very first measures that will be introduced at the expected extra session of the new Congress is the bill formulated by Franklin K. Lane, Secretary of the Interior, appropriating \$100,000,000 to supply work and homes for discharged soldiers on farms. The failure of the last Congress to enact this measure was a keen disappointment to the Secretary.

The plans of the Secretary contemplate the appropriation of \$100,000,000 for the investigation, irrigation, drainage, and development of swamp, arid, cut-over, waste, and undeveloped lands throughout the country, for the purpose of providing employment and farms with improvements and equipment for honorably discharged soldiers, sailors and marines.

Acting under an appropriation of \$200,000, the Reclamation Service made a rough preliminary survey of possible reclamation projects throughout the United States, and presented to the last Congress data bearing on the question. This preliminary survey showed that, given the funds to carry on the work, feasible projects of from 10,000 acres up could be developed in practically every State in the Union, and several such projects in some of the States.

### Work for Thousands.

If the bill is passed it is proposed to offer immediate work to thousands of discharged soldiers, sailors, and marines in the construction of meritorious projects throughout the country. Because of the fact that practically each State contains one or more feasible projects, it usually will be possible to offer a man work in his own State and frequently near his former home.

All classes of labor will be required, from that necessitating the highest degree of technical skill to that of the ordinary laborer. There will, of course, be hundreds of positions open for men in clerical work, such as bookkeepers, accountants, timekeepers, storekeepers, and the like, as well as positions for teamsters, blacksmiths, truck drivers, enginemen, cooks, etc.

### Would Employ Service Men.

This force, gathered from the ranks of the Nation's fighting men, would be put to work constructing these projects. They would, for example, build the dams and canals necessary to store the water and bring it to the land in the arid region; they would blow the stumps and clear the brush from the cut-over timber land, and clear and drain the swamp land. After this would come the work of leveling the ground, building houses and barns, laying out townsites, constructing roads, erecting cooperative creameries, canneries, warehouses, etc., and, in short, bringing into being on each project several model community settlements comprising at least 100 farm families.

Each qualified soldier, sailor, or marine would then be given a preference right of entry on these farm homes which he had helped to create. During the time he has worked for the Government in the construction of these projects, he would be paid good wages, and should be able without difficulty to save enough to make his initial small payment on the price of the farm. The balance he would be allowed to pay in small installments over a long period of years.

### Only Two Objections Raised.

Only two objections of any moment have been raised to the plan. First, that the reclamation and cultivation of

vast areas of unused and unproductive land throughout the country would result in overproduction and depressing the prices of foodstuffs; second, that the abandoned farms, particularly in the New England States, should be utilized before undertaking the reclamation of new land.

As to the first objection, distinction should be made between the ultimate possibilities of reclamation, spread over many decades, and the practical possibilities of the next few years. The statement has been made, and has been quoted widely, that there are upward of 250,000,000 acres of unused and unproductive land in this country that might be utilized. When narrowed down to a practical statement of the situation, however, it is evident that many millions of acres of these lands are not feasible for reclamation purposes under present conditions. In many cases the cost of reclamation would be prohibitive; in others the soil conditions are unfavorable; in others a combination of factors makes such reclamation practically impossible at the present time and under present economic conditions.

Under the proposed plan Congress has been asked to make an appropriation of \$100,000,000 for the construction of meritorious projects. This sum would provide for the construction of projects containing approximately 20,000 farms or, as a rough estimate, only about 1,500,000 acres of cultivated land. The addition of this acreage to the area already under cultivation in the United States would amount to less than three-tenths of 1 per cent. If continued for 10 years the increase would be only 3 per cent, while the population increases five or six times as fast. It can readily be seen that there is little cause for alarm that overproduction and depression of prices would result from the construction now proposed.

### Utilizing Abandoned Farms.

In regard to the question of utilizing the abandoned farms, this matter has been given careful consideration in connection with the plan as a whole, and it is believed that where such farms can be found in more or less compact areas of from 8,000 to 10,000 acres up, they will form an integral part of the plan. In other words, the plan contemplates the construction of community settlements of not less than 100 families rather than the placing of the men on individual farms scattered here and there throughout a state or the country. The financing of individual farms has been tried both in Europe and Australia, and in both cases rejected as a failure. On the other hand, community settlements of 100 families or more have, under the same authorities, been signally successful.

### Community Settlements.

Such community settlements will make possible Federal supervision and instruction, which would be impossible in the case of individual farmers. They will admit of the development of plans for cooperative buying and selling and for numerous other cooperative enterprises. Under existing agricultural conditions the man with small capital, and often little experience in farming, will find these matters essential to a successful agricultural enterprise.

The plan is by no means in the nature of an experiment. It has been tried out on a large scale in Australia and on a small scale in the United States, in the State of California, at Durham, and in each instance has proved highly successful. It is believed that with the appropriation of the necessary funds by Congress the plan can be made equally successful on the projects undertaken in practically every State in the Union.



## PERSONAL

George Vassil, railroad section boss at Eklutna, is in Anchorage for a few days.

D. S. Rae, pumpman at Montana, spent a few days in Anchorage in the past week.

F. A. Hansen, engineer of maintenance of way, made an inspection trip last week over the main line North of Anchorage.

H. R. Miller, railroad station agent, and Harry Logan, section foreman, at Birchwood, were visitors in Anchorage over Sunday.

Dr. H. O. Schaleben, surgeon for the Alaskan Engineering Commission at Eska, Mrs. Schaleben and two children visited Anchorage in the past week.

George Kalinan, pumpman; W. L. Stevens, laborer, and Mrs. C. S. Spalding, whose husband is a shift boss, came from Chickaloon to Anchorage in the past week.

Gid Carlson, shift boss; John Wrkln, miner; Gus Saario, miner; Peter Cavanaugh, driller; Mrs. Wrkln, and Mrs. Cavanaugh are recent arrivals in Anchorage from Eska.

Sumner S. Smith, head of the mining department of the Alaskan Engineering Commission, was in Anchorage over Sunday. He was accompanied by Mrs. Smith and Sumner S. Smith, jr.

First Lieutenant Harold A. Kirkham, of the United States Army Medical Corps, arrived in Anchorage last week. He relieved Captain H. P. Palmer, who has gone to Fort Lawton, in Washington State.

Daniel Leech, assistant superintendent of construction, and Christopher Woodhouse, surgeon's assistant, with headquarters at Camp S3 on Turnagain Arm, came to Anchorage Saturday and returned home Monday.

Dr. H. W. Stoughton, who recently resigned from the medical force at the Anchorage Hospital, left on the steamship Farragut for the States. He will resume the practice of medicine at his former home in Chateaugay, N. Y.

Frank J. Hart, accountant, and H. H. Attridge, timekeeper, at the coal mine operated by the Alaskan Engineering Commission at Eska, left on the steamship Farragut for the States. Mr. Attridge was accompanied by Mrs. Attridge.

W. L. Durham, of the maintenance of way office, will canvass employees of the maintenance of way department for subscriptions to the Victory Loan. He will leave Anchorage tomorrow for stations along the main line North of Anchorage.

Mrs. J. H. Robinson, whose husband is special inspector; Mrs. I. H. Fleischman, whose husband is chief clerk; Mrs. A. A. Lewis, whose husband is a brakeman; and Mrs. W. D. Stearns, whose husband is in the mechanical department, were among the passengers that arrived here on the steamship Farragut.

James McGill, foreman, and Walter S. Jones, bridge inspector, for Bridge and Building Gang No. 3, returned to Anchorage last week from Talkeetna, where the Government Railroad bridge across the Talkeetna River was recently completed. Other members of the gang who returned to Anchorage are J. S. Bailey, Ed. Bazinet, Frank R. Berry, H. Boegel, Dennis Burns, Oscar Carlson, Richard Crisp, Thomas Davis, John Dooley, P. Fitzgerald, E. Girard, Stanley Jones, Robert Jordan, Clem Kennedy, E. S. Kennedy, J. King, T. O. Larsen, H. Larson, Daniel Lee, Ben Malmberg, George F. Manning, Joseph McAskill, M. J. McKinnon, Ed. Miller, R. T. Mills, Peter Minatel, Edward Olson, Alexander Raybolt, Thomas Savoie, Eaton Smith, J. W. Smith, Peter Whelan and Ed. Wilson.

## Anchorage Division Notes.

Tennis enthusiasts met last Saturday evening to arrange for putting in condition for this season the tennis courts on the Federal property at the rear of the Anchorage Fire Department building. The expense of putting the courts in condition and maintaining them will be borne by tennis players.

The department having charge of employment, mess halls and mail distribution, which is under the direction of A. B. Cummings, was moved last week from the building it had occupied South of the railroad tracks in the terminal yards to the building formerly occupied by the Railroad Young Men's Christian Association. The quarters of the Railroad Men's Club are also in the old Association building and are in charge of Mr. Cummings' department.

Seven hundred and thirty-three tons of coal were produced and 75 men were employed in the week ended April 12 at the coal mine operated by the Alaskan Engineering Commission at Eska, reports Sumner S. Smith, head of the mining department of the Commission. The driving of Eska West and David East was continued. In the same week, 34 men were employed at the Commission's coal mine at Chickaloon. The sinking of the East Slope and Airway and the driving of "F" West in the Chickaloon mine were continued.

The tract of land in Federal Block No. 42, bounded on the North by Fourth Avenue; on the East by the lot occupied by the Anchorage Townsite building; on the South by the alley between Fourth and Fifth Avenues, and on the West by F Street was leased last Friday until November 1, 1919, to T. M. Welch. The lease was offered at public auction in front of the Townsite building, and Mr. Welch's bid \$25, was the highest. The ground will be planted to oats or some other feed crop. At the same auction, Mr. Welch also was the highest bidder for industrial site No. 36½ which is 80 by 100 feet in area at the Northeast corner of First Avenue and G Street. His bid for this site for one year was \$50.

## STENOGRAPHER AND TYPIST EXAMINATION WILL BE HELD IN ANCHORAGE MAY 3.

Examination of stenographers and typists for listing in the classified service of the United States will be held May 3 in Anchorage, announces R. D. Chase, paymaster in the disbursing office of the Alaskan Engineering Commission, and representative of the United States Board of Civil Service Examiners. The examination is for the purpose of obtaining eligibles to fill positions in the Eleventh District which is comprised of Alaska, Washington, Oregon, Idaho, Montana and Wyoming.

The entrance salaries range from \$900 to \$1200 per annum. The age limit is 18 years or more.

Information and application blank can be obtained from Mr. Chase or from the Secretary, Eleventh United States Civil Service District, 303 Post Office Building, Seattle, Wash.

## DISBURSEMENTS OF ANCHORAGE OFFICE

Disbursements of the Anchorage office of the Alaskan Engineering Commission for the week ended April 14, 1919, total \$1703.64. Salaries and wages were \$1019.08; contractors, \$182.16; compensation, \$66.67; other expenses \$85.43, and special deposit account, \$50.

# ALASKA RAILROAD RECORD

VOL. III. ANCHORAGE, ALASKA, TUESDAY, APRIL 29, 1919.

NO. 25

## POLES TAKEN OUT AT INDIAN FOR SNOWSHEDS ON ANCHORAGE DIVISION.

Four hundred and fifty-five poles, measuring 11,913 lineal feet, which will be used in the erection of snow sheds on the line between Anchorage and Seward, were produced at Indian on Turnagain Arm in the week ended April 26, reports F. A. Hansen, engineer of maintenance of way, to William Gerig, engineer in charge of the Anchorage Division of the Government Railroad.

The steam shovel at Bird loaded 4640 cubic yards of rock last week. This material was dumped for riprap along Turnagain Arm.

No trouble was experienced in keeping all track in the Division in shape for the running of trains.

## ROCK IS EXCAVATED FOR RIPRAP MATERIAL IN SEWARD DIVISION

Seventeen hundred cubic yards of rock were excavated by the Marion steamshovel at work in mile 23 in the Seward Division last week, according to the report of R. J. Weir, engineer in charge of the Division. This material was distributed as follows: Eight hundred and thirty cubic yards for riprap in Mile 2; 810 cubic yards for riprapping and widening fills in Mile 23, and 60 cubic yards in Mile 26. Approximately 85 lineal feet of grade in excavation have been completed by the Marion steamshovel.

Sam Radish & Co., station men in Mile 52, are now engaged in widening the North approach to tunnel No. 2. Small snow slides impeded the progress of this work during the week.

A timber portal has been erected at the South portal of tunnel No. 2. The excavation for the North portal will be made soon and a timber portal erected there.

Chas. Nelson & Co., station men in Mile 53, progressed 33 lineal feet in the enlargement of tunnel No. 3 to standard section during the week, making a total of 195 feet enlarged to date.

The piledriver crew and bridge gang stationed at Mile 65 are engaged in wrecking the old Alaska Northern bridge, No. 132, across Twenty-Mile River, which work is 65 per cent complete. The North approach is practically completed, and the stringers on the South approach of the trestle are in place.

The weather during the past week was mild with almost continuous rain. Many snow slides occurred. The snow is settling very rapidly, and the trail is very soft.

A small section crew engaged on the track South of Kern Creek is fixing the low places and taking out the frost heaves. The track is now in good condition between

Kern Creek and Mile 67.

Repairs have been completed to steamshovel No. 4 and to engine No. 21, which are now ready for service. Twenty yard side dump cars have been overhauled and put in shape for immediate use.

The mechanical department is at work on the new caboose, which is 90 per cent complete. Running repairs were made to engines No. 11, No. 278, No. 10, and No. 285.

The overhauling of side dumps, center and Roger ballast cars were effected as well as the usual amount of shop orders.

The launch Alaska arrived at Kern Creek April 24, with about three tons of foodstuffs for the Kern Creek store. The launch left on the same tide for Anchorage.

The force on the Seward Division last week numbered 230.

## STEAMSHIP ALASKA ARRIVES AND DEPARTS WITH FAIRLY GOOD PASSENGER LISTS.

With 75 incoming and 41 outgoing passengers, the steamship Alaska arrived at 2.30 o'clock p. m. April 25 from Seattle and departed at 11.10 o'clock p. m. the same day on her return voyage to the Puget Sound port. Included in the Alaska's cargo were six milch cows, six crates of live chickens, each crate containing 24 chickens; 100 quarters of beef, 49 mutton, 10 dressed hogs, 20 veal and 200 cases of dressed chickens. Her total commercial freight amounted to 95 tons.

The Alaskan Engineering Commission's power boat Alaska made a round trip last week between Anchorage and Kern. She left Anchorage at 2 o'clock a. m. April 24 and returned to Anchorage at 6 o'clock a. m. April 25.

The Commission's oil tank barge No. 601 was launched from the marine ways at 2 o'clock p. m. April 24.

The power boat Sea Lion sailed for Knik at noon April 25, and returned to Anchorage at midnight April 26.

The power boat Helen T., with two barges in tow, arrived from Kenai at 2 o'clock p. m., April 25.

The Commission's steamer Anne W., with the barge Lawrence in tow, arrived in Anchorage from Seward April 28. The Lawrence brought a large cargo of merchandise for the Commission.

The freighter Admiral Sebree arrived from Seattle this morning.

The marine ways department is completing the overhauling of the Commission's tunnel boat Betty M. This craft will transport supplies to Indian River for the locating party that will leave here in the near future in charge of T. W. Secrest.

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.15.

## GET-RICH-QUICK SWINDLERS OFFER WORTHLESS STOCK FOR LIBERTY BONDS.

### WATCH THE STOCK PEDDLERS!

READERS: Get the names and addresses of all persons and companies offering you speculative, doubtful stocks and securities in exchange for your Liberty bonds, with copies of their "literature." Mail them promptly for investigation to the

FEDERAL TRADE COMMISSION,  
Washington, D. C.

HELP THE VICTORY LIBERTY LOAN.

Are you on the sucker list?

If you are it is probably because you are not a sucker but a patriotic citizen who has known the Liberty Bond to be a good thing.

Get-rich-quick swindles have been the great American sport for years. The sharpers who sell fake stocks saw their game endangered when Uncle Sam started his great Liberty Loan campaign.

But they are smart—these gentlemen who live by their wits.

Instead of complaining they jumped in and put themselves and all their employees to work trading their fake stuff for Liberty Bonds.

If you have a Liberty Bond or a book of War Savings Stamps you are a "prospect" for fake stock. Your name is probably on the sucker list of the oily tongued sharper because more than 20,000,000 patriots bought Liberty Bonds.

You are not to blame for being on the sucker list but it is up to you to get off—away off—that list at the first opportunity.

The American people are paying out some half billion dollars a year to the support of worthless stock schemes. The people reap therefrom \$500,000,000 worth of—thin air.

That is not a wild guess. It is the estimate given by the Capital Issues Committee of the United States Treasury. And the committee assures us that it is conservative.

Moreover, the half billion represents just the cold cash that is turned in every year by otherwise level-headed Americans seeking a milk-and-honey path to quick wealth by the fake stock certificate route. It does not take into account the vast economic loss incident to broken fortunes, impaired effort of discouraged investors and to the diversion from legitimate business enterprise of new productive capital.

The Capital Issues Committee, charged with keeping the nation's investment dollars on a work-or-fight basis during the war, has made a searching inquiry into the devious by-ways of fraudulent stock promotion. Its conclusion is that perhaps never in the history of the country has wild-cat practice been so flagrant—from coast to coast—as today.

As a result of the Government's great war loan campaigns, there are now hundreds of thousands of Americans converted to the idea of saving and investing. With a very great proportion, their investment experience is limited to the good, rock-bottom government war bond.

The fakir is after them. Thousands of "salesmen" carefully drilled in the gentle art of "selling on the first call" and getting out of town, are abroad.

They will tell you you were a patriot, a real citizen, to have bought Liberty Bonds. However, you've made your

sacrifice, the war's over now—and really 4¼ per cent is no return at all in peace times—let us exchange your bonds for this exceptional offering positively guaranteed to bring in anywhere from 10 to 500 per cent in dividends before the year's out—as soon as the oil well is sunk, or the mine shaft completed, or the property developed, or the like.

That is the brand of the stock swindler today: That he is "willing"—as an accommodation to you, you understand—to "accept" your good Liberty Bonds in "exchange" for his worthless stuff.

Happily there is a Government agency today on the trail of the stock sharp. It is the Federal Trade Commission, empowered by Congress to prevent unfair methods of competition in interstate commerce. The commission may well be expected to look upon the fleecing of Americans of their Liberty Bonds as decidedly "unfair."

If you own a Liberty Bond you'll doubtless have an early call from one of the pleasant representatives of the sharper outfit. When you do, just drop a postal to the Federal Trade Commission at Washington and tell them about that visit and send them the attractive literature that is handed you, together with the name and home address of the "salesman". Or, send it in to this paper, and we will forward it to Uncle Sam's men.

It would be interesting to know how much a year filters out of Anchorage to the detriment of our banks, our merchants and our legitimate business development. Also, how many of us are on the sucker list.

Let's keep our loose change at home!

### QUARTERS OF RAILROAD MEN'S CLUB ARE USED BY COMMISSION EMPLOYEES.

Work of rearranging and refitting the quarters formerly occupied by the Railroad Young Men's Christian Association has been completed and they are now in use by the Railroad Men's Club. The room that formerly was the social hall now contains the office of A. B. Cummings, head of the mess, mail and employment department, and is used as a reading and music room.

Adjoining these quarters are the billiard hall, the mail and employment office and the bowling alley. Near the mail and employment office, a counter, shelves and show cases have been arranged for the sale of candy, fruits, cigars, cigarettes, pipe tobacco and soft drinks. Tickets from commissary books are accepted in payment for the articles on sale.

The privileges of the Railroad Men's Club are free to all employees of the Alaskan Engineering Commission.

### ACTIVITIES OF MECHANICAL DEPARTMENT ARE OUTLINED BY MASTER MECHANIC.

Locomotive engine No. 225 was in switching service in the Anchorage terminal yard in the past week, reports E. P. Hedberg, master mechanic. Engines No. 264 and No. 620 changed off on the revenue train and engines No. 266 and No. 277 are in work train service on Turnagain Arm. Running repairs were made to engines Nos. 247, 264, 275 and 620. Light repairs were completed to engine No. 224. The overhauling of dinky engine No. 20 is 10 per cent complete.

Repairs were made to Browning crane No. 1, Browning crane No. 2 and Bay City crane No. 3. Repair parts were made for Bucyrus steam shovels Nos. 6 and 7.

Motor cars Nos. 1 and 34 were repaired, and repairs were also made to 10 freight train cars and to one work train car.

Repairs were completed to the pumping station.



# INSTRUCTIONS REGARDING SOLDIERS' CLAIMS ARE ISSUED BY WAR DEPARTMENT.

Instructions concerning financial matters connected with soldiers' pay and allowances that have been previously given to the press have, in some cases, been published in such altered form that incorrect information was disseminated, says a communication from the War Department.

"It has come to the attention of the war department, that the claims of many discharged officers and enlisted men for arrears in pay are being forwarded to the Director of Finance by attorneys and other claim agents," declares the communication. "Without questioning such procedure, it is desired to emphasize the fact that the settlement of any claims received as above is not expedited, but on the contrary, is delayed by reason of the additional filing and handling of the unnecessary paper of the agent or intermediary. The claim of the soldier is all that is required, and such claim should be submitted directly by the discharged officer or soldier to the War Department, which will give the aforesaid claims as prompt and careful consideration as possible. Any fee paid by the soldier to an attorney or claim agent is a needless expense.

"Attention is invited to the fact that claims for arrears in pay, including travel pay, should be sent to the Director of Finance, Washington, D. C.

"Claims for the \$60 bonus authorized by the act of February 24, 1919, should be sent to the Zone Finance Officer, Lemon Building, Washington. The application for bonus should be accompanied by (a) the discharge certificate (or a certified copy thereof) or order for discharge or release, if no certificate was issued, but both certificate (or certified copy thereof) and order if both were issued, the paper bearing indorsement of final payment being required; (b) a statement of all military service since April 6, 1917, showing place and date of reporting at first military station, and (c) the address to which the check should be sent.

"Inquiries concerning deliveries of Liberty bonds purchased by allotments from Army pay should be addressed to the Zone Finance Officer, Washington, D. C.

"Claims for arrears of pay due a deceased officer or enlisted man at time of death should be addressed to the Auditor for the War Department, Washington, D. C.

"All claims for insurance, unpaid family allowances, and compensation for death or disability, under the war-risk insurance act, should be made direct to the Bureau of War-Risk Insurance, Treasury Department, Washington, D. C. Considerable time will be saved if all such claims are dispatched direct rather than to the War Department, which does not pay such claims, but refers them to the Bureau of War Risk Insurance, Treasury Department, and the mistake of addressing such claims to the War Department only results in considerably delaying their settlement.

"Allotments of pay when no Government allowance is concerned are paid through the Army allotment system, War Department, and inquiries concerning such claims should be addressed to the Zone Finance Officer, Washington, D. C.

"The fact that there is no necessity to employ attorneys or other claim agents to assist in collecting claims of soldiers or their beneficiaries applies just as emphatically to war-risk insurance claims as to Army pay, travel pay, and bonus against the War Department.

"The following statement was authorized by the Secretary of the Treasury on February 15, 1918:

"It has been called to my attention that survivors of men in the Army and Navy of the United States who have been killed or injured since the entrance of this country into war and other persons entitled to compensation and insurance benefits under the war-risk insurance law of October 6, 1917, are being circulated by claim agents with offers to assist them in collecting the claims from the Bureau of War-Risk Insurance of the Treasury Department.

"I desire to draw the attention of the person issuing these circulars to the fact that no regulations authorizing fees to be charged or received have been promulgated by the Treasury Department, and that until such charges shall be authorized, the act renders all contracts for such compensation void, and subjects those who charge and receive such compensation to fine and imprisonment."

"The Bureau of War Risk Insurance urges that the following points be observed:

"In writing to the Bureau of War Risk Insurance with reference to a claim for compensation or insurance on account of death or disability, address letters as follows: Compensation and Claims Division, Bureau of War Risk Insurance, Washington, D. C. In case you are writing about a death claim, give the full name, rank, and organization in the service of the deceased person, and if he died in the service, the date of this death, and if he died after discharge from the service, the date of his discharge. If he had insurance and you know the insurance certificate number, state the insurance certificate number also in your communication. If you are a disabled man discharged from the service, or are writing on behalf of a man disabled in the service, state the full name, rank and organization in the service and the date of discharge from the service, and in every instance give the man's correct home address and the address to which a reply should be directed by the Bureau of War Risk Insurance."

## WEEKLY FORCE REPORT.

### Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, April 19, 1919, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	6	3	10
Bridge Engineer .....	1	1	0	2
Drafting .....	1	4	0	5
Land and Industrial .....	1	1	0	2
Terminal Shops and Yards .....	2	7	29	38
Track, Bridge and Ballast .....	1	3	132	136
Receiving and Forwarding Agt... ..	1	4	46	51
Machine Shops .....	1	2	59	62
Marine Ways .....	1	1	43	45
Stores and Material Yard .....	1	12	59	72
Employment and Mess Bureau.. ..	1	2	14	17
Transportation .....	1	11	24	36
Disbursing Office .....	1	6	0	7
Accounting .....	1	11	0	12
Base Hospital .....	1	1	10	12
Townsite .....	0	1	6	7
Telegraph and Telephone .....	1	6	15	22
Mining .....	1	8	102	111
Talkeetna District .....	1	5	16	22
Total .....	19	92	558	669
Stationmen and their laborers .....				19
Grand total .....				688

## 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.

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

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### OFFICIAL CIRCULARS.

#### Anchorage Division.

##### PAPERS FOR MONTHLY AND HOURLY MEN.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, April 24, 1919.

Circular No. 373:

TO ALL CONCERNED:

Hereafter, employment papers will be made out for all employees on the monthly roll, and hourly employees, excepting longshoremen, earning 65 cents per hour or more.

WM. GERIG, Engineer in Charge.

##### MEDALS FOR VICTORY LOAN WORKERS.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, April 22, 1919.

TO ALL EMPLOYEES:

The following wire has been received from Governor Riggs, this date:

"Have allotted four medals made from captured German cannon to be awarded by you to the four employees of Commission at Anchorage doing best work in securing subscriptions to Victory Loan. Forward names at completion of drive and medals will be awarded."

WM. GERIG, Engineer in Charge.

##### SWITCH LIGHTS SHOULD BURN AT NIGHT.

Department of the Interior,  
Alaskan Engineering Commission  
Maintenance of Way Department.

Anchorage, Alaska, April 22, 1919.

Circular No. 53:

TO ALL SECTION FOREMEN:

A number of cases have been reported recently where switch lights were not burning at night. Switch lamps should be kept burning from sundown to sun-up and section foremen will please see that they are properly cared for and lit during this time.

JAS. HANAHAN,  
Asst. Supt. in Charge of Track.

##### NAVAL COMMISSION BEGINS ITS INVESTIGATION OF COAL FIELDS.

To survey coal resources in the Anchorage district and

to investigate transportation facilities from the mineral fields to tidewater is the purpose of a Naval commission that is now engaged in the prosecution of its work. The members of the commission are Captain Sumner E. W. Kittelle, chairman; Captain L. E. Gregory and Lieutenant R. Aitkman, who arrived here last Friday on the steamship Alaska; Sumner S. Smith, head of the coal mining department of the Alaskan Engineering Commission with headquarters at Eska, and Theodore Chapin, federal geologist, stationed in Anchorage. The Naval officers on their arrival here were met by Mr. Smith and Mr. Chapin. All the members of the Commission, together with William Gerig, engineer in charge of the Anchorage Division of the Government Railroad, left Monday for Eska and Chickaloon to examine those fields.

##### Bill Will Be Re-Introduced.

The Navy department plans that the bill which provides for an appropriation of \$1,000,000 for mining and transporting coal in Alaska for Naval purposes and which failed of passage at the last session of Congress shall be introduced again at the approaching special session of the National lawmaking body. The bill provides that "\$1,000,000 or so much thereof as may be necessary, in the discretion of the Secretary of the Navy, may be used by him in mining coal or contracting for the same in Alaska, the transportation of the same and the necessary docks for use in supplying ships therewith; and the Secretary of the Navy is hereby authorized to select from the public coal lands of Alaska such areas as may be necessary for use by him for the purpose stated herein."

So the bill, when again submitted to Congress, may be supported with detailed facts, the Commission has been directed by the Secretary of the Navy not only to make a survey of undeveloped fields, but also to inspect the mines in operation, to ascertain the cost per ton of coal produced and the expense of further development, to determine the extent of fuel in sight, to test its quality, to inquire into the local demand, to analyze the facilities and expense of transportation between the coal fields and Seward and Anchorage; to report on wharf facilities and the necessity for improvements in the way of extensions and storage plants; to review the labor situation, particularly with respect to its availability, its type, its rates of pay and its housing necessities; to estimate the mining and power equipment required, the cost of equipment now available, and to set forth to what extent the present equipment has proved adequate and satisfactory.

##### Helped Make Warship Test.

Captain Kittelle was on the battleship Maryland when that vessel made a test of Matanuska coal for steaming purposes. During the war activities he was with the American fleet in European waters.

Captain Gregory has specialized in civil engineering with particular reference to harbor improvements and docking facilities. He is accompanied on the present trip by Mrs. Gregory.

Lieutenant Aitkman is attached to the Medical Corps of the Navy. He will give his attention to housing and sanitation conditions and possibilities in the coal fields.

##### DISBURSEMENTS OF ANCHORAGE OFFICE

Disbursements of the Anchorage office of the Alaskan Engineering Commission for the week ended April 21, 1919, totaled \$2309.13. Salaries and wages were \$971.98; contractors, \$526.16; purchases, \$593.10; compensation, \$60.77; special deposit account, \$72, and other expenses, \$85.12.



### ANCHORAGE IS FIRST ALASKA TOWN TO TAKE LIBERTY LOAN QUOTA; TOTAL IS \$75,950.

Anchorage is the first community in Alaska to go over the top in the Liberty Loan. At the close of business Saturday afternoon, the sixth day of the campaign, residents of the Anchorage district had subscribed \$72,350. The district's quota was fixed at \$64,150, so the total subscriptions up to Saturday afternoon were \$8200 in excess of the quota. Monday's subscriptions amounted to \$3,600, making the aggregate at the close of business Monday afternoon, \$75,950, which is \$11,800 in excess of the quota. The campaign will close May 10.

On learning Saturday night that Anchorage had then exceeded her apportionment, Thomas Riggs, jr., Governor of Alaska, sent the following message from his executive office at Juneau to Danilo Vucetich, chairman of the Anchorage Victory Loan Campaign:

"Good for Anchorage. You have done fine. You are first in leading the Victory Loan, and to your work all others hail. Honor flag for Anchorage is now in mail."

Of the \$75,950 subscribed so far to the Liberty Loan, \$48,850 have been taken through the disbursing office of Anchorage Division of the Alaskan Engineering Commission and \$14,000 through the two banks in Anchorage by Commission employees, making their total \$62,850.

Subscriptions have been taken in every department, except the mining department, and not a few of the departments have achieved 100 per cent records—that is, all their employees have subscribed for bonds. The drive in the mining department will be started by Sumner S. Smith, head of the department, within a few days.

The canvass on Turnagain Arm and on the main line between Anchorage and Talkeetna was made last week. The solicitors on Turnagain Arm were F. A. Hansen, engineer of maintenance of way; W. L. Durham, of the maintenance of way office; R. D. Chase, paymaster in the disbursing office, and A. D. Balderston, of the executive office. They obtained about \$10,000 in subscriptions. Mr. Hansen and Mr. Durham made the canvass between Anchorage and Talkeetna. They sold more than \$14,000 in bonds on the trip.

Subscriptions by departments of the Commission follow:

Accounting Department .....	\$2,850.00
Art Studio .....	200.00
Commissioner's Office .....	2,400.00
Disbursing Office .....	1,400.00
Docks .....	200.00
Drafting Department .....	600.00
Employment and Mess Bureau .....	150.00
Medical Department .....	4,350.00
Mechanical Department .....	6,750.00
Maintenance of Way .....	32,000.00
Marine Ways .....	3,100.00
Land and Industrial Department .....	200.00
Stores Department .....	3,100.00
Telegraph and Telephone Department .....	1,950.00
Terminal Yard Fire Department .....	150.00
Townsite .....	1,300.00
Transportation Department .....	2,050.00

Employees in the Washington City office of the Commission have made a record of 100 per cent. William C. Edes, chairman of the Commission, sent the following message last Thursday to William Gerig, engineer in charge of the Anchorage Division.

"Every member of the force in Washington, although

under short pay, has subscribed to Victory Loan. Fewer than 10 men have subscribed \$3350."

Three German helmets and a number of medals made from cannons captured from the Germans have been allotted to the Anchorage district to be awarded to the most energetic workers for subscriptions.

The helmets may be awarded to either town residents or employees of the Commission. They will be awarded by Governor Riggs on recommendation of the Anchorage Council of Defense.

Fourteen medals will be distributed among town workers by Governor Riggs on recommendation of the Council of Defense and four medals will be distributed among Commission workers by Governor Riggs on recommendation of Mr. Gerig.

Medals have been allotted for women workers who assist Mrs. Harry G. Locke, chairman of the Anchorage Women's Victory Loan Committee. Notification of the allotment of these medals was sent to Mrs. Locke through Mrs. Thomas J. Donohoe, chairman of the Alaska Women's Victory Loan Committee. Mrs. Donohoe had received a communication on the subject from Mrs. William G. McAdoo, wife of the former Secretary of the Treasury.

### GARDEN TRACTS IN FEDERAL BLOCKS SELECTED BY GOVERNMENT EMPLOYEES.

Garden tracts in the Northwest quarter of Federal block No. 27, at the corner of G and Third streets; in a small space of ground immediately in the rear of the post office, and in the hospital block, Anchorage, have been selected for the 1919 season by employees of the Alaskan Engineering Commission.

The selections in the Northwest quarter of block No. 27 follow:

Miss Luella Gaskill, Miss Mary B. Dole and Mrs. T. W. Secrest, tract A; R. S. Bragaw, the East half, and F. H. Lounsbury, the West half of tract B; H. U. M. Higgins, tract C; E. R. Arbuckle, the East half, and J. T. Cunningham, the West half, of tract D; D. D. Vint, tract E; F. A. Hansen, tract F; R. D. Chase, tract G; David B. Rose, tract H; W. A. Costello, tract I; E. T. Lindner, tract J. John H. Robinson, tract K; W. B. Clayton, tract L; R. S. Temme, tract M; L. Hinkleman, the East half and R. D. Thompson, the West half, of tract N.

Selections in the small space of ground immediately in the rear of the post office were made by Henry Levy, G. E. Jennings and W. D. Stearns.

Among those that made selections in the hospital block are Joseph C. Seeley and R. G. Rogers.

### TWO HUNDRED AND TWO PATIENTS ARE TREATED AT HOSPITAL IN MARCH.

Two hundred and two patients were treated in March in the Anchorage hospital of the Alaskan Engineering Commission, reports Dr. J. B. Beeson, chief surgeon.

Of the total number of patients, forty-seven were not connected with the Commission; three were connected with some branch of the Government service other than the Commission; twenty-eight were members of employees' families, and the rest were employees of the Commission.

The patients spent a total of 470½ days in the hospital. Two of the cases involving employees were due to injuries.

There were two deaths in March. Neither of the deceased persons was an employee of the Commission.



EXPENSES OF ANCHORAGE TOWNSITE FOR MARCH  
TOTAL \$1424.73.

One thousand, four hundred and twenty-four dollars and seventy-three cents was the amount expended in March to defray maintenance and operation expenses of the Anchorage townsite. This figure is \$136.56 in excess of the expenditures in February. The increase is due to the fact that March is a longer month than February and because the pay of volunteer fire fighters at the Labor Temple fire, which occurred February 27, was carried on the March roll. The expenditures of the townsite from July 1, 1918, to March 31, 1919, are \$17,468.36. The maintenance and operation tax roll for the current fiscal year will be computed from July 1, 1918, to June 30, 1919.

The total expenses from July 1, 1918, to February 28, 1919, and the detailed expenditures for March, as set forth in the financial statement issued at the townsite office, follows:

Administration:		
Total to February 28, 1919	\$2069.13	
Salaries	126.06	
Stationery and supplies	13.55	
Fuel light and telephone	18.55	
Maintenance of building & grounds	2.60	
Dog Pound (Credit)	103.55	\$ 3,126.34
Fire Protection:		
Total to February 28, 1919	8002.14	
Salaries	574.30	
Maintenance of team and equipment	62.26	
Maint. of hydrants and water rent	218.92	
Fuel, light and telephone	14.75	
Miscellaneous supplies	20.52	\$,892.89
Maintenance of Streets, Alleys and Walks:		
Total to February 28, 1919	1669.71	
March, 1919	197.11	1,866.82
Sanitation:		
Total to February 28, 1919	3302.65	
Disposal of garbage	223.51	
Maintenance of sewers	28.00	
Superintendence	18.15	3,582.31
	\$17,468.36	\$17,468.36

LOWER FOOD PRICES PREDICTED BY CHAIRMAN  
OF INDUSTRIAL BOARD.

Lower food prices in the near future are predicted by George N. Peck, chairman of the Industrial Board of the Department of Commerce, in a communication to all former branches of the United States Food Administration. Herbert Hoover, former federal food administrator, and now at the head of the world food conservation organization, recently was quoted as saying that wheat might go to \$3.50 a bushel.

"Food administration officials," declares the statement issued by Mr. Peck, "feel it is unfortunate there has been such general misunderstanding of Mr. Hoover's statement that 'we might see wheat at \$3.50 a bushel.'"

"What Mr. Hoover said was 'we might see wheat at \$3.50 a bushel, as it was in the spring of 1917, if there is a free market in wheat and uncontrolled prices.' So much for the 1918 crop. There can be no free market of 90 per cent of the world's exports. As to the 1919 crop it is of course too early to come to any precise conclusion.

"I believe that there is every reason to expect lower food prices in the relatively near future."

## ANCHORAGE TIDE PREDICTIONS.

The tide predictions at Anchorage for the month of May, 1919, are given in the following table:

Date	Time and height of low and high water.		
Thursday, May 1	1.47 7.22	2.12	8.12
	-0.2 35.3	-7.4	32.8
Friday, May 2	2.32 8.07	2.58	9.03
	0.3 34.7	-6.9	32.0
Saturday, May 3	3.22 8.55	3.45	9.55
	1.3 33.2	-5.6	31.6
Sunday, May 4	4.07 9.49	4.34	10.52
	2.8 31.2	-3.0	30.1
Monday, May 5	4.58 10.52	5.25	11.49
	4.3 29.0	-2.0	28.8
Tuesday, May 6	5.57 11.59	6.20	
	5.9 27.1	2.4	
Wednesday, May 7	6.45 12.56	7.23	
	27.9 25.9	4.6	
Thursday, May 8	7.44 1.02	8.26	
	27.5 6.7	25.6	5.9
Friday, May 9	8.37 9.04	9.27	
	27.6 5.6	25.8	6.2
Saturday, May 10	9.27 10.01	10.21	
	28.1 3.8	26.6	5.8
Sunday, May 11	10.13 10.10	11.10	
	29.0 1.3	27.6	4.9
Monday, May 12	10.55 11.36	11.57	
	29.8 -0.1	28.7	4.2
Tuesday, May 13	11.36 12.21	12.18	
	30.6 -1.7	29.6	
Wednesday, May 14	12.21 1.01	7.00	
	3.6 31.1	-2.8	30.2
Thursday, May 15	1.20 6.52	7.41	
	3.1 31.3	-3.4	30.5
Friday, May 16	2.04 7.27	8.22	
	3.5 31.0	-3.4	30.3
Saturday, May 17	2.46 7.59	9.03	
	4.1 30.5	-2.8	29.8
Sunday, May 18	3.27 8.28	9.47	
	4.9 29.6	-1.7	29.0
Monday, May 19	4.10 8.57	10.34	
	5.9 28.6	-0.2	28.2
Tuesday, May 20	4.55 9.36	11.15	
	6.8 27.1	1.5	27.5
Wednesday, May 21	5.45 10.34	12.03	
	7.5 26.1	3.2	
Thursday, May 22	6.18 11.12	12.14	
	8.3 25.3	4.7	
Friday, May 23	7.42 1.31	8.03	
	9.9 25.5	5.7	
Saturday, May 24	8.44 2.25	9.05	
	10.3 26.3	5.7	
Sunday, May 25	9.44 3.21	10.05	
	11.2 27.7	5.3	
Monday, May 26	10.37 4.30	10.59	
	12.0 -0.1	29.3	4.3
Tuesday, May 27	11.30 5.40	11.47	
	12.4 -2.8	30.5	3.2
Wednesday, May 28	12.20 6.15		
	13.6 -3.1	32.0	
Thursday, May 29	1.06 7.06		
	2.2 34.4	-6.7	32.8
Friday, May 30	7.06 1.50	7.57	
	1.5 34.6	-7.2	33.0
Saturday, May 31	7.50 2.38	8.46	
	1.3 34.0	-6.8	32.7

The tides are placed in order of occurrence, with their times on the first line and heights on the second line of each day. A comparison of consecutive heights will indicate whether it is high or low water. Heights are reckoned from mean lower low water, which is 0, and the datum of soundings on the Coast and Geodetic Survey charts for this region. The depth of water may accordingly be estimated by adding the tabular height of the tide to the soundings, unless a minus (-) sign is before the height, in which case it is to be subtracted. The time is legal standard established by act of the United States Congress for the meridian 150 degrees W. All hours later than 12 noon appear in bold-faced type; meridian figures are given in the ordinary light-faced type.

CORRECTIONS FOR TURNAGE IN ARM POINTS AS COM-  
PARED WITH ANCHORAGE.

Location	Time of Tide	High Water
Pine Island	35 min. earlier	3.0 ft. lower
Lotter Creek	35 min. earlier	0.1 ft. higher
Sheep Creek	32 min. earlier	0.7 ft. higher
McHugh Creek	30 min. earlier	0.5 ft. higher
Rainbow Creek	28 min. earlier	1.2 ft. higher
Balls Creek	25 min. earlier	1.4 ft. higher
Indian Creek	18 min. earlier	1.6 ft. higher
Bird Creek	8 min. earlier	1.9 ft. higher
Bird Point	15 min. later	2.5 ft. higher
Sunrise	35 min. later	2.8 ft. higher

Heights of low water are approximately the same. Heights are reckoned from Mean Lower Low Water at Anchorage.

SERVICE MEN ASKED ABOUT \$100,000,000 BILL  
PROPOSED FOR THEIR BENEFIT.

Opinions relative to the bill appropriating \$100,000,000 to supply work for discharged soldiers on farms are solicited by Franklin K. Lane, Secretary of the Interior, who initiated the measure, from as many men in the service as he is able to reach through the distribution of questionnaires at the various camps and naval stations throughout the country.

Secretary Lane is in thorough accord with Congressman Edward T. Taylor, of Colorado, who at the last session of Congress introduced the bill for putting the soldier-settlement plan into effect.

Many of the State legislatures have not met recently, but a large number of the States have already taken action by appropriate legislation or by the appointment of committees to cooperate with the Federal Government in connection with the soldier-settlement plan of the department. The action so far reported to the department is summarized in the following statement:

Alabama—Bill for soldier settlement has become a law and the legislature has passed a memorial urging the State delegation in Congress to do everything possible to secure the enactment of Federal law.

Arizona—An appropriate bill for cooperation with the United States has been introduced.

Arkansas—Governor Charles H. Brough has appointed a committee of 11, with himself as ex-officio member, to represent the State, and has wired President Wilson urging his active support of the congressional legislation.

California—The Breed bill was introduced January 21 for referendum to the people of the State to carry a \$10,000,000 bond issue. It carries also a \$10,000 appropriation. Another bill has been introduced by Senator Breed, permitting cooperation with the United States and carrying a direct appropriation of \$1,000,000.

Colorado—A bill has been introduced carrying an appropriation of \$750,000 for soldier settlements in cooperation with the Federal Government.

Florida—A bill has been enacted authorizing the Internal Improvement Board to use State lands for soldier settlement and to cooperate with the United States.

Illinois—A bill has been introduced carrying an appropriation of \$1,250,000.

Kentucky—Governor Augustus O. Stanley, now Senator-elect, has appointed a Soldiers' Land Settlement Committee composed of Dr. Franklin L. McVey, president of the University of Kentucky, chairman; Harvey Chenault, of Richmond; Owsley Brown, of Louisville; W. A. Wickless, of Greenville; and W. F. Bradshaw, of Paducah, to represent the state in cooperative work, the legislature not being in session.

Louisiana—Governor R. G. Pleasant has wired President Wilson asking his active support of congressional legislation, and has appointed a committee of five to represent the State.

Maine—The Governor's message to the legislature urges cooperation with the United States in soldier settlement.

Maryland—The legislature is not in session, but the Agricultural Committee of the State Council of Defense is acting as a cooperating agency for the State.

Massachusetts—A bill has been introduced providing for a commission for independent State settlement work and for cooperation with the Federal Government for soldier settlement. The bill carries an appropriation of

\$500,000.

Michigan—A bill has been introduced for cooperative soldier-settlement work; also a bill for a holding corporation designed especially for cooperation with the United States.

Minnesota—A bill has been introduced for cooperation with the United States in soldier settlement; also a bill for a land-holding corporation for action with the United States.

Mississippi—The Mississippi legislature does not meet until 1920, but a committee of eight has been appointed to represent the State at a state-wide meeting to formulate a policy.

Missouri—Bills have been introduced for the creation of drainage, waterways, and conservation commissions and for the utilization of moneys derived from the sale of sand and gravel from Missouri rivers.

Montana—A bill for cooperation with the Federal Government on soldier settlements and carrying an appropriation of \$50,000 has been passed.

New Mexico—A bill has been introduced for cooperation with the Federal Government on soldier settlements. Another bill provides for an appropriation of \$400,000.

New York—A bill has been introduced providing for cooperation with the United States in soldier settlement matters. This bill carries an appropriation of \$250,000.

North Carolina—A resolution is pending to memorialize Congress to pass a soldier-settlement bill.

North Dakota—A bill has been introduced providing an appropriation of \$200,000 as a soldier-settlement and immigration fund.

Oklahoma—A bill has been introduced calling for cooperation with the United States for soldier settlement.

Oregon—The legislature has passed a bill creating the Oregon Land Settlement Commission, appropriating an Emergency fund for immediate activities, and also referring to the people at a special election to be held June 1 an act authorizing the sale of bonds of approximately \$3,000,000 for general reclamation and land settlement in cooperation with the Federal Government.

South Carolina—A joint resolution has been introduced urging action by Congress to carry out the soldier-settlement program.

South Dakota—A bill has been introduced appropriating \$100,000 and permitting a bond issue of \$1,000,000 for cooperating with the United States in soldier-settlement.

Tennessee—A joint resolution has been passed memorializing Congress to enact soldier-settlement legislation.

Texas—The legislature has passed a bill referring to the people a constitutional amendment so that the State may lend its credit for land and settlement purposes.

Utah—A State water right commission and the committees of agriculture of the Senate and House jointly are preparing a bill which will provide \$2,000,000 in bonds and a \$25,000 appropriation.

Washington—A bill has been prepared by the State attorney general, supported by the Washington Reconstruction Congress, a representative body, providing for a tax of one-half of one mill annually until 1928 to be converted into a revolving fund which will eventually attain a total of \$5,000,000. The bill also appropriates \$3,000,000 from such fund.

Wyoming—The legislature has passed a bill for cooperating with the United States in soldier-settlement work, creating a land settlement board and authorizing the loan for the purpose of the sum of \$200,000 from the State school funds.



### PERSONAL

W. G. Stevens, carpenter at the Eska coal mine, is in Anchorage.

A. Chimento, railroad section foreman at Montana, is in Anchorage on a visit.

William McInnis, foreman at Indian on Turnagain Arm, was an Anchorage visitor early last week.

Mrs. E. Laughlin, mother of Hugh Laughlin, of the disbursing office, arrived last week from the States.

Mrs. L. N. Markle, whose husband is an employe of the Government Railroad at Moose Creek, is visiting in Anchorage.

Miss Alice Nyberg, formerly stenographer in the maintenance of way office, was among the incoming passengers on the steamship Alaska.

Mrs. W. A. Costello, whose husband is employed in the maintenance of way office, was among the passengers that arrived on the steamship Alaska.

George E. Chamberlain, jr., who is connected with the medical department of the Alaskan Engineering Commission, with headquarters at Chickaloon, was an Anchorage visitor last week.

Harry Stasser, a returned soldier, has been transferred from the dock to the pumping station. He has the position of pumpman. Mrs. Stasser was among the arrivals last week on the steamship Alaska.

J. R. Sapp has been transferred from the accounting department in Anchorage to the position of accountant at the Eska coal mine, succeeding F. J. Hart, who recently left for the States. Mr. and Mrs. Sapp and their child have moved to Eska.

Frank Beilliant, longshoreman; Kosk Lazaroff, carpenter's helper at the coal mine operated by the Alaskan Engineering Commission at Eska, and William Rodger, a longshoreman, are returned soldiers who have been given employment in the past week by the Commission.

F. W. Williamson, of the United States Land Office at Juncau, is in Anchorage for the purpose of completing the surveying of the lots in the Anchorage cemetery. After doing this work, he will go to Kachemak Bay to continue some surveying that was begun there last season.

Mrs. D. D. Vint, wife of the head of the drafting department of the Alaskan Engineering Commission, has been engaged as a teacher in the Anchorage school for the remainder of the scholastic term. She succeeds one of the teachers that resigned and left on the Southbound Alaska.

### Anchorage Division Notes.

Farmers in the Matanuska Valley have done most of their spring plowing. Many have planted their cereal seeds. The season this year is considerably earlier than it was last year.

Notices of the third assessment for the installation of the Anchorage water system were mailed by the townsite office in the past week. The assessment will be due May 1.

The tennis courts in the Federal block at the rear of Anchorage fire department building and in the railroad terminal yards have been put into condition for playing, and are in use every evening.

Motor car No. 7, which is in service between Montana and Talkeetna, left Anchorage at 7 o'clock a. m. last Wednesday and arrived at Talkeetna at 1.45 o'clock p. m. the same day. For service with the motor car are three push cars, which are used as trailers in handling baggage and

freight.

Six volumes of the Harvard Classics and five volumes of Shakespeare's Works are missing from the library of the Men's Railroad Club. These books should not have been taken from the reading room. Persons having them are requested by A. B. Cummings, who has charge of the library, to return them.

In the telephone branch of the Telegraph and Telephone Department of the Alaskan Engineering Commission in the week ended April 26, according to the report of John J. Longacre, acting superintendent of the department, eleven telephones were installed, one was disconnected, two were moved and one was changed in Anchorage. One long-distance telephone was installed. In the electric light and power branch of the department, six meters were "cut in" and twelve meters were "cut out."

### ALASKA RAILROAD MAN IS FIRST AMERICAN TO RUN TRAIN INTO GERMANY.

Charles M. Sheehan, who before he joined the Thirty-first United States Engineers Regiment for service in France was a brakeman for a year and a half on the Anchorage Division of the Government Railroad, has the distinction of being the first American conductor, since the armistice, to run a train into Germany. The train was Red Cross Special No. 53.

Since this first trip, Conductor Sheehan has made numerous trips into Germany.

"Although the brave Yanks are sick and wounded," he says in a letter to Mrs. Sheehan, who is living in Seattle Wash., "they always cheer when the old United States train drives in."

"We knew our wait would not be long," one of the wounded American soldiers told Conductor Sheehan, "The Boches used us fine, but they did not dare do otherwise."

Conductor Sheehan said that last July in France his train made a record run with 42 cars of munitions, covering the last 59 miles in an hour and five minutes over rough track and without headlights or airbrakes and with four hot-boxes; "but," he added, "we landed the goods all O. K."

"We are just as busy now as when the fight was on," he concludes. "I am stationed with the same Red Cross special at Savenay, France."

### REARRANGEMENT OF TRAIN SERVICE OCCASIONS CHANGES IN TRAIN CREWS.

Rearrangement recently of the train service on the Anchorage Division of the Government Railroad has occasioned changes in the train crews.

On the Anchorage-Talkeetna and Anchorage-Chickaloon trains, J. J. C. Moore is conductor; A. A. Lewis and Daniel McGinnis, brakemen; Byron C. Elmes, engineer; Thomas Petrikin, fireman, and William Hammar, baggage man.

The switching crew in the Anchorage terminal yard consists of Frank L. Knight, conductor; Clarence Olsen and Frank O'Shea, brakemen; Charles Balhiser, engineer, and John McCauley, fireman.

On one of the two work trains on Turnagain Arm Oliver Jones is conductor; H. Palmer and John Carey, brakemen; C. A. Matheson, engineer, and T. W. Callahan, fireman.

On the other of the work trains on Turnagain Arm, John Galloway is conductor; Arthur Sessions and W. C. Grandjean, brakemen; Fred Brayford, engineer, and Charles Diamond, fireman.

# ALASKA RAILROAD RECORD

VOL. III. ANCHORAGE, ALASKA, TUESDAY, MAY 6, 1919.

NO. 26

## SNOWSLIDES ON ANCHORAGE-SEWARD LINE WILL BE REMOVED BY SLUICING.

Work will start this week to clear away the snowslides on the Government Railroad track between Anchorage and Seward. To determine the nature of the task, William Gerig, engineer in charge of the Anchorage Division, and F. A. Hansen, engineer of maintenance of way, made a trip to Mile 76½, where there is a slide 25 feet deep over the track, and Mile 72, where there are two slides, one of which is 50 feet deep. R. J. Weir, engineer in charge of the Seward Division, who was in Anchorage from Saturday until Monday for a general conference on railroad matters, discussed with Mr. Gerig the removal of the snow blockades.

Sluicing will be the method invoked to clear away the slides. Hillside streams occasioned by the melting of snow will furnish the necessary water. These streams will be available for about two weeks, after which, the snow having melted, they will dry up.

Besides the blockades at Mile 76½ and Mile 72, there are large slides at more points farther South on the Seward Division.

The ditcher, with a gang of 10 men in charge of Arthur Sessions, conductor, left Anchorage Friday to clean out mud slides along the track between Anchorage and Chickaloon.

Twelve additional track men were employed in the past week to keep the track between Houston and Montana in condition to run trains.

Three hundred and forty-six poles, which are to be used in erecting snowsheds, were produced last week at Indian on Turnagain Arm. The poles aggregate 8581 feet in length.

The steam shovel at Bird, on Turnagain Arm in the past week loaded 5210 cubic yards of rock, which was dumped for riprap and bank widening along Turnagain Arm.

## RIPRAP WORK GOES FORWARD SATISFACTORILY IN SEWARD DIVISION.

Approximately 130 cubic yards of rock were used for riprapping the fill across the tide flats in Miles 1 and 2 and 140 cubic yards were placed in fills in Mile 5 and at the bridge abutment between Miles 3 and 4 in the Seward Division in the past week, according to the report of R. J. Weir, engineer in charge of the Division. This material was excavated by the Marion steam shovel stationed at Mile 23.

A contract for approximately 340,000 feet, board meas-

urement, of saw logs, to be used for snow sheds, has been let to James DeConnell and another contract for 524,000 feet, board measurement, to the Alaska Transfer Company.

Sam Radish & Co., station contractors, in Mile 52, are making good progress in excavating the South portal of tunnel No. 2.

Charles Nelson & Co., stationmen at tunnel No. 3 in Mile 53, are making good progress in the enlargement of this tunnel to standard section.

The gopher holes in Mile 68 have been drained and sprung and are now ready for shooting.

The steam shovel crew has completed repairs to the Bucyrus steam shovel at Mile 67 and the shovel is ready for service.

The track between the snow slide at Mile 72 and Girdwood is sufficiently clear to allow the use of hand cars.

At the Glacier Creek bridge in Mile 75 the stream has been cleared of the logs and debris which were endangering the bridge.

The launch Alaska and a barge arrived at Kern Creek last week with 60 tons of coal. Very high tides have prevailed in the past week. As high as 38 feet was reported at Kern Creek.

The mechanical department of the Seward Division is engaged in heavy repairs to engine No. 10 and made running repairs last week to engines Nos. 1, 285 and 278. The painting of engine No. 20 is finished and also the repairs to the Roger ballast cars and the side dump cars.

The dining car for the outfit at Mile 23 is completed.

Subscriptions to the Victory loan by employees on the Seward Division are about \$22,000 to date, with incomplete returns.

The force of the Division last week numbered 224.

## NENANA RECEIVES GOOD QUALITY OF LIGNITE COAL FROM BURNS MINE.

With the completion in April of a short spur track from the end of steel at Mile 365.5 South of Nenana to the coal mine operated by Robert E. Burns, fuel shipments are now made over the Government Railroad from the Burns mine to Nenana. The first cars—three in number—of lignite coal from the Burns property were received at Nenana April 4 by the Alaskan Engineering Commission. The fuel was tested in the power plant and on locomotives, and a detailed report of the results of the tests is expected to be made public in the near future.

Before the extension of the railroad to the Burns mine,



the coal used in Nenana was produced at the mine operated at Mile 413.8 by William J. Lynn. The last shipment of fuel from the Lynn mine to the Commission in Nenana was made March 31. For the present all work has ceased at the Lynn mine, but operations there for the production of fuel for household use may be resumed later.

The Burns coal is regarded as much superior in quality to the Lynn coal.

The Commission intends to establish a reserve quantity of coal at Nenana. An elevated track has been built in the terminal yard. Coal cars will be run upon this track and their contents discharged on either side of it.

Considerable progress has been made in connection with the building of a dock on the Tanana River, near railroad camp 415. All the piling for the dock proper, as well as to protect the river bank both above and below the proposed dock has been driven. The dock will be 200 feet in length and will be equipped with a stiff-leg derrick and powerful hoisting engine, capable of handling very heavy weights. The river bank for a distance of 150 feet above and 50 feet below the dock will be protected against erosion and the action of the ice.

The corrugated iron powder house, which was located at the side of the railroad track two miles South of Nenana, has been dismantled. This will be erected on the dock to serve as a warehouse.

Rails and other construction material and supplies for use on the Nenana-Fairbanks branch of the Government Railroad will be landed by river boats and barges at the new dock.

#### MECHANICAL DEPARTMENT OVERHAULS GREAT DEAL OF EQUIPMENT.

For testing car springs, the 30-ton Lucas wheel press, which originally was installed in machine shop No. 2 early in 1917 and retired about six months afterward, has been put into service in the blacksmith shop of the mechanical department of the Alaskan Engineering Commission, reports E. P. Hedberg, master mechanic. A canopy and smoke stack have been constructed and placed over the spring furnace in the blacksmith shop.

Locomotive engines in revenue service between Anchorage, Chickaloon, Talkeetna and Bird in April included engine No. 620 for five days; engine No. 266 for one day; engine No. 264 for 18 days, and engine No. 247 for 13 days. Engines in work train service on Turnagain Arm were No. 266 for 16 days and No. 277 for 11 days. Engines in switching service in the Anchorage terminal yard were No. 225 for 23 days and No. 224 for three days. Running repairs were made to engines Nos. 225, 247, 264, 266, 275, 277 and 620. Light repairs were made to engine No. 224. Engine No. 265 is still in the shop undergoing repairs. This work is 50 per cent complete. Engines Nos. 221, 242, 275 and 280 are stored in the Anchorage terminal yard roundhouse. Engine No. 1 is stored on Turnagain Arm.

The overhauling and painting of dinky engines Nos. 21 and 22 were completed in April. They are loaded on flat cars in the Anchorage terminal yard and are ready for service.

Browning crane No. 1 and Bay City crane No. 3 relieved each other during April in the service of the dock and stores departments. Browning crane No. 2 was in the service of the maintenance of way department in the Talkeetna district early in April, and then was brought to the machine shop in Anchorage for light repairs. Light repairs were also made to Browning crane No. 1 and to Bay City

crane No. 3. All three cranes are now in good serviceable condition. The ditcher boom, which was damaged while on one of the cranes, is now ready for service.

Running repairs in April were made to Jordon spreader No. 2 and Bucyrus steam shovel No. 7, brought in from Turnagain Arm. This equipment is now in service. Extra parts for the shovels, such as dippers, sticks, bails, etc., have been overhauled and put in serviceable condition.

The pump and engine shipped in from Girdwood were repaired. Repairs were made to the stiff-leg derrick at the Anchorage dock.

The 10-passenger motor car, No. 7, was fitted up with a coupler and a trailer. One push car was assembled and two other push cars were repaired. All three of these push cars were equipped with sideboards for use with motor car No. 7 in the revenue service between Montana and Talkeetna. Motor car No. 34 was overhauled and returned to the maintenance of way department for service. Running repairs were made to motor cars Nos. 1, 2, 42 and 43. One velocipede and one hand car were overhauled for the maintenance of way department.

Eighty freight train cars, three work train cars and two passenger coaches were given light repairs. Two freight train cars received heavy repairs. Box car No. 825 was rebuilt. Repairs were completed to steel-gang caboose car No. 1050. This caboose has been fitted up with a clothes locker and a desk for use of conductor. Steel bunks were installed in place of wooden bunks in caboose cars Nos. 1005, 1006 and 1007. Oliver dump car No. 515 is being re-silled. This work is 60 per cent complete.

At the power plant in April, 31,644 kilowatt hours of energy were produced. Of this amount, 79.76 per cent was alternating current and 20.24 direct current. The coal consumed at the power plant in April totaled 421.2 tons.

At the pumping station in April, 14,665,542 gallons of water were lifted. Of this quantity, 11,287,240 gallons, or 76.96 per cent, were pumped into the Anchorage townsite tank and 3,378,300 gallons, or 23.04 per cent into the terminal yard tank for the use of the Alaskan Engineering Commission. The coal consumed at the pumping plant in April amounted to 136.5 tons. One pump is used exclusively for pumping water into each of the two tanks. The other pump, the largest of the three, is cut out, except for emergency use.

#### BUSINESS OF TELEGRAPH AND TELEPHONE IS OUTLINED BY SUPERINTENDENT.

One thousand, four hundred and seventy-five telegraphic messages were received, sent and relayed in April by the Telegraph and Telephone Department of the Alaskan Engineering Commission, reports John J. Longacre, acting superintendent of the department.

Fifty-seven thousand, one hundred and ninety-five telephone switchboard connections were made in April by the department. Seventeen telephones were installed in Anchorage during April, nine were disconnected and two were changed. Two long-distance telephones were installed. At the end of April there were in service 290 local telephones, 19 fire alarm and guard telephones and 157 long distance telephones.

By the light and power branch of the department in April, 29 meters were installed and 36 were disconnected. Thirteen meters were tested. Four hundred and sixty-nine meters, which is the number in service, were read in April. There are 115 meters on hand.

Electric light wiring was inspected during the month in two buildings.

## SUGGESTIONS ARE OFFERED FOR ECONOMICAL USE OF COAL IN LOCOMOTIVES.

Economical use of coal in railway locomotives materially reduces the cost of railroad operation, declares an article in the April issue of the Baltimore and Ohio Employees' Magazine, and suggestions are offered for effecting a saving in the matter of fuel consumption. The attention of employees of the Alaskan Engineering Commission is directed to these suggestions by William Gerig, engineer in charge of the Anchorage Division of the Government Railroad.

"Only through cooperation upon the part of all who are in any way concerned with locomotive fuel," says the magazine, "can the highest degree of economy be attained.

"Coal can be saved by improving shop and roundhouse facilities for the maintenance and care of locomotives. While it is difficult to estimate the exact extent of the coal savings to be effected through improved roundhouse and shop facilities, it is known that a locomotive in poor condition mechanically or one in which scale, soot and leaks have become serious may use 10 to 40 per cent more coal than a locomotive in good condition.

### Leaks Should Be Repaired.

"Careful repairs of leaks, of grates, of arches, and of locomotive running parts mean fuel economy. Boilers should be properly washed and kept free from heavy scale. Leaks, which are the cause of many of the most serious fuel losses, are often due to scale and mud. Tubes, tube sheets and superheater flues and units should be cleaned of soot and ashes. Soot and scale often cause very large fuel losses; their removal means fuel saved. To send out a locomotive in poor condition means a serious waste of coal.

"About one-fifth of all locomotive fuel is burned during the time when the locomotive is not hauling trains.

"Yardmasters can save coal by delivering engines quickly to the roundhouse and thereby cutting down the time during which fires must be kept burning.

"Fires kept up during delays at ashpits mean a waste of coal, and the elimination of such delays may be the means of important fuel savings.

"Coal can be saved through economical methods of kindling fires and through the use of economical kindling material. If considerable coal falls through the grates when building fires, it should be saved and not allowed to become mixed with the ash.

"Coal can be saved through the cooperation of roundhouse and transportation forces in the matter of calling engines, thus preventing their standing under steam longer than is necessary.

### Yard Delays Ought to Be Eliminated.

"Yardmasters, dispatchers and trainmen can save coal through assisting in the elimination of yard and other terminal delays. Locomotives in readiness to handle trains are burning coal rapidly no matter how carefully the enginemen may handle them.

"While engines are standing at meeting points or on sidings, fires must be maintained. A large amount of fuel is burned under such circumstances. Transportation forces can effect a substantial coal saving by eliminating as large a part of these delays as possible.

"Every stop on the road means the consumption of considerable coal. Every unnecessary stop means a waste of coal. Transportation men, trainmen and enginemen should

all assist in preventing unnecessary stops.

"Transportation employees should appreciate that their branch of the service offers important opportunities for the saving of coal. Through action on their part that portion of the fuel now being burned on locomotives not actually used in hauling trains may be materially diminished, and a coal saving of great importance accomplished.

### Actual Combustible Material.

"The average bituminous coal contains approximately 75 per cent of actual combustible material, about half of which must burn as volatile matter in the combustion space. The other half, or possibly about 40 per cent, is in the form of fixed carbon, which burns nearly completely on the grate. The volatile part of the combustible, which is driven from the coal and must be burned in the combustion space, consists of complex gases which are hard to burn. On the other hand, the fixed carbon remaining on the grate when burning, produces gas which is simple and easy to burn. The rate at which air is forced through the fuel bed controls the rate of combustion of the coal. The completeness of combustion of the gases above the fuel bed depends upon the air furnished above the fuel bed, either through the door, staybolt openings, or holes in the fire. In locomotive practice a large part of this supplementary air must enter through the holes in the fire, the intense pulsating draft requiring relatively small holes to supply this air. It is essential to keep an even firebed without visible holes or black spots in order to prevent an excess of air being drawn through the holes in the fuel bed. When burning coal at sixty pounds per square foot of grate per hour, free openings for air from 2 to 4 per cent of the grate area will supply ample air for combustion of the gases above the fuel bed. The most skillful firing is none too good to maintain an even bed which will restrict the free air openings below the figures given.

### Volatile Portion of Fuel.

"With regard to the volatile portion of the fuel, most of it is given off in a few seconds after the coal reaches the fuel bed. The heavier tar-like constituents are all driven off by the time the coal has attained a dull red heat. The volatile matter from the coal is a mixture of complex gases requiring a very large amount of air for complete combustion. Some of the gases take ten times their own volume of air and other gases as much as one hundred times to produce complete combustion. The composition of these gases depends upon the conditions under which combustion proceeds. If there is a lack of oxygen, these gases will be rapidly decomposed by the high temperature, with the ultimate product of carbon in the form of soot, hydrogen, and carbon monoxide. Probably 95 per cent of this carbon formation takes place within the first foot above the fuel bed. In the absence of oxygen, extremely high temperatures accelerate the breaking down of the heavy hydrocarbons into soot near the fuel bed. One reason why locomotive firing requires skill is that the conditions giving high economy are not definitely controllable by the fireman. Immediately after firing green coal on a uniformly level firebed the small holes are made smaller just at the time when more air is needed, and these holes grow larger and deliver an increasing amount of air just when the fire requires a decreasing supply of air. The only way to approximate a satisfactory condition is to make the charges and firing intervals very small so that extreme conditions do not depart materially from average conditions of air supply."

## 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.

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

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### OFFICIAL CIRCULARS.

#### Anchorage Division.

##### ONLY STORES DEPARTMENT SELLS COAL.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, April 29, 1919.

Circular No. 374:

##### TO ALL CONCERNED:

All purchases of coal in carload lots or any other quantities must be made through the Stores Department, except that sold for local use of employees at the mine.

Please be governed accordingly.

WM. GERIG, Engineer in Charge.

##### NON-EXPENDABLE REGULATIONS AMENDED.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, May 2, 1919.

Circular No. 375:

##### TO ALL CONCERNED:

Effective this date, the non-expendable regulations are amended as follows:

All heads of departments will be held accountable for non-expendable property in their departments, foremen and others in charge of the work being in turn held by them. No requisition will be recognized by the Store Department unless it carries the signature of department head showing that the same has been authorized by him. He will also notify Store Department whom he wishes held responsible for non-expendable property. Whenever a new foreman, or individual who will have use of and be chargeable with any property, is placed in service, or leaves the service, heads of departments will notify Store Department in writing, giving name and location. Property Department will furnish a clerk to assist in checking out any employee leaving the service.

The property in all departments will be checked at least once per annum, or oftener if thought necessary.

It is my desire to have but one kind of requisition for both expendable and non-expendable property, but for the present, and until Form 285 is exhausted, we will continue to use this form.

WM. GERIG, Engineer in Charge.

### MEMORANDUM REQUIRED AS TO TIES.

Department of the Interior,  
Alaskan Engineering Commission  
Maintenance of Way Department  
Anchorage, Alaska, April 30, 1919.

Circular No. 54:

##### ALL SECTION FOREMEN:

When renewing ties, please indicate in back of material book, under the heading "memorandum," locations where ties were replaced, and reason for replacing.

JAS. HANAHAN,  
Asst. Supt. in Charge of Track.

### COMMISSION EMPLOYEES HAVE TAKEN \$76,100 IN LIBERTY BONDS TO DATE.

#### SUBSCRIPTIONS BY DEPARTMENTS.

Accounting Department .....	\$2,850
Art Studio .....	200
Bridge Engineer .....	1,700
Commissioner's Office .....	2,400
Disbursing Office .....	1,400
Docks .....	900
Drafting Department .....	800
Employment and Mess .....	150
Medical Department .....	4,350
Mechanical Department .....	8,050
Maintenance of Way .....	38,050
Marine Ways .....	4,300
Land and Industrial Department .....	200
Stores Department .....	4,750
Telegraph and Telephone Department .....	2,150
Terminal Yard Fire Department .....	150
Townsite .....	1,300
Transportation Department .....	2,400
Total .....	\$76,100

Seventy-six thousand one hundred dollars is the amount of Liberty Bonds for which employees of the Anchorage Division of the Government Railroad have made subscriptions. This figure does not include anything from the mining department, which will not report until the close of the campaign. Further subscriptions will be forthcoming within the next few days from many of the departments now included on the subscription list. The campaign will end next Saturday evening, May 10.

At the direction of William Gerig, engineer in charge of the Anchorage Division of the Government Railroad, a special effort will be made this week to enlist the support of every employee of the Commission in the Victory Bond sale.

"I am anxious," said Mr. Gerig, "that the Anchorage Division should approach as close to a 100 per cent showing as possible. Some employees, I know, cannot afford to buy bonds of large denominations, but practically every employee can afford to take a fifty-dollar bond and pay for it in installments. I expect the head of every department to impress upon the workers under him the opportunity afforded them to help the Government by subscribing on the easy-payment plan to Victory Bonds of low denomination."

Total subscriptions to date in the Anchorage district, the allotment of which was \$64,150, are \$96,000. Of this amount \$55,250 has been subscribed through the Anchorage disbursing office of the Commission and \$21,850 through the two banks in Anchorage by Commission employees.



### NAVAL COMMISSION SPENDS WEEK INSPECTING ESKA AND CHICKALOON FIELDS.

Captain Sumner E. W. Kittelle, Captain L. E. Gregory and Lieutenant R. Aitkman, of the United States Navy; Sumner S. Smith, head of the coal mining department of the Alaskan Engineering Commission, and Theodore Chapin, Federal geologist stationed at Anchorage, members of the Naval Commission to investigate the Matanuska coal field, visited Eska and Chickaloon last week.

The members of the Commission, with William Gerig, engineer in charge of the Anchorage Division of the Government Railroad, left here a week ago last Monday. Mr. Gerig a few days later returned to Anchorage. The Commission, after having inspected the Eska and Chickaloon fields, came back to Anchorage Saturday.

The Naval Commission had its offices in the Land and Industrial Department, Room 7, General Office Building, Anchorage Terminal Yard.

### BARGE LAWRENCE, IN TOW OF ANNE W., WILL TAKE COAL TO SEWARD.

With a cargo of about 525 tons of coal and 55 tons of merchandise, the Alaskan Engineering Commission's barge Lawrence, in tow of the steamer Anne W., will leave Anchorage tonight or tomorrow for Seward. The cargo will be sent by the Commission's offices here to the Commission's offices in Seward.

The Commission's barge No. 106 was launched at 6 o'clock a. m. April 25 at the Anchorage marine ways. With a cargo of coal the barge, in tow of the power boat Alaska, left at 9:45 o'clock a. m. the same day for Kern. The two crafts returned May 2 to Anchorage. On the return voyage the barge was loaded with lumber from the Commission's sawmill at Bird.

The ocean freighter Sebree sailed at 1:05 o'clock p. m. April 25 for Seattle. The power boat Sea Lion sailed at 9:30 o'clock p. m. the same day for Hope. The Sea Lion returned at 3:55 o'clock a. m., May 1, to Anchorage.

The cannery tender Olaf, owned by Libby, McNeil and Libby, arrived at 5:15 o'clock a. m. May 1 from Kenai and sailed at 10:50 o'clock a. m. the same day on her return to Kenai.

The power boat Grizzly, owned by the Kachemak Canning Company, arrived at 9:35 o'clock a. m. May 2 from Tyonic and sailed for Tyonic at 9 o'clock a. m. May 3.

The steamship Alameda from Seattle and way ports is expected to arrive here Friday.

### ANCHORAGE MAN RETURNS TO STATES FROM FRANCE WITH RANK OF CAPTAIN.

George D. Beaumont, who resigned as clerk in the Telegraph and Telephone Department of the Alaskan Engineering Commission to enter the American military service, has returned to the States from overseas duty.

Mr. Beaumont was commissioned a first lieutenant in July, 1917. He went to France in January, 1918, and took part in the construction of the Bourges-Bordeaux line of railroad. His detachment in July, 1918, was ordered to the First American Army, just back of Chateau-Thierry; and in September, 1918, it moved to the Toul sector, where it participated in the St. Mihiel drive. His detachment was then ordered to the Verdun sector, where it was active all through the Argonne-Meuse offensive. Mr. Beaumont was appointed telegraph officer of the First Army at the begin-

ning of the Argonne drive, and served in that capacity until November 14, 1918, when he was sent to Le Mans and made area signal officer for the Le Mans area. He was promoted to captain in September, 1918 and was recommended for another promotion in November, 1918. The signing of the armistice made the recommendation for further promotion inactive.

### RAILROAD FREIGHT SHIPMENTS SHOW ACTIVITY IN FARMING AND MINING.

Agricultural and mining activities in the territory served by the Government Railroad are indicated by recent commercial freight shipments from Anchorage.

Two hundred and eighty-seven thousand, six hundred and thirty-seven pounds of commercial freight, in the period between April 22 and April 30, were forwarded from Anchorage to Matanuska, Wasilla, Houston, Talkeetna and various other stations on the line of the transportation system.

Of the total, 23,670 pounds were forwarded to Matanuska and 85,594 pounds to Wasilla. The freight to Matanuska and Wasilla consisted principally of agricultural seed and general store stock.

Twenty-nine thousand, eight hundred and eighty-nine pounds of freight were forwarded to Houston, and 31,100 pounds to Talkeetna. Most of the freight to Houston and Talkeetna consisted of supplies and equipment destined to the Willow Creek and Cache Creek mining districts.

Farmers in the Matanuska Valley look forward to the best season in the history of the district. The ground last winter was not frozen so deeply as in former winters, and was ready for early planting this spring. While the quantity of the yield will not exceed former production, the quality is expected to be much superior.

An automobile stage line has been established between Wasilla and the Willow Creek mining district.

### THREE MORE RETURNED SOLDIERS ARE GIVEN EMPLOYMENT BY COMMISSION.

Three returned soldiers have been employed in the past week by the Anchorage office of the Alaskan Engineering Commission. They are John Koski, a laborer with extra gang No. 1; K. Lazaroff, a carpenter's helper at the Eska mine, and Peter M. Prokopos, a member of railroad section gang No. 31, near Caswell.

D. Vouris, a returned soldier who was cook on the power boat Alaska, has quit the position to take a place in one of the mines in the Willow Creek district.

The Commission's employment office this week will hire another returned soldier. He will be used on track work.

### CONSTRUCTION WORK IN TALKEETNA DISTRICT IS SUSPENDED FOR PRESENT

Construction work in the Talkeetna district of the Government Railroad having been suspended for the present, H. F. Dose, engineer for the district, came to Anchorage with the greater part of his force in the past week. Mr. Dose will be engaged for some time in completing his records.

No station men are now in the Talkeetna district. A very small payroll force remains there to close the office books and to clean up the various camps. This force will finish in the near future.

### LEASES ON TWO PIECES OF CITY PROPERTY WILL BE OFFERED AT PUBLIC AUCTION.

Applications have been made for leases on two pieces of property within the city limits of Anchorage, and a public auction at which leases for the ground will be offered for sale will be held next Thursday in front of the townsite office building.

T. M. Welch has applied for a six months' lease on a tract of land between First, Second, G and I Streets. If he should be the successful bidder at the auction, he plans to fence the property so as to use it for grazing cows.

H. A. Murphy has applied for a month-to-month lease of the lot at the Northeast corner of Fifth and B Streets. If he should be the successful bidder at the auction, he intends to fence the lot for a chicken yard.

The following notice of the public auction has been posted by the Land and Industrial Department of the Alaskan Engineering Commission:

#### Notice of Leasing Federal Tracts.

"Notice is hereby given that leases will be offered at public auction in front of the townsite office building, corner of Fourth Avenue and E Street, Anchorage, Alaska, at 2 o'clock p. m., Thursday, May 8, 1919, for pieces of property situated in Anchorage, Alaska, and particularly described as follows, to-wit:

"Beginning at the Northwest corner of the intersection of Second and G Streets, thence West along the Northern line of Second Street to the Northeast corner of the intersection of Second and I Streets; thence North 200 feet; thence Northeast to the Southwest corner of the intersection of First and G Streets; thence South to the Northwest corner of the intersection of Second and G Streets, the place of beginning.

"All of Lot 7, Block 46, being situate at the Northeast corner of the intersection of Fifth and B Streets.

#### Conditions of Proposed Leases.

"The conditions of the lease on the tract of land beginning at the Northwest corner of the intersection of Second and G Streets will be that its term shall begin May 8, 1919 and expire November 8, 1919; that no building or structures of any kind shall be erected on said property; that its use by the lessee shall be limited to grazing purposes for livestock, and that the rental shall not be less than \$2.50 per month, payable monthly in advance.

"The conditions of the lease on said Lot 7, Block 46 will be that its term shall be from month to month, subject to termination at any time by the Alaskan Engineering Commission upon five days' notice to the lessee, and that the rental shall not be less than \$1 per month, payable monthly in advance.

"This notice dated and posted at Anchorage, Alaska, May 1, 1919."

### STEAM SHOVEL AT MILE 83 MOVES 10,290 CUBIC YARDS OF ROCK IN APRIL

Ten thousand, two hundred and ninety cubic yards of rock were moved in April by the steam shovel at Mile 83 on Turnagain Arm, according to the report of F. A. Hansen, engineer of maintenance of way. All this material, except 210 yards, was used for riprap along Turnagain Arm. Two hundred and ten cubic yards were used for filling for the shoo-fly track over the cut.

The logging crew at Mile 88 produced 1629 snow shed poles, aggregating 41,389 lineal feet in length.

The finishing touches were put on bridge No. 155 over

the Talkeetna River and Bridge and Building Gang No. 5 was brought to Anchorage and laid off. Ties and guard rails were bored and bolted and water barrel racks placed on bridges 108 to 114, inclusive. Bridge and Building Gang No. 7, which was doing this work, was laid off April 15.

The track forces on numerous sections have had to be increased owing to the frost coming out of the ground and leaving the road bed soft. Ties which were affected by frost and heaved during the winter and had to be adzed down are being removed. Only such ties as had to be adzed down more than 1½ inches are being removed.

Track was laid by Bridge and Building Gang No. 5 from the North end of bridge No. 155 to station 10,011 plus 70, a distance of 124 feet.

### COPIES OF ORDER EXTENDING TIME FOR PAYING INCOME TAXES ARE RECEIVED HERE.

Copies of the order extending the time in Alaska for the payment of income taxes have been received here. Official notice of the extension follows:

"Treasury Department,

"Office of Commissioner of Internal Revenue,  
"Washington, D. C.

"To Collectors of Internal Revenue and Others Concerned:

"Because of the fact that it will be impossible to put into the hands of taxpayers residing or located in the Territory of Alaska the blank forms and instructions prescribed by this department for the use of taxpayers for making returns pursuant to the new revenue act in time for such returns to be filed on or before the due date (March 15, 1919) an extension of time to June 15, 1919, is hereby granted to all taxpayers living or residing temporarily in Alaska. This extension shall not be construed as extending the payment of the second installment due June 15, 1919, and subsequent installments. Therefore, two installments will be due June 15, 1919.

"DANIEL C. ROPER,

"Commissioner of Internal Revenue.

"Approved March 21, 1919:

"CARTER GLASS,

"Secretary of the Treasury."

### ADVICE GIVEN BY POSTAL DEPARTMENT ABOUT MAIL TO SOLDIERS IN FRANCE.

Units or organizations that have been ordered back to the United States frequently leave behind in France a few officers and soldiers to care for property or to adjust the accounts of the organizations, and these are deprived of their mail when notice is given that the organization is returning if notice is not given the postal authorities of the officers and soldiers remaining abroad, says a circular letter from Otto Praeger, second assistant postmaster general, to E. McPhee, postmaster at Anchorage.

As it frequently happens that correspondents in this country are informed that friends and relatives are remaining in France, it is therefore requested that in such cases the envelopes of letters and wrappers of packages be marked "Please forward. Addressee still in France."

This special notation on envelopes and wrappers will be necessary only until the card indexes of the War Department are received showing the officers and soldiers left abroad; but, in order to insure all mail going to France that should be dispatched there, the special directions should be used until otherwise requested.

## WEEKLY FORCE REPORT.

## APRIL WEATHER AT ANCHORAGE.

## Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, April 26, 1919, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	6	3	10
Bridge Engineer .....	1	1	0	2
Drafting .....	1	4	0	5
Land and Industrial .....	1	1	0	2
Terminal Shops and Yards .....	2	8	29	39
Track, Bridge and Ballast .....	1	3	132	136
Receiving and Forwarding Agt... ..	1	4	26	31
Machine Shops .....	1	2	59	62
Marine Ways .....	1	1	43	45
Stores and Material Yard .....	1	12	57	70
Employment and Mess Bureau.. ..	1	2	14	17
Transportation .....	1	11	24	36
Disbursing Office .....	1	6	0	7
Accounting .....	1	10	0	11
Base Hospital .....	1	1	10	12
Townsite .....	0	1	6	7
Telegraph and Telephone .....	1	6	16	23
Mining .....	1	5	110	116
Talkeetna District .....	1	5	16	22
Total .....	19	89	545	653
Stationmen and their laborers .....				19
Grand total .....				672

## DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements at the office of the Anchorage Division of the Alaskan Engineering Commission for the week ended April 30, 1919, totaled \$1431.67. Salaries and wages were \$822.67; purchases, \$312.21; special deposit account, \$70; other expenses, \$226.79.

Date	Max.	Min.	Range	Rain Inches	Snow Inches	Wind	Day
April 1....	39	19	20	.....	....	N	Cldy.
April 2....	42	28	14	.....	....	N	Clear
April 3....	44	18	26	.....	....	NE	Cldy.
April 4....	45	29	16	.....	....	NE	P.Cdy.
April 5....	42	32	10	0.03	....	N	Cldy.
April 6....	43	24	19	0.02	....	WSW	Cdy.
April 7....	45	29	16	.....	....	N	P.Cldy.
April 8....	45	31	14	.....	....	NNE	Cdy.
April 9....	46	31	15	.....	....	S	Cldy.
April 10....	45	21	24	.....	....	NE	Clear
April 11....	44	19	25	.....	....	SE	Clear
April 12....	45	25	20	.....	....	N	Clear
April 13....	44	22	22	.....	....	N	Clear
April 14....	42	19	23	.....	....	NE	Clear
April 15....	40	22	18	.....	....	S	Clear
April 16....	40	21	19	.....	....	NE	Clear
April 17....	47	21	26	.....	....	N	Clear
April 18....	47	17	30	.....	....	S	Clear
April 19....	44	21	23	.....	....	NE	Clear
April 20....	48	30	18	.....	....	N	Cldy.
April 21....	47	30	17	trace	....	S	P.Cldy.
April 22....	46	32	14	.....	....	NE	P.Cdy.
April 23....	43	33	10	trace	....	N	Cldy.
April 24....	45	34	11	0.01	....	N	Cldy.
April 25....	47	34	13	0.02	....	S	Cldy.
April 26....	40	32	8	0.14	....	SW	P.Cdy.
April 27....	46	31	15	0.01	trace	SSW	Cdy.
April 28....	44	28	16	trace	trace	S	P.Cldy.
April 29....	40	31	9	trace	trace	S	Cldy.
April 30....	45	26	19	.....	....	W	Clear

Summary—Temperature: Mean maximum, 44; mean minimum, 26.33; mean, 35.165; maximum, 48, April 20; minimum, 17, April 18; greatest daily range, 30. Precipitation: Total, 0.23 inches; greatest in 24 hours, 0.14. Number of days with .01 inch or more precipitation, 6; clear, 12; partly cloudy, 6; cloudy, 12.

## CLIMATOLOGICAL DATA, MARCH, 1919.

STATIONS	Mile on Railroad	Approximate Elevation, feet	Temperature in Degrees, Fair.								Precipitation Inches		Number of Days			Prevailing Direction of Wind.	
			Mean Maximum	Mean Minimum	Mean	Highest	Date	Lowest	Date	Greatest Daily Range	Total	Greatest in 24 Hours	Total Snowfall, Inches	Clear	Partly Cloudy		Cloudy
SEWARD																	
E. L. Sweek, Obs.	0	20	36	19	27.5	49	9	0	14	31	1.74	0.06	18	12	—	19	N
ANCHORAGE																	
D. D. Vint, Obs.	115	40	32	8.54	20.27	44	31	-19	15	45	0.15	0.12	2.5	13	9	9	N
MATANUSKA																	
F. E. Rader, Obs.	151	200	31.9	14.1	23	43	19	-10	16	34	0.09	0.09	1.0	14	7	10	S
TALKEETNA																	
J. F. Coffey, Obs.	227	366	34.6	13.7	24.2	47	30	24	16	52	.....	.....	5.0	19	3	9	NE
INDIAN RIVER							21										
A. F. Stowe, Obs.	266	735	30.87	9.51	20.19	40	31	-19	15	47	1.40	0.53	6.59	19	4	8	NE



## PERSONAL

G. A. Bishop, a Government Railroad employee at Bird, was in Anchorage over Sunday.

Nicholas Papas, railroad section foreman at Eska, spent a few days in Anchorage recently.

Harry Watson, an employee of the Government Railroad at Bird, spent Sunday in Anchorage.

H. L. Hugg, railroad station agent at Rainbow, and Mrs. Hugg were in Anchorage over Sunday.

T. O. Hegelstad, an employee of the Government Railroad at Birchwood, was a recent visitor in Anchorage.

C. Woodhouse, surgeon's assistant, with headquarters on Turnagain Arm, and Mrs. Woodhouse, spent Sunday in Anchorage.

Fred Wilson, who has been resident engineer at Camp 255 in the Talkeetna district, is in Anchorage on his way to the States.

Mrs. R. D. Chase and daughter made a trip to Eska last week. Mr. Chase is paymaster in the Anchorage disbursing office.

E. S. Patten, who is employed by the Alaskan Engineering Commission on Turnagain Arm, visited Anchorage a few days ago.

William McInnis, who is employed with the Government Railroad forces on Turnagain Arm, was in Anchorage over Sunday.

Mrs. D. A. Eison, an employee of the Alaskan Engineering Commission at Camp No. 88 on Turnagain Arm, visited Anchorage in the past week.

Mrs. N. G. Shaw and daughter are in Anchorage for a few days. Mr. Shaw is employed by the Alaskan Engineering Commission at Eska.

W. A. Anderson, an employee of the Alaskan Engineering Commission at Deadhorse in the Talkeetna district, came to Anchorage last week.

Daniel Leech, assistant superintendent of construction, with headquarters on Turnagain Arm, came to Anchorage Saturday and returned to his headquarters Monday.

Daniel Pagent, Louis Koss, Joseph Marendo, Frank Josue and Arthur Dojority, employees of the Alaskan Engineering Commission at Eska, came to Anchorage in the past week.

Evan Jones, Mrs. Jones and their two children were recent visitors in Anchorage. Mr. Jones is superintendent in the coal mining department of the Alaskan Engineering Commission.

Dr. A. L. Drtina, Mrs. Drtina and children will leave this week on the steamship Alameda for the States. Dr. Drtina was on the medical staff of the Alaskan Engineering Commission with headquarters in the Talkeetna district.

## Anchorage Division Notes.

The regular monthly meeting of the Anchorage advisory council is scheduled for 7.30 o'clock this evening in the townsite office building.

Repairs have been made to the wagon bridge across Ship Creek. The work was done by the bridge and building gang in charge of J. S. Park.

Two spacious garden tracts in the Anchorage Terminal Yard have been plowed and seeded by A. Horton, stevedore foreman, who has been granted permission to cultivate the ground. He will raise vegetables and grain.

Eleven telephones were installed, one was disconnected and one changed in Anchorage in the week ended May 3.

One long-distance telephone was installed. Twelve electric light meters were installed and 19 were "cut out."

Ten freight cars and four work-train cars were repaired in the week ended May 3 by the mechanical department. The rebuilding of box car No. 825 was completed. Running repairs were made to locomotives Nos. 221, 224, 225, 247, 264, 277 and 620.

The Anchorage Chamber of Commerce Wednesday evening will entertain at a banquet Captain Sumner E. Kittelle, Captain L. E. Gregory and Lieutenant L. Aitkman, of the United States Navy; Sumner S. Smith, head of the coal mining department of the Alaskan Engineering Commission, and Theodore Chapin, Federal geologist stationed in Anchorage, members of the Naval Commission appointed to investigate the Matanuska coal field with a view to obtaining fuel supplies for Naval vessels.

## MOVEMENT OF ROLLING STOCK IS SUBJECT OF REPORT BY TRAINMASTER.

Six thousand, nine hundred and sixty miles were traversed by locomotive engines in April on the Anchorage Division of the Government Railroad, according to the report on the movement of rolling stock by J. T. Cunningham, trainmaster. Of this total, 3670 miles were covered in hauling mixed passenger and freight trains; 2108 miles in handling work trains; 78 miles in road switching, and 1104 miles in Anchorage terminal yard switching.

The records for engine work in connection with mixed passenger and freight trains, work trains and road switching show that engine No. 224 in mixed train service traversed 64 miles and in work train service 42 miles; that engine No. 225 in mixed train service traversed 292 miles; that engine No. 242 in mixed train service traversed 64 miles; that engine No. 247 in mixed train service traversed 1040 miles and in road switching 36 miles; that engine No. 264 in mixed train service traversed 1474 miles and in road switching 24 miles; that engine No. 266 in mixed train service traversed 131 miles and in work train service 1286 miles; that engine No. 277 in work train service traversed 780 miles; that engine No. 620 in mixed train service traversed 605 miles and in road switching 18 miles.

Passenger coaches made 43 trips in April and covered 3334 miles; baggage cars made 25 trips and totaled 2007 miles; loaded freight cars made 299 movements and traversed 15,709 miles; empty freight cars made 181 movements and traversed 706 miles; cabooses made 45 trips and negotiated 3344 miles; work train cars are credited with 571 movements and covered 9360 miles; work train mileage was 2108, and mixed train mileage was 3670.

## MINE AT ESKA PRODUCES 3064 TONS OF COAL IN MONTH OF APRIL.

Three thousand and sixty-four tons of coal were produced in April at the mine operated by the Alaskan Engineering Commission at Eska, according to the report of Sumner S. Smith, who is in charge of the mining department of the Alaskan Engineering Commission. There was an average of 78 men on the payroll. The Eska West was driven about 35 feet during April and the David East about 56 feet. A crosscut was started from the Martin West to the Shaw West.

At the Commission's mine at Chickaloon there was an average of 34 men on the payroll in April. The East slope was sunk about 66 feet and the "F" West about 44 feet.

# ALASKA RAILROAD RECORD

VOL. III. ANCHORAGE, ALASKA, TUESDAY, MAY 13, 1919.

NO. 27

## CLEARING AWAY OF SNOWSLIDES BEGINS WITH SLUICING OPERATIONS AT MILE 76.

Clearing away of snowslides on the Seward-Anchorage line of the Government Railroad began last week with sluicing operations on the heavy snow bank across the track at Mile 76, according to William Gerig, engineer in charge of the Anchorage Division. The work is progressing in a satisfactory manner.

The ditcher which was working between Palmer and Moose on the removal of mud slides cast over approximately 1730 cubic yards of material last week. Having finished the work on the mud slides, the ditcher and its crew were brought to Anchorage Saturday and were sent this week to the Turnagain Arm line.

The steam shovel at Bird last week loaded 5140 cubic yards of rock. This material was dumped for riprap along Turnagain Arm and for filling at Bridge No. 18.

Three hundred and twenty-five snowshed poles, aggregating 8167 feet in measurement, were produced in the past week at Indian.

A temporary gravity water supply system has been installed at Chickaloon for supplying water for locomotives. This does away with the necessity for pumping and the pumper has been laid off. The pumper at Montana, also, has been laid off. Such water as is necessary at Montana will be pumped by the water service foreman.

## MINOR SNOW SLIDES OCCUR ON SEWARD DIVISION BUT CAUSE NO TROUBLE.

Many minor slides of snow occurred last week on the Seward Division of the Government Railroad, but none of them put much new snow on the track, reports R. J. Weir, engineer in charge of the Seward Division. Snow in most places on the Division is rapidly disappearing and the old winter trail is in very poor condition. There is a depth of eight feet of snow across the track in Mile 45; seven feet in Mile 57 and five feet in Mile 60. The track is clear North of Mile 62.

The Marion steam shovel on job No. 24 in Mile 23, has completed the excavation of riprap material between stations 1205 and 1208. A total of 1600 cubic yards of solid rock was moved in the past week and distributed in Mile 23 as riprap to present embankments.

Charles Nelson & Co., the contractors who are enlarging tunnel No. 3, advanced the tunnel 26 lineal feet last week, which makes a total of 247 lineal feet enlarged to standard section.

John Enstrom & Co., stationmen, have completed the

coyote hole drain from tunnel No. 3.

Sam Radish & Co., stationmen in Mile 52, are making good progress excavating the North approach to tunnel No. 2. This work is on force account.

A small carpenter gang has completed the framing of timbers for the portals of tunnels Nos. 5, 6 and 7.

The old Alaska Northern railway bridge No. 132 in Mile 63 has been completely wrecked and all lumber and iron have been salvaged. Temporary approaches to the new crossing at the Twenty-Mile River bridge have been completed and rail has been laid throughout.

Bucyrus steam shovel No. 4 on May 6 commenced work in Mile 67 on job No. 22. Preparatory to starting the operations, five gopher holes were shot which moved approximately 2000 cubic yards, of which 1150 cubic yards of rock have been excavated and placed in bridge No. 138 in Mile 63. Owing to the poor condition of this bridge some maintenance work was necessary to keep it in condition for work train service.

A small section gang at Kern Creek has completed the removal of the mud and rock slides South of Kern Creek, in addition to opening all culverts.

Engine No. 21 stationed at Kern Creek resumed service May 6.

The mechanical department of the Seward Division is engaged on heavy repairs to engine No. 10, which is 40 per cent complete. Light running repairs were made last week to engines Nos. 285 and 278 and to the Browning crane. Carpenters have installed new ventilators in the blacksmith shop, finished caboose C-2 and also made general repairs to Roger ballast cars. Painters have started work painting all the buildings recently constructed for the mechanical department.

The steamships Alameda and Northwestern were at Seward last week. The Alameda sailed South Saturday night. The Northwestern went to the Westward.

Employees on the payroll of the Seward Division May 10 numbered 227.

## SHORT STRETCH OF NEW TRACK IS LAID IN APRIL IN FAIRBANKS DIVISION.

Only twelve hundredths of a mile of track were laid in April in the Fairbanks Division of the Government Railroad, is the gist of the monthly telegraph report of Frederick D. Browne, engineer in charge of the Division. This work was done in the Nenana district South of Nenana, bringing the end of steel to Mile 365.53.

No grading was done in April North of Nenana.

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.16.

### MATANUSKA COAL AND ANCHORAGE COMMENDED AT NAVAL COMMISSION BANQUET.

Assurance of the high-grade quality of the coal of the Matanuska field, confidence in the sufficiency of the quantity of the beds and belief that, with the development of the fuel areas Anchorage, as the tidewater distribution port, will prosper beyond all expectations were sentiments earnestly expressed by the guests of honor at a banquet given last Wednesday evening in the Frisco cafe by the Anchorage Chamber of Commerce to the five members of the commission delegated by the Secretary of the Navy to investigate the Matanuska field with a view to obtaining steaming coal supplies for warships of the Pacific fleet.

While, of course, no person can predict with certainty the action of Congress, still the opinion was ventured that the National law-making body at the approaching special session would enact again the bill which appropriated \$1,000,000 for investigation and preliminary development of coal fields in Alaska but which was repealed before any of the funds were put to use. Emphasis was laid on the statement that the Navy wanted Pacific coal for the Pacific fleet, and that the Matanuska field, available for Government development, close to tidewater and connected with it by a Federal railroad, offers unusually favorable opportunities for supplying the navy's need.

#### Fifty Representative Business Men.

More than fifty business and professional men, hosts of the occasion, were present at the banquet. Following the service of the food, Frank W. Redwood, president of the Chamber of Commerce, briefly called attention to the presence of the distinguished guests. He asked J. L. Waller, senior member of the law firm of Waller & Duggan, to voice the chamber's welcome to the visitors.

Judge Waller expressed the gratification felt by Anchorage over the mission of the Naval Commission. He said the positive belief was generally entertained that conditions would warrant a favorable report. In referring to transportation facilities between the coal fields and tidewater, the judge commented briefly on the construction of the Government Railroad. It had been built so economically and with such efficient methods, he said, that despite the doubling at least of the cost of almost all kinds of materials, it would require for its completion only \$9,000,000 or \$10,000,000 more than was originally estimated in 1913. In the course of his remarks, he alluded to the patriotic activities of Anchorage, saying her residents, who had declined in number from 5000 at the beginning of the war to not more than 2500 at the present time, had subscribed to Liberty Bonds and donated to war work of a charitable nature about \$1,000,000.

#### Address by Captain Kittelle.

Following Judge Waller, Captain Sumner E. W. Kittelle, chairman of the Naval Commission, was introduced.

"I wish to thank you, gentlemen, and through you, as representative men of the community, to thank the people of Anchorage," he began, "for the genial hospitality and universal kindness that have been extended to my associates and to me. The generous, considerate treatment accorded us here, however, is, I am frank to say, but a repetition of the reception tendered us at every place we have visited in Alaska. In this connection, and before I proceed further, I feel I must congratulate you upon having, in charge of Government affairs, a man like Mr. William Gerig, engineer in charge of the Anchorage Division of the

Government Railroad. With his high professional attainments and genial, cheerful and kindly personality, he has placed at our command, for making our investigation, every facility at his disposal, and his hearty and intelligent cooperation and assistance in this respect have operated to greatly expedite the work of this commission.

"I assume you are interested in having an expression from me regarding the mission of my associates and me. The Navy wants coal. The Navy wants coal in the Pacific. The Navy wants Pacific coal in the Pacific. That is why we are here. You have all learned from press reports that the Pacific fleet is to be re-established, and re-established on a much larger scale than heretofore. It probably will, if press reports are correct, be a strong fleet of all types of war vessels, from dreadnaughts to submarine chasers. Vessels of this fleet may be operating in Alaskan waters annually; therefore, you can realize the necessity for an adequate Naval coal supply.

#### Duty of Naval Commission.

"The Naval Commission is charged with the duty of ascertaining, insofar as possible, the detailed facts relative to the quantity of coal existing in the Matanuska beds, the transportation facilities from the place of production to tidewater, the pier and water facilities, and the availability of labor.

"We shall make our report to the Navy Department, which, in turn, will decide upon a plan and probably then submit its recommendations to Congress. I have no hesitancy in saying that tests of Matanuska coal have shown that it possesses the necessary steaming qualities. The commission has visited the field and I am, personally, inclined to believe that the beds can be developed to produce adequate quantities for Navy use. Certainly the Navy hopes that the field will prove, after thorough practical investigation, to be limitless.

"In view of the fact that Congress has once made a generous appropriation for the purpose of developing the Matanuska coal fields, it seems reasonable to suppose, in view of the continuing need of the Navy, that the appropriation will be renewed."

#### Sourest of Sourdoughs.

At the conclusion of Capt. Kittelle's remarks, J. C. Murphy, assistant United States District Attorney, with headquarters in Anchorage, responded to a request for a brief address.

Mr. Murphy, who is a veteran Alaska and who has lived in many of her camps, paid a tribute to the Navy as "the sourest of the sourdoughs."

"Even if none of you Naval gentlemen," said Mr. Murphy, addressing himself to the visiting members of the Naval Commission, "had ever before visited Alaska, we should not regard you as 'Cheechacos'. The Navy pioneered Alaska immediately after the retirement of the Russians. It has been of inestimable service to Alaska, and reports on the cruises of its vessels in Northern waters were the first publicity of an accurate, valuable nature to attract attention to this Territory. Following the Navy came the Coast and Geodetic Survey, the Geological Survey, the Geographical Survey, the Army and the Bureau of Mines. The Coast and Geodetic Survey has rendered aids to navigation—demanded in the first instance by the Navy—of incalculable value. The Geological Survey had marked out, in most cases in advance of prospectors, the mineral fields of Alaska. The Army has built trails, roads and bridges to these fields, and the Bureau of Mines is helping to develop them. The various departments of the Federal Gov-



Government always have been the friends of Alaska. Much has been done for them for Alaska and because of this fact much is still expected of them by Alaskans.

#### Alaska's First Friend: None Better.

"The Navy was the first and none is a better friend of Alaska. We anticipate with confidence the report you gentlemen of the commission—three Naval officers, a member of the Geological Survey and a member of the Bureau of Mines—will make at the end of your investigation. You are sure to credit to the Matanuska field every natural advantage possessed by it. With your technical capabilities, you will present these advantages, we are confident, in their most favorable light to the Navy Department. And the Navy, the source of our livelihoods, may be depended on to do the rest."

#### Remarks by Captain Gregory.

Captain L. E. Gregory, a member of the Naval Commission, was the next speaker.

Captain Gregory has been on duty at the Puget Sound Navy Yard, Bremerton, Wash. At this yard the commandant for several years was Rear Admiral Robert E. Coontz, who for a long time has been detailed to duty in Pacific waters and at Pacific Naval stations. He is regarded not only as exceptionally well-informed on conditions on the Pacific in general but as the best-posted officer in the Navy with regard to Alaska in particular.

"I was fortunate to be closely associated with Admiral Coontz," said Captain Gregory, "and I became quite conversant with Alaskan affairs, especially when they are considered from a Naval viewpoint. Captain Kittelle has succinctly explained to you the purpose of our visit. I am encouraged to believe it will lead to practical benefits to the Navy, and one of its results, I sincerely hope, will be to occasion another trip by me to Anchorage in the future. I join with Captain Kittelle in thanking you and the residents of other Coast towns in Alaska for the uniform courtesies shown to us, members of the Naval Commission."

#### Visited Here in 1913.

Lieutenant R. Aikman, who is of the Medical Corps of the Navy and who is giving special attention to the question of housing employees and other sanitary matters in connection with the possible development of the Matanuska coal field, was asked to make a few remarks.

"I am agreeably surprised at the growth and progress of this region since my previous visit," said Lieutenant Aikman. "I was on a Naval vessel that visited Turnagain and Knik Arms in 1913. We anchored off Knik. Anchorage was not then in existence. On this trip, I was prepared to see quite a town here, but the reality has surpassed my expectations. Naturally, I am interested in hospital facilities. I congratulate you on the fine, well-equipped hospital the Alaskan Engineering Commission has here, and I am not indulging in merely complimentary personalities in saying it is in charge of a very capable physician and surgeon—Dr. J. B. Beeson. It were needless for me to express my thanks and appreciation of your kindly greetings and reception. If I continue to lack the will power to decline at least some of the generous entertainment of Alaskans, I shall soon be listed as one of Dr. Beeson's patients."

#### Geologists Aid Prospectors.

Theodore Chapin, member of the Geological Survey, stationed at Anchorage, and one of the Naval Commission, followed Lieutenant Aikman.

Mr. Chapin said he was happy to state that folks generally were becoming disabused of their funny ideas about geologists.

"The public formerly thought," declared Mr. Chapin,

"that a geologist was a queer-looking, queerly-dressed creature, lacking in most of the ordinary characteristics of human beings; that his knowledge pertained to things in the bowels of the earth of no practical value, and that his chief business was idling his time. Such an intelligent gentleman as Mr. Gerig once told me he hoped on his next appearance on earth to be a geologist, so he would have nothing to do. But now," Mr. Chapin continued, "a proper conception of geologists in general and of the Geological Survey in particular is becoming more widespread every day."

He explained the object of his office in Anchorage was to give practical aid and advice to prospectors and miners. He cited a recent instance of a cursory examination of a mineral specimen that enabled him to tell a prospector it contained no platinum, a metal the prospector thought was contained in the specimen.

#### Will Greatly Benefit Anchorage.

Sumner S. Smith, head of the coal mining department of the Alaskan Engineering Commission and a member of the Naval Commission, briefly mentioned the great benefit that would accrue to Anchorage on the development of the Matanuska field.

"The normal output of the Alaskan Engineering Commission's coal mine at Eskra under present conditions," said Mr. Smith, "is about 6000 tons a month, which means a monthly payroll of about \$25,000. I am informed the coal consumption of a battleship on active cruising service is about 7000 tons a month. One can easily imagine the activity in this region in all lines of business if the fuel supply for the Pacific fleet should be taken from the Matanuska field."

#### Pays Tribute to Pioneers.

Mr. Gerig was the last speaker at the banquet.

"I did not come prepared to make a speech," he said in response to the announcement of his name by President Redwood, "but in view of the attacks that have been made against me here," he continued with a smile, "I feel I should say something in defense. I am grateful to Captain Kittelle for his pleasing reference to me. In return I can truthfully state I was and am delighted to accommodate him with any information or facilities at my disposal. In my experience in engineering work extending over a period of many years, I have come in contact with innumerable commissions and I have no hesitancy in declaring that not one of them seemed so qualified for its task or so direct in the methods of accomplishing its work as the Naval Commission."

"I came to Anchorage two years ago. I am deeply interested in the construction of the Government Railroad as a means of opening up Alaska. I appreciate the efforts, before the advent of the railroad, of the pioneers of this Territory. They are the kind of men needed in this country. They are here to stay, to make it their home. Given adequate transportation facilities, the pioneers and other men of their kind following them will do their share toward the development of Alaska's resources."

During the service of the banquet, music on the piano was played by Miss Maudine E. Robinson, clerk in the Anchorage disbursing office.

Among officials of the Alaskan Engineering Commission, besides Mr. Gerig and Mr. Smith, present at the banquet were F. A. Hansen, engineer of maintenance of way; H. F. Dose, engineer for the Talkeetna district; Dr. J. B. Beeson, chief surgeon of the Alaskan Engineering Commission; John H. Robinson, special inspector, and R. D. Thompson, of the accounting department.

## 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.

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

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### OFFICIAL CIRCULAR

#### Anchorage Division.

#### INSTRUCTIONS REGARDING MILEAGE BOOKS.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska. April 15, 1919.

Accounting Circular No. 62:

#### TO AGENTS AND CONDUCTORS:

On weekly balance sheet the sales are to be shown as item "Mileage Books," on line No. 10 or 11.

On monthly ticket report, mileage sales are to be shown following the card and book tickets, giving commencing and closing number, number sold, rate, amount, and war tax, the same as in reporting card tickets.

In issuing tickets on account of mileage, use only book tickets, either one-way or round-trip. Card tickets must not be used. When a ticket is issued and paid for in mileage coupon, it will be reported the same as if sold for cash, noting in "Remarks" column of monthly ticket report the word "Mileage". It is important that the form number of ticket issued, also destination, be marked on back of mileage coupons collected.

Agents will remit all coupons collected with weekly balance sheet, listing on Form 536, "Credit Papers Remitted", the number of mileage book, also destination, form and number of the ticket issued.

Conductors will report collections on account of mileage books on Form 219, "Report of Cash Fare Collections."

After the report of cash fares is totaled, enter the mileage coupons collected, showing stations from and to, number of passengers, rate and amount, in column "Receipt or Tickets"; in column under "Form" write the word "Mileage", and under "Number" the number of the mileage book.

These coupons are to be forwarded with cash fare report to the chief accountant, Anchorage.

B. H. BARNDOLLAR,

Approved:

Examiner of Accounts.

WILLIAM GERIG, Engineer in Charge.

#### FREIGHT SHIPMENTS ON RAILROAD REPORTED BY ANCHORAGE STATION AGENT.

Forty-six thousand and sixty-six pounds of freight were forwarded on the Anchorage Division of the Government Railroad from the Anchorage station in the period

between May 1 and May 7, reports G. E. Jennings, agent at Anchorage, and in the same time 75,450 pounds of freight were received at Anchorage.

All this freight was of commercial character.

Trains in the past week were operated according to regular schedule. A train Monday made the trip between Anchorage and Mile 76 on Turnagain Arm.

#### ANCHORAGE DISTRICT MORE THAN DOUBLES ITS VICTORY BOND ALLOTMENT.

#### SUBSCRIPTIONS BY DEPARTMENTS.

Accounting Department .....	\$2,650.00
Art Studio .....	200.00
Bridge Engineer .....	1,700.00
Commissioner's Office .....	2,400.00
Disbursing Office .....	1,500.00
Docks .....	900.00
Drafting Department .....	850.00
Employment and Mess .....	2,500.00
Land and Industrial Department .....	200.00
Maintenance of Way .....	42,700.00
Marine Ways .....	4,300.00
Mechanical Department .....	7,400.00
Medical Department .....	4,350.00
Mining Department: Eska .....	10,650.00
Mining Department: Chickaloon .....	5,600.00
Stores Department .....	6,200.00
Talkeetna District .....	5,050.00
Telegraph and Telephone Department .....	2,250.00
Terminal Yard Fire Department .....	150.00
Townsite .....	1,300.00
Transportation Department .....	4,250.00
Total .....	\$107,100.00

Between \$130,000 and \$131,000 in Victory Bonds were subscribed in the Anchorage district, the allotment of which was \$64,150. Of the total amount of subscriptions, \$107,100 were taken by employees of the Anchorage Division of the Alaskan Engineering Commission, leaving a balance of \$22,900 invested by other residents of the district.

There are 659 Commission employees on the Anchorage Division and 573 of them bought bonds. Most of the 86 non-purchasers, while on the payroll at present, have been at work only a short time and some have only temporary jobs.

Five hundred and forty employees made their subscriptions through the Commission's disbursing office, and the rest, 33, did business through one or the other of the two banks in Anchorage.

Announcements of the awards of helmets and medals to the most successful solicitors for subscriptions are expected in the near future.

#### EMPLOYEES ON SEWARD DIVISION OF RAILROAD TAKE \$30,250 IN LIBERTY BONDS.

Thirty thousand, two hundred and fifty dollars constitute the amount of subscriptions to Victory Bonds by employees of the Seward Division of the Alaskan Engineering Commission, is the text of a telegraphic message from R. J. Weir, engineer in charge of the Division. This sum is an average of more than \$133 per capita.

### WILLIAM C. EDES, WHO SUFFERED ATTACK OF INFLUENZA, REGAINS HIS HEALTH.

William C. Edes, chairman of the Alaskan Engineering Commission, who, at Washington City a few months ago, suffered an attack of influenza, which induced him to seek the warm climate of the South, has completely recovered his good health and is again at the National capital looking after the interests of the Commission. He will return to Anchorage as soon as he can be spared by the Secretary of the Interior from the work at Washington. News to this effect was received last Friday in letters from Mrs. Edes to Mrs. Harry G. Locke and from Mr. Edes to William G. Gerig, engineer in charge of the Anchorage Division of the Government Railroad.

Mr. Edes' illness occurred late in February. He immediately went to Augusta, Ga., where he remained six weeks. The sojourn at Augusta completely restored his health and strength.

### TALKEETNA DISTRICT HAS ONLY SMALL FORCE WINDING UP ITS AFFAIRS.

Reductions in the force in the Talkeetna district of the Government Railroad were systematically continued in April and only those employees were retained whose services were absolutely required to close up the various camps which were still in service April 1, reports H. F. Dose, engineer for the district.

The last station gang in the district completed its contract April 30 and, after having collected the equipment rented from the Alaskan Engineering Commission, abandoned its camp and departed for the end of steel on the way to Anchorage.

A small force of Commission employees remained in the district with instructions to clean up the various camp grounds to the end that they be left in a sanitary and orderly condition.

The district storekeeper as well as the line auditor are still at District Headquarters adjusting the property account and posting the final records of the store department. All this work should be completed not later than May 15, when all Commission property North of Talkeetna in the Anchorage Division can again be placed in charge of caretakers and watchmen.

A small force of technical men from the district is at present employed in Anchorage preparing the final estimate for contract 1152, John Leaf & Co., and checking other field records previous to filing.

April 30 the Susitna River was still ice bound and could easily be crossed in most places. Only a few open reaches were noticed between Indian River and Montana Creek.

### NAVAL COMMISSION VISITS TURNAGAIN ARM AND TWO MEMBERS CONTINUE TO SEWARD.

Members of the commission appointed by the Secretary of the Navy to investigate the Matanuska coal fields with a view to obtaining fuel supplies for Naval ships were passengers Monday morning on the Turnagain Arm train.

Captain Sumner E. W. Kittelle, chairman of the Commission, and Lieutenant L. Aikman continued on their way to Seward from Mile 76, at which point the train ended its Southbound run and then returned to Anchorage.

In the party that made the trip to Mile 76 and back to Anchorage were Captain L. E. Gregory, member of the Naval Commission, and Mrs. Gregory; Sumner S. Smith, head of the coal mining department of the Alaskan Engi-

neering Commission and member of the Naval Commission, and Mrs. Smith; Mrs. M. Edwards, clerk with the Naval Commission; Mrs. Harry G. Locke, William Gerig, engineer in charge of the Anchorage Division, and F. A. Hansen, engineer of maintenance of way.

### INDIAN RIVER GOES HIGHER THAN AT ANY OTHER TIME SINCE BEGINNING OF ROAD WORK.

Flood waters in Indian River, which flows into the Susitna River at Mile 265 on the route of the Government line, was higher in the past week than at any other time since the beginning of railroad work, according to advices received by H. F. Dose, engineer of the Talkeetna district, who is in Anchorage.

The unusually high water was occasioned by a jam of ice in the Susitna River just below the mouth of Indian River. The height of the water fluctuated a little, but there was no material change for five days. The jam of ice gave way and released the flood waters Monday afternoon.

No damage resulted to the railroad property at the Indian River camp.

### ALAMEDA BRINGS 61 PASSENGERS AND DEPARTS WITH 111.

With 61 incoming and 111 outgoing passengers, the steamship Alameda arrived and departed last week. She brought 160 tons of commercial freight. The vessel reached Anchorage from Seattle at noon May 9 and left on her return voyage at 12.05 o'clock a. m. May 10.

The Alaskan Engineering Commission's steamer Anne W. and barge Lawrence, which left Anchorage May 7 for Seward, arrived at 5 o'clock a. m. May 12 at Seward.

The Tyonic, which arrived May 6 from Seldovia, sailed at 10.30 o'clock p. m. May 7, on her return trip to Seldovia.

The power boat Sea Lion left at noon May 8 for Anchor Point and returned to Anchorage at 4.30 o'clock May 12.

The power boat Onyx arrived at Anchorage at 1.45 o'clock p. m. May 8.

The Commission's barge No. 107 was launched May 7 at the marine ways.

Ice started to run May 9 in the Susitna River.

### MASTER MECHANIC REPORTS ON ACTIVITIES OF HIS DEPARTMENT.

Locomotive engine No. 620 last week made two trips in mixed train service; engine No. 224 was in service one day; engine No. 255, four days; engine No. 242, three days; engine No. 264, five days; engine No. 266, four days, and engine No. 277, all week, according to the report of E. P. Hedberg, master mechanic, for the week ended May 10.

The transportation service between Montana and Talkeetna was taken care of by motor car No. 7.

Running repairs were made to engines Nos. 224, 225, 242, 247, 264, 266 and 620. Engine No. 221 was taken into the shop for light repairs. Very little work was done last week on engine No. 265, which is undergoing a general overhauling. This work is 50 per cent complete. The overhauling of dinky locomotive No. 20 is 60 per cent complete.

Repairs were made to motor cars Nos. 1, 3 and 44.

The overhauling of the edger for the Alaskan Engineering Commission's sawmill at Indian Creek is 98 per cent complete.

Repairs were made to the Worthington pump for the power plant. Light repairs were made to 21 freight cars, 10 work train cars and four passenger train cars.



FIGURES SHOWING TOTAL AMOUNT OF WORK ARE  
COMPILED BY ENGINEER IN CHARGE.

Figures showing the total amount of work accomplished in the construction districts of the Anchorage Division of the Government Railroad from the beginning of activities to April 30, 1919, as well as the work accomplished in the month of April, are tabulated in a report by William Gerig, engineer in charge of the Anchorage Division.

On the main line of the Government Railroad in the Anchorage Division 10.9 miles of the route are cleared and ready for grading and 27.20 miles are graded and ready for track. On the main line 148.02 miles of track, 8.28 miles of sidings, .92 of a mile of spurs and 8.05 miles of terminal yard track have been laid since the beginning of construction.

On branch lines, 37.72 miles of track, 2.36 miles of sidings and 6.97 miles of spurs have been laid since the beginning of construction.

The tabulated statement of work done follows:

	Total to April 30	Total for April, 1919
Clearing, acres .....	3,049.92	0.35
Grubbing, acres .....	701.01	0.23
Excavation—Prism of Cut:		
Common, cu. yds. ....	1,419,093	1,051
Frozen material, cu. yds. ....	550,191	54
Loose rock, cu. yds. ....	638,467	54
Solid rock, cu. yds. ....	2,040,292	13,236
Excavation—Borrow, Ditches, Etc.:		
Common, cu. yds. ....	1,748,234	11
Loose rock, cu. yds. ....	332,267	11
Frozen material, cu. yds. ....	331,724	100
Solid rock, cu. yds. ....	762,298	13,764
Embankment:		
Swell, cu. yds. ....	680,281	13,170
Total equiv. emb'kment, cu. yds. ....	8,502,847	43,454
Prism of embankment, cu. yds. ....	6,814,950	12,379
Waste or shrinkage, cu. yds. ....	1,687,697	30,875
Total, cu. yds. ....	8,502,847	43,454
Overhaul, 1000 cu. yds. hauled 100 ft. ....	13,768.53	6.16
Trestle—Temporary:		
Piles, lin. ft. ....	130,655	8
Lumber, 1000 ft., b. m. ....	921.9	9.0
Iron, lbs. ....	60,378	265
Trestles—Permanent:		
Piles, lin. ft. ....	424,099	10,425
Lumber, 1000 ft., b. m. ....	7,515.6	33.4
Iron, lbs. ....	2,544,985	399,593
Steel in bridges, tanks, etc., lbs. ....	43,500	
Lumber, 1000 ft., b. m. ....	4,096.8	7.9
Hardware, lbs. ....	172,997	1,360
Excavations in Foundations—Wet:		
Common, cu. yds. ....	3,347	
Loose rock, cu. yds. ....	318	
Solid rock, cu. yds. ....	435	
Frozen material, cu. yds. ....	3,796	
Excavation in Foundations—Dry:		
Common, cu. yds. ....	22,333	
Loose rock, cu. yds. ....	3,005	
Solid rock, cu. yds. ....	1,951	
Frozen material, cu. yds. ....	837	
Masonry—Concrete, Class A, cu. yds. ....	2,873.8	
Masonry—Concrete, Class B, cu. yds. ....	149.0	
Masonry—Riprap, cu. yds. ....	6,281	
Timber Culverts, Bulkheads and Crib:		
Logs, lin. ft. ....	289,869	

	Total to April 30	Total for April, 1919
Piles, lin. ft. ....	28,050	
Lumber, 1000 ft., b. m. ....	298.8	
Rock filling, cu. yds. ....	24,595	
Track—Spurs, Sidings, Etc.:		
Ballast, cu. yds. ....	151,610	
Ties, No. ....	170,222	
56-lb. rail, lin. ft. ....	114,220	
70-lb. rail, lin. ft. ....	523,074	
Track—Main Line:		
Ballast, cu. yds. ....	296,078	
Ties, No. ....	399,870	62
70-lb. rail, lin. ft. ....	1,523,260	248
Telegraph line—temporary, lin. ft. ....	644,794	
Telegraph line, permanent, lin. ft. ....	638,880	
Water pipe, lin. ft. ....	12,058	
Sewer pipe, lin. ft. ....	7,951	
Back fill, lin. ft. ....	7,424	
Wagon road, lin. ft. ....	49,134	
Foundation posts, lin. ft. ....	14,661	
Brush material, lin. ft. ....	7,800	
Coyote holes, lin. ft. ....	3,309	
Logs in temporary bridges and buildings, lin. ft. ....	235,034	
Blind drains, lin. ft. ....	1,101	

CONSIDERABLE WORK DONE ON WATER EQUIPMENT  
AT MARINE WAYS.

Activities in the marine ways department in April are outlined in the report of Harry G. Locke, who is in charge of the department.

Relative to the water equipment of the Alaskan Engineering Commission, Mr. Locke says the steamer Anne W. was launched. The steamer Matanuska was repaired, painted and launched. On the Alenco a new pilot house was built, and the vessel was replanked, calked and painted; her engine was assembled, a new shaft was installed and the craft was launched. The Alaska has a new tiller line and small repairs were made to her. A skiff was repaired. Two pontoons were also repaired, barges were repaired and painted. The ocean barge Lawrence was also repaired. Two pontoons were also repaired, painted and launched. A new cradle for the launching of craft was made. Minor repairs were made to the dredge Sperm.

Other work in April at the marine ways included repairs to the ways, blasting ice from the ways, making weather observations, looking after the tide gauge, sawing lumber, making surveyor's stakes, splicing rope, making sounding lines and doing private work on four launches.

LEASES ARE LET AT PUBLIC AUCTION TO TWO  
PIECES OF PROPERTY IN ANCHORAGE.

Leases on two pieces of property in Anchorage were let last Thursday at public auction in front of the municipal office building by the land and industrial department of the Alaskan Engineering Commission.

T. M. Welch was the successful bidder for a six months' lease on the tract of land between First, Second, G and I Streets. The rental is \$2.50 a month. The property will be fenced and used for grazing purposes only.

H. A. Murphy was the successful bidder for a month-to-month lease of Lot No. 7, Block No. 46, which is at the Northeast corner of Fifth and B Streets. The rental is \$1 a month. The lot will be used as a chicken yard.



## PERSONAL

N. E. Ohlson, storekeeper at Eska, came to Anchorage last week.

W. L. Durham, clerk in the maintenance of way department, returned to work yesterday following a vacation.

George E. Chamberlain, jr., medical assistant at Chickaloon, came to Anchorage last week for a few days' visit.

Peter N. Pickopos, a returned soldier, has been employed as a laborer on railroad section No. 31 at Mile 196.

Mrs. W. W. Wade, wife of the railroad agent at Moose Creek, returned home the other day after a brief visit in Anchorage.

Mrs. P. H. Fitzgerald, whose husband is employed in the maintenance of way department, made a trip to Biril in the past week.

Mr. and Mrs. F. W. Brayford are the parents of a son, born May 6 at the Anchorage hospital. Mr. Brayford is a locomotive engineer.

John F. Coffey, storekeeper for the Alaskan Engineering Commission and United States Commissioner at Talkeetna, is visiting in Anchorage.

Mrs. Charles Spaulding, whose husband is foreman at the Alaskan Engineering Commission's coal mine at Chickaloon, came to Anchorage in the past week.

W. J. Anderson, an employee of the coal mining department of the Alaskan Engineering Commission at Eska; Mrs. Anderson, and two children are in Anchorage.

Mrs. William Gerig, wife of the engineer in charge of the Anchorage Division of the Government Railroad, returned on the steamship Alameda last week from a winter's visit in the States.

Mrs. M. Edwards, who is a yeomanette from the Puget Sound Naval Station at Bremerton, Wash., arrived on the steamship Alameda. She is clerk and stenographer for the Naval Commission, appointed to investigate the Matanuska coal fields.

Mrs. A. J. Robillard, her daughter, Miss E. Robillard, and two sons, W. Robillard and R. Robillard, arrived in Anchorage last week from Seattle. Dr. Robillard is a veterinary surgeon and is in charge of the Alaskan Engineering Commission's corral.

I. H. Fleischman, who in March received his discharge from the Army after several months' service as Captain in the Quartermaster Corps, has received a commission as Captain in the reserve corps. He is now in the Anchorage hospital recovering from a slight illness.

William H. Jaenike, who resigned the position of estimator in the engineering department of the Alaskan Engineering Commission to enter the Army and who recently was discharged after having served as lieutenant, was married April 20 to Miss Alta May Davis. The ceremony took place at Oakland, Calif., where the young couple will make their home.

Mrs. J. B. Beeson, whose husband is chief surgeon of the Alaskan Engineering Commission, and son, Harold Beeson, returned last week to Anchorage. Harold Beeson, who has been attending at Annapolis, Md., a preparatory school for the United States Naval Academy, recently took his examination for entrance into the Naval institution. Mrs. Beeson while in the States visited at Annapolis, Chicago, at several cities in Montana, and at Seattle.

G. E. Jennings, railroad station agent at Anchorage, has received by registered mail from the Navy Department a pair of binoculars that he sent the Department last winter when it issued a general call for the loan of glasses. A tag attached to the binoculars bears the inscription, "U. S. Navy. 85,542." The marks on the glasses show they were

put to use by the Navy. A letter accompanying them says that the Navy Department in the near future will send Mr. Jennings an engraved certificate in acknowledgement of his loan of the binoculars to the Government.

## Anchorage Division Notes.

Besides the garbage wagon, which is now used daily in Anchorage, an extra team and wagon are in service to haul away ashes, which were piled during the winter in alleys and on lots.

A blaze in the Alaskan Engineering Commission's power boat Alaska at 10.30 o'clock Monday night called the terminal yard fire department to the dock. The flames were extinguished without trouble. Practically no damage resulted to the craft.

Seven hundred and four tons of coal were produced and 74 men were employed in the week ended May 3 at the mine operated by the Alaskan Engineering Commission at Eska. A cross-cut from Martin West to Shaw was commenced, and the driving of David East was continued. At the Commission's coal mine at Chickaloon there were 33 men on the payroll in the week ended May 3. The sinking of the East Slope and Airway and the driving of Eska West was continued.

## ESTIMATES FOR COMPLETION OF ROAD TO MILE 365 MADE BY CHIEF DRAFTSMAN.

Estimates by miles were made in April by the drafting department of the Alaskan Engineering Commission for the completion of the Government Railroad from Mile 227 to Mile 365, reports D. D. Vint, head of the drafting department. The three summaries of these estimates cover the stretches of the railroad route from Mile 227 to Mile 265, from Mile 266 to Mile 290, and from Mile 291 to Mile 365.

Progress maps, showing the work from Kern to Susitna and Chickaloon, were made. The regular monthly report, accompanied by progress maps, was issued.

The progress profile, Bird Point to Sheep Creek at Mile 203.25 and Matanuska to Chickaloon, was brought up to date. The profile of bridges, No. 155 to No. 160, inclusive, was platted as constructed.

The "F" line in the Broad Pass, located by Frederick D. Browne, was platted on Breck's Broad Pass map, and the line was traced.

Grade compensation tables were figured, checked and traced.

A map was made showing the new soundings in front of the proposed new dock at Anchorage.

A new yard layout for the Anchorage terminal was figured, platted and traced. Plans for railroad section houses were figured and platted, and the plan for dwelling house No. 29 in Anchorage was remodeled.

The cubical contents of barge No. 601 were figured for every foot of its capacity.

Five photograph folios were made showing views of buildings, rolling stock, equipment and of scenes along the main line of the railroad North of Matanuska. Two thousand, one hundred and seventy-five square feet of blue prints and 180 square feet of Van Dyke prints were made.

Data was copied on forms for the examiner of accounts.

Daily weather reports were copied and sent to the United States Weather Bureau at Juneau, and these daily reports were platted on the weather chart.

Six men were employed in April in the drafting department.



# ALASKA RAILROAD RECORD

VOL. III. ANCHORAGE, ALASKA, TUESDAY, MAY 20, 1919.

NO. 28

## OFFICIALS INSPECT WORK OF CLEARING AWAY SNOWSLIDES ON TURNAGAIN ARM.

Satisfactory progress is reported in connection with the work of sluicing away the snowslides on the Anchorage-Seward line of the Government Railroad. William Gerig, engineer in charge of the Anchorage Division, and F. A. Hansen, engineer of maintenance of way, went Monday to Mile 72, the scene of one of the large slides, to inspect operations.

The gang engaged in getting out snowshed poles at Indian on Turnagain Arm produced 323 poles, of an aggregate length of 8032 feet, last week.

The steam shovel at Bird last week loaded 3380 cubic yards of material, which was used for riprap along Turnagain Arm and in filling bridge No. 18. The shovel was moved back into a new cut May 16. As a result of this moving of the shovel and on account of the shallow digging in the new cut, the yardage was comparatively small.

The ditcher was engaged May 12 and May 13 cleaning ditches at Mile 112. The ditcher outfit was moved to Bird May 14. It is engaged in cleaning ditches, where mud slides have occurred along the side hills on Turnagain Arm.

## GOOD PROGRESS IS MADE IN ROCK EXCAVATION ON SEWARD DIVISION.

Three thousand three hundred and fifty cubic yards of rock were excavated last week by the Marion steam shovel in Mile 23 on the Seward Division of the Government Railroad, according to R. J. Weir, engineer in charge of the Division. Fifty yards of this material were used for bulkhead in Mile No. 2, and the remainder was dumped for riprap in Mile 23.

Charles Nelson & Co., contractors, have advanced 26 lineal feet on their work of enlarging tunnel No. 3. This makes the total measurement of their work to date 253 lineal feet.

Sam Radish & Co., contractors in Mile 52, continue to make satisfactory progress on the North approach and the portal excavations to tunnel No. 2. This work will be completed in about a week.

In Mile 67, the Bucyrus steam shovel, on job No. 22, excavated 3500 cubic yards of rock. This material was placed at bridge No. 138 in Mile 68. Some maintenance work was accomplished South of Kern Creek in the removal of mud and rock slides, caused by warm weather.

A contract was let to Charles Ahlner & Co. for coyote holes in connection with steam shovel job No. 22. Twenty

lineal feet of holes have been driven to date.

A small carpenter gang has completed the framing and erecting of a 7½ deck culvert in Mile 23.

Work has been started on the erection of a water station in Mile 40. Four concrete footings have been completed in the past week.

A piledriver crew has completed the driving of piles for bridge No. 130 in Mile 64.

A carpenter gang has completed the guard rail on bridge No. 130 in Mile 64.

The work of wrecking and salvaging the old Alaska Northern Railway bridge across the Twenty-Mile River has been completed.

The mechanical department of the Seward Division in the past week made light running repairs to locomotive engines Nos. 10, 278 and 285. Repairs were also made to engine No. 11. Heavy repairs were made to Marion steam shovel No. 5 and to a number of Roger ballast, flat and gondola cars.

The painting of buildings of the mechanical department is 10 per cent complete.

The Alaskan Engineering Commission's launch Alaska May 15 delivered by barge 89 tons of Anchorage coal at Kern Creek.

The tug Anne W. and the barge Lawrence arrived in Seward from Anchorage early last week with 550 tons of coal, which have been discharged. The barge has been reloaded with freight for Anchorage and will depart this week.

The weather on the Seward Division in the past week was clear and warm. The winter trail has gone out.

The force of Commission employees on the Seward Division last week numbered 263.

## FREE FERRY MAY BE OPERATED ACROSS TANANA TO ACCOMMODATE COMMISSION WORKERS.

Operation of a free ferry across the Tanana River at Nenana is proposed by business men of the town to accommodate workers of the Alaskan Engineering Commission in the Nenana district. Quite a number of Commission employees are now engaged in construction work on the North side of the river. A camp has been established at Mile 415. Two miles North of Camp 415 there is a low stretch of land, about 2000 feet long, that requires a four-foot fill to make it ready for track. To make this fill a ditcher has been converted into a steam shovel and has been sent from Nenana across the river.

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.16.

# DETAILED STATEMENT IS ISSUED COVERING TOWNSITE EXPENSES FOR APRIL.

One thousand, one hundred and twenty-four dollars and one cent is the amount of the maintenance and operation expenses of Anchorage for April, according to the official statement issued at the townsite office, but this sum does not include \$347.89 expended for sanitation. As a consequence the actual total townsite expenses for April were \$1471.90. The omitted item of \$347.89 for sanitation will be carried in the May account.

The total maintenance and operation expenses from July 1, 1918, the beginning of the tax year, to April 30, this year, as shown by the townsite monthly statements, are \$18,592.37.

The totals for the various departments from July 1 to March 31 and the detailed items for April follow:

## Administration:

Total from July 1, 1918 to March

31, 1919 .....	\$3,126.34	
Salaries .....	127.24	
Stationery and supplies .....	.95	
Fuel, light and telephone .....	25.64	
Dog pound .....		
Maintenance bldgs. and grounds...	3.15	\$3,283.32

## Fire Protection:

Total from July 1, 1918 to March

31, 1919 .....	8,892.89	
Salaries .....	459.57	
Maintenance team and equipment .....	72.09	
Maint'ce hydrants and water rent .....	209.50	
Fuel, light and telephone .....	14.70	
Maintenance buildings & grounds .....	17.49	
Miscellaneous supplies .....	.96	9,667.20

## Maintenance Streets, Alleys and Walks:

Total from July 1, 1918 to March

31, 1919 .....	1,866.82	
April, 1919 .....	143.46	2,010.28

## Sanitation:

Total from July 1, 1918 to March

31, 1919 .....	3,582.31	
Disposal of garbages .....	6.11	
Maintenance of sewers .....	25.00	
Inspection .....		
Superintendence .....	18.15	2,631.57

Total .....\$18,592.37 \$18,592.37

# MOTOR ROOM IN NEW ROUNDHOUSE WILL BE USED FOR REPAIR OF AIR EQUIPMENT.

Work of remodeling the motor room at the new roundhouse in the Anchorage terminal yard is 80 per cent complete, reports E. P. Hedberg, master mechanic. A part of this room will be used as a repair room for air equipment on locomotives. As soon as the remodeling work is completed, the air room equipment at the machine shop will be transferred to the motor room, and the vacated space in the machine shop will be used for other machine shop purposes.

The record of locomotive engine service in the week ended May 17 shows that engine No. 620 was six days in mixed train service; that engine No. 225 was six days in yard service; that engine No. 242 was five days, engine No. 277 one day and engine No. 266 six days in work train service. The transportation service between Montana and Talkeetna was handled by motor car No. 7 with three push

cars. Engine No. 242 was brought to the shop for repairs from Turnagain Arm last Saturday night, and engine No. 277 was sent to Turnagain Arm, in place of No. 242, Monday. Running repairs were made during the week to engines Nos. 225, 277 and 620. Light repairs to engine No. 221 are 90 per cent complete. The overhauling of engine No. 265 is 55 per cent complete. The overhauling of dinky narrow-gauge engine No. 20 is 90 per cent complete. Work was commenced on the assembling of the tender of engine No. 601.

Repairs were made to crane ditcher No. 2, and to motor cars Nos. 1, 3 and 41.

Repairs were also made to Oliver and Western 12-yard dump cars.

Light repairs were made to nine flat cars, thirteen work train cars and one passenger-train car. Heavy repairs were made to one work-train car. Work was commenced on applying sideboards to twelve Panama flat cars for the coal transportation service.

The overhauling of the edger for the Indian Creek sawmill was completed and this equipment is now available for use.

# NAVAL COMMISSION CONCLUDES INVESTIGATION OF MATANUSKA COAL FIELD.

With the departure late last week on the steamship Farragut of Captain L. E. Gregory, member of the commission appointed by the Secretary of the Navy to investigate the Matanuska coal field with a view to obtaining fuel supplies for warships, the commission concluded its work in Anchorage. The other two Naval members of the commission, Captain Sumner E. W. Kittelle, chairman, and Lieutenant R. Aikman, went early last week by way of the railroad route to Seward.

After a brief stay at Seward, the three Naval officers plan to return to the States on the steamship Alaska, which will sail South from Seward this week.

The Naval officers Saturday night were entertained at a banquet and dance by the citizens of Seward.

The two civilian members of the commission, Sumner S. Smith, head of the coal mining department of the Alaskan Engineering Commission with headquarters at Eska, and Theodore Chapin, of the United States Geological Survey stationed at Anchorage, did not make the trip to Seward.

# ILLEGAL HOLDERS OF WAR-SAVINGS STAMPS CANNOT CASH THEM.

To protect owners of War-Savings Stamps from fraud and theft, the post office department has established new safeguards for redemption of stamps which make it still more difficult for other than owners to get cash for them, according to advices received by E. McPhee, postmaster at Anchorage. Hereafter, Thrift Stamps and War-Savings Stamps of the 1919 issue, the savings division of the Treasury announces, will be redeemed only when attached to bona fide certificates. All applications for 1918 certificates on which to place loose 1918 stamps for redemption will be scrutinized locally and then forwarded to the post office authorities at Washington for final action. In the case of each application, careful inquiry into the ownership of the stamps will be made.

Burglaries in several localities last year resulted in placing a total of about \$60,000 worth of loose stamps in the hands of illegitimate owners.

## D SOLDIERS AND SAILORS DO NOT HAVE TO MAKE HOMESTEAD OR CITY TAX PAYMENTS.

Payments on Alaska homestead entries and of Anchorage townsite taxes can be deferred by persons in the military or Naval service until six months after the end of the war, unless such persons are sooner discharged from the service, in which event the six months' period of exemption begins to run from the time of their discharge.

These exemptions are based on a law passed by Congress, entitled the "Soldiers' and Sailors' Civil Relief Act," and on interpretations given the law by Clay Tallman, Commissioner of the General Land Office.

The law provides:

"That no right to any public lands initiated or acquired prior to entering military service by any person under the homestead laws, the desert-land laws, the mining-land laws, or any other laws of the United States, shall be forfeited or prejudiced by reason of his absence from the land, or of his failure to perform any work or make any improvements thereon, or to do any other act required by any such law during the period of his service."

In a circular issued by Commissioner Tallman, he says that the Land Office has handed down a ruling affecting homestead entries for ceded Indian lands and that "the same procedure should be followed in connection with payments required under other classes of entries."

### Text of Land Office Ruling.

The ruling of the Land Office follows:

"Where a person entered land formerly embraced in an Indian reservation for which payment of a certain price per acre for the benefit of the Indians was required, and thereafter entered the military or Naval service of the United States, the entry will not be cancelled on account of the failure of the soldier or sailor to make payments of any amounts falling due during the term of his enlistment. No entries will be canceled until the expiration of six months after the end of the war, and after the discharge of the entryman from the service, unless such discharge shall have occurred at an earlier date, in which case said six-month period will begin to run from the time of his discharge.

"In cases where the entryman has filed notice of his entrance into the military or Naval service, registers and receivers of United States land offices, nevertheless, will call upon him for the payment when due, but in the notice he should be informed that he is entitled to the benefits of the 'Soldiers' and Sailors' Civil Relief Act' and need not make such payment unless he wishes to do so."

Homestead settlers in the military service may count as part of their residence on the homesteads the time they have served in the Army or the Navy.

### Extract of Congressional Law.

The law on this subject reads:

"Any settler upon the public lands of the United States, or any entryman whose application has been allowed, or any person who has made application for public lands which thereafter may be allowed under the homestead laws, who, after such settlement, entry, or application, enlists or is actually engaged in the military or Naval service of the United States as a private soldier, officer, seaman, marine, national guardsman, or member of any other organization for offense or defense authorized by Congress during any war in which the United States may be engaged, shall, in the administration of the homestead laws, have his services therein construed to be equivalent to all intents and purposes to residence and cultivation for the same length of time upon the tract entered or settled upon;

and hereafter no contest shall be initiated on the ground of abandonment, nor allegation of abandonment sustained against any such settler, entryman, or person unless it shall be alleged in the preliminary affidavit or affidavits of contest and proved at the hearing in cases hereinafter initiated that the alleged absence from the land was not due to his employment in such military or Naval service; that if he shall be discharged on account of wounds received or disability incurred in the line of duty, then the term of his enlistment shall be deducted from the required length of residence, without reference to the time of actual service; Provided, That no patent shall issue to any homestead settler who has not resided upon, improved, and cultivated his homestead for a period of at least one year."

Exemption of payments of Anchorage townsite taxes by persons in the naval or military service is based on advices authorizing liberal construction of laws and regulations on the subject.

## SMALL BOATS ARE GIVEN PERMISSION TO TIE UP AT DOCK NO. 2.

Owners of small boats have been given permission by the Alaskan Engineering Commission to tie their craft to dock No. 2 of the Commission.

Vessels loading or discharging freight over the dock will be assessed only one-fourth of the regular tariff, provided they handle the freight themselves. Vessels of less than 10 net registered tons will not have to pay any charge for tying to the dock.

The matter of obtaining permission for small boats to use the dock was presented to the Commission by the Anchorage Chamber of Commerce. The letter of William Gerig, engineer in charge of the Anchorage Division of the Government Railroad, on the subject follows:

"Department of the Interior,  
"Alaskan Engineering Commission

"Mr. F. W. Redwood, Anchorage, Alaska, May 14, 1919

"Anchorage Chamber of Commerce,

"Anchorage, Alaska.

"Dear Mr. Redwood:

"From the present outlook it is practicable to permit small boats to dock at our dock No. 2, with the understanding that they are to move should operations render it necessary.

"We would prefer not to handle the supplies, etc., from our warehouse. The platform alongside of the building will furnish ample facilities for this purpose, and the supplies and freight can be trucked along this platform to dock No. 2.

"Our terminal tariff No. 20, Item 38 on page 4, and 124 on page 7, apply to these particular conditions. The former says: 'Shipments loaded or discharged over side of vessel; from or to vessel or lighter; or taken from or discharged into water when vessel is lying alongside wharf will be charged one-fourth regular local wharfage rates.' The other item, on page 7, gives dock charges:

Vessels under 10 net registered tons ..... Exempt  
Vessels 10 net registered tons to 50 n. r. tons \$1.00 per day  
Vessels 51 net registered tons to 100 n. r. tons \$2.00 per day  
and so on.

"On traffic handled by the dock forces, of course full traffic rates would be assessed.

"If this arrangement is satisfactory to the trade, vessels can begin docking at this point at once.

"Yours truly,

"WM. GERIG, Engineer in Charge."



## 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.

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

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### OFFICIAL CIRCULARS.

#### Anchorage Division.

#### USE OF MEAL TICKETS RESTRICTED.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, May 15, 1919.

Circular No. 376:

TO ALL CONCERNED:

Attention is directed to that part of Circular No. 184, issued March 27, 1917, reading as follows:

"The use of meal tickets will be discontinued, effective April 1, 1917, and all employees will be charged \$1.25 per day for board, as per schedule published in Circular No. 179, dated March 27, 1917, except at the Anchorage Terminal, where timekeepers will continue to issue meal books at the revised rate to employees of the Commission."

Tickets or cash will not be accepted from anybody but transients. Please be governed accordingly.

WM. GERIG, Engineer in Charge.

#### MEMORIAL DAY TO BE HOLIDAY.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, May 19, 1919

Circular No. 377:

TO ALL CONCERNED:

Memorial Day, Friday, May 30, 1919, will be observed as a holiday at these headquarters, and, as far as practicable, in the field.

#### COMMISSION MAN WINS VICTORY LOAN HELMET AND SEVERAL OTHERS EARN MEDALS.

W. L. Durham, of the maintenance of way department of the Alaskan Engineering Commission, has been recommended for one of the three German helmets to be given the most successful solicitors for subscriptions in the Anchorage district to the recent Victory Loan. The recommendation has been made by William Gerig, engineer in charge of the Anchorage Division of the Government Railroad, to Danilo Vucetich, of the Bank of Anchorage, who was chairman of the Victory Loan campaign. Mr. Vucetich has forwarded the recommendation, with his approval, to Governor Thomas Riggs, jr., who will award the helmets.

Mrs. A. A. Adams, whose husband is employed in the mechanical department, and Mrs. Alfred G. Balls, whose husband, now with the American Army in France, was employed in the disbursing office of the Commission, have been recommended by Mr. Vucetich to Governor Riggs for

the two other helmets to be given the Anchorage district.

For exceptionally good work in connection with the Liberty Loan campaign, Mr. Gerig has recommended the following Commission employees for medals made from German cannon:

Dr. J. B. Beeson, chief surgeon at the Commission's hospital; C. G. Hammond and R. D. Chase, of the disbursing office; F. A. Hansen, of the maintenance of way department; E. P. Hedberg, of the mechanical department; F. M. Kelly, of the mining department; Harry G. Locke, of the marine ways; John J. Longacre, of the telegraph and telephone department, and W. R. Manning, of the stores department.

Mr. Vucetich has recommended to the governor that a medal be awarded to Mr. Gerig who directed the Victory Loan campaign among Commission employees.

Mrs. Harry G. Locke, chairman of the Anchorage branch of the Woman's Victory Loan Committee, a national organization, has awarded the 13 medals allotted her for distributing among the best women workers in the Anchorage district to Mrs. A. A. Adams, Mrs. Alfred G. Balls, Mrs. Charles E. Brown, Mrs. Harry Brown, Mrs. Theodore Chapin, Mrs. John F. Coffey, Mrs. Leopold David, Mrs. W. J. S. Fogelstrom, Mrs. Charles Knights, Mrs. C. W. Mossman, Miss Wanda Nolan, Mrs. F. E. Rader and Mrs. Danilo Vucetich.

Belated receipts of Victory Loan subscriptions amounting to \$3400 were received from out-of-town places in the past week by Mr. Vucetich. These bring the total subscription of the Anchorage district to \$134,400. The original allotment for the district was \$64,150.

All bonds subscribed in the Anchorage district to the Fourth Liberty Loan issue have been received here. Commission employees who bought securities of the fourth issue through the disbursing office may obtain them by calling there.

#### STEAMSHIP FARRAGUT ARRIVES AND DEPARTS WITH FAIRLY LARGE PASSENGER LISTS.

With 194 tons of freight and 57 passengers, the steamship Admiral Farragut arrived in Anchorage at 5 o'clock p. m., May 16 from Seattle and way ports. She left at 1 o'clock a. m. May 17 with 78 passengers on her return voyage South by way of Kodiak.

The Alaskan Engineering Commission's power boat Alaska, May 13 towed barge No. 106, loaded with coal, to Kern Creek.

The power boat Grizzly arrived at 4.45 o'clock a. m. May 14 from Seldovia, and sailed at 6.15 o'clock a. m. May 15, with the barge Cache Creek in tow, for Swanson Creek. She returned to Anchorage Sunday morning.

The power boat J. J. made her first trip of the season to Susitna May 14.

The steamer Tyonic arrived at 6 o'clock p. m. May 14 from Seldovia and started on her return to Seldovia at 5.40 o'clock p. m. May 15.

The Commission's boat Alenco arrived at 9 o'clock p. m. May 14 from Goose Bay.

The power boat Onyx sailed for Seldovia at 6:15 o'clock a. m. May 15.

The power boat Magna, towing the barge Knik, arrived here at 9.30 o'clock a. m. May 15 and after a stay of one hour departed for Seldovia.

The Commission's steamer Anne W. will bring to Anchorage from Seward the mail off the steamship Alaska. The Alaska is scheduled to arrive in Seward today and will return from there to Seattle, without coming to Anchorage.

### CAPTAIN JONES WRITES OF TRIP TO RUSSIA WITH ANCHORAGE BOYS.

Nine former employees of the Anchorage Division of the Alaskan Engineering Commission are with the contingent of troops serving in European Russia under the command of Captain C. G. Jones, formerly roadmaster on the Anchorage Division, says a letter which was recently received in Anchorage from Captain Jones. The letter was written March 23 aboard the British transport Stephen.

"I suppose," writes Captain Jones, "you will be surprised to know I have been ordered to North Russia. I am writing this letter off the coast of Norway. We crossed the Arctic Circle March 21, and we are now 450 miles North of the Circle, or in other words about 750 miles farther North than Anchorage. We expect to land at Murmansk, our destination, March 26. Our job will be to put a railroad into shape for operation.

"Our ship is covered with ice, and I expect the weather will be cold for some time after our arrival at Murmansk. I have 320 men with me and we shall work under the British forces. J. C. Coates, A. D. Collins, George S. Cullen, Robert S. Donaldson, Chester M. Duncan, D. R. Green, S. R. Metcalf, Fabian Miller and James S. Park, all former employees of the Commission, are in my contingent. These boys are getting along fine, and most of them are sergeants, first-class. Donaldson and Miller are master engineers.

"We have on board with us French, English Canadian, and Australian troops. To see the boys congregated with their vari-colored uniforms puts one in mind of the rainbow with all its hues.

"We have had a very interesting trip from France. We traveled by train through the 'sunny country' for three days, landed at La Havre, took a boat across the English Channel to Southampton, England; had lunch there, and then journeyed by train to one of the British camps at Park Royal, London. We stayed there three days, fitted out the boys with warm clothing, took in London town, which I admit is some little ville, and then received orders to leave for Hull, one of the large ports in Northeastern England. We left Park Royal at 7 o'clock in the morning and arrived at Hull at 3.30 o'clock in the afternoon. En route, the American Red Cross fed our men and certainly did them justice. The boys were furnished free with steaming hot coffee, sandwiches, buns, chocolate and cigarettes. If you ever have anything to spare, give it to the Red Cross. The organization cannot be beaten. There is no ceremony about it—just a plain old Red Cross, but that little emblem stands for everything that is good. For instance, take our men in train service in France: The Red Cross was their salvation. The Red Cross workers do everything with a smile. Their motto seems to be 'nothing is too good for our boys' or anybody else's boy over here. I know of cases of enlisted men, without money, having been promoted to officers, and the Red Cross lent or gave them money, with which to buy uniforms. You cannot realize what a splendid work this organization has accomplished over here.

"I do not know how long we shall be in Russia.

"I saw Captain C. R. Breck the day we were leaving France. He looked fine. It was the first time I had seen him in four months. He is quite busy getting troop trains over the road. He told me he would like to get on one himself and take a trip to the United States.

"I shall write again, telling you about the Russians. Best regards to all the boys."

### HOMEWARD MOVEMENT OF TROOPS KEEPS COL. MEARS TRANSPORTATION CORPS BUSY.

Homeward movement of United States troops in France keeps the American Transportation Corps busy, reads a personal letter to William Gerig, engineer in charge of the Anchorage Division of the Government Railroad from Colonel Frederick Mears, former member of the Alaskan Engineering Commission and now general manager of the railway department of the expeditious forces in France.

Colonel Mear's says that several months ago his old regiment, the Thirty-first Engineers, which contained many former employees of the Commission, was broken up and the companies were used to form part of the newly organized Transportation Corps.

Col. Mears writes that not far from his headquarters H. P. Warren, formerly engineer of maintenance of way on the Anchorage Division and later engineering officer with purchasing office of the Commission at Seattle, is stationed. Mr. Warren entered the Army with the rank of Major. He is now a Lieutenant Colonel in command of his regiment, the Fifty-fifth Engineers. Lieutenant-Colonel Warren, says Colonel Mears, is in charge of road construction, rehabilitating some of the highways of France, which were damaged by the heavy traffic of the American Army.

### ANCHORAGE IS ASKED TO ENTER MARKSMEN IN NATIONAL RIFLE MATCHES.

Anchorage is asked to send representatives to the National rifle matches to be held under the auspices of the War Department from August 4 to August 30 at Caldwell, N. J., and plans are under consideration for the holding of a competitive match here to determine the best marksmen for entries in the National shoot. Anchorage probably will be allotted three entries.

A letter from Gov. Thomas Riggs, jr., sets forth that competitive matches should be held in all Alaska towns and that he will name the winners of these matches as members of the Alaska team to the National matches. Persons named as entries in the National matches will receive from the War Department their steamship and railroad fares, part of their incidental traveling expenses (about \$20) and their subsistence while at Caldwell.

The competitive match in Anchorage to select entries for the National matches will be held under the direction of the Anchorage Rifle Club. Persons interested in the matter are asked to communicate with D. R. Adams, of the disbursing office, who is executive officer, or A. Haag, who is secretary, of the club.

### FIVE CARS OF HORSES SENT FROM ANCHORAGE TO MATANUSKA FOR PASTURAGE.

Five cars of horses, owned by the Alaskan Engineering Commission, were shipped Monday from the corral in the Anchorage terminal yard to Matanuska, where they will be pastured for awhile. The animals were in charge of Blair Murray and E. Spahr.

One hundred and eighty-three thousand one hundred and ninety-eight pounds of commercial freight were received in the week from May 7 to May 14 at the railroad station in Anchorage, and in the same period of time 31,755 pounds of commercial freight were forwarded from Anchorage to railroad stations in the Anchorage Division, reports G. E. Jennings, the Anchorage station agent.

## NEW LAW EXTENDS LOCAL SELF-GOVERNMENT TO TOWNS ALONG RAILROAD.

Legislation designed to extend to towns along the Alaska Railroad such local self-government as is approved by the Alaskan Engineering Commission was enacted at the last session of the Territorial legislature. In a limited way the law grants the usual police, sanitation and administrative powers to any community that wishes to exercise them, but does not interfere with any control or management of townsite affairs that the Commission desires to reserve to itself.

A copy of the law, as passed by the legislature, was brought to Anchorage by Thomas C. Price, who is a member of the Territorial Senate. The text of the law follows:

"An Act to provide for the election of a board of trustees for the local self-government of towns or communities within the limits of the public domain now under the control of the land and industrial department; and defining the powers of such board.

"Be it enacted by the Legislature of the Territory of Alaska:

"Section 1. That any town or community in the Territory of Alaska, within the limits of any public domain, now under the control of the land and industrial department of the United States of America, shall have authority to elect a board of trustees for the local self-government of such town or community as hereinafter set forth; provided, that the powers of such board of trustees shall in no way conflict with any Federal officer representing the land and industrial department of the United States of America, or representing any other department of the Federal Government.

### Petition Must Be Filed.

"Section 2. A petition, praying for an order establishing and directing the election of a board of trustees, provided for in Section 1 of this Act, shall first be presented to the United States commissioner and ex-officio probate judge for the recording district in which the town or community is situated, which petition shall be signed by at least 15 adults, bona fide residents of such town or community over which such board of trustees shall have authority. Such petition shall specify the boundaries, the number of inhabitants and the name by which said town or community shall be known, and shall also present good and substantial reasons for the establishment of such board of trustees. The commissioner shall, thereupon, fix the time and place for considering said petition, which time shall not be less than 15, nor more than 30 days, after the date of such order. Upon making such order, fixing the time and place for the consideration of such petition, the commissioner, ex-officio probate judge, shall forthwith cause to be posted, in three public places within the limits of said town or community, a copy of such order.

### Hearing Shall Be Held.

"At the time and place fixed for the consideration of said petition, the commissioner, ex-officio probate judge, shall give a reasonable hearing to those who are in favor of, and those who are opposed to the establishment of a board of trustees, and if he is satisfied that it is to the best interest and welfare of the town or community to elect and establish such a board of trustees for the local self-government of such town or community, he shall by an order so judge, and he may, by such order, change or modify the proposed boundaries of such town or community, which shall in no case embrace more than 640 acres. He shall

also, by said order, designate the name and boundaries of such town or community, and also the time and place, when and where an election shall be held to determine if the people of the town or community desire to elect and conform to the authority of such board. He shall also, by said order, appoint three qualified electors to act as judges of such election. A copy of said order shall be posted at three public places within the limits of the town or community where such election is to be held, at least fifteen days prior to the day set for such election.

### Qualifications of Elector.

"Section 3. That the qualifications of an elector hereinunder shall be as follows: He or she shall be a citizen of the United States, and of the age of 21 years, and a resident for 30 days within the limits of the town or community, where such board shall be elected.

"Section 4. That the said election shall be by printed or written ballot, in the following form, to-wit:

"For the establishment of a board of trustees for the local self-government of the town of .....  
..... (name of town or community).

"Against the establishment of a board of trustees for the local self-government of the town of .....  
..... (name of town or community).

"The qualified electors of the town or community, where such election is held, shall also, at said election, by a separate ballot, choose seven citizens to constitute said board of trustees for the local self-government of said town or community, who shall be qualified electors of the town or community, and who shall be owners of substantial property interests therein; and the said board of trustees shall have the following powers for the term of one year, or until their successors are elected and qualified:

### Formulate Suitable Rules.

"(First) To formulate suitable rules governing their own body and to elect one of their members president, who shall be ex-officio mayor, and also to provide for the subsequent election of the board of trustees.

"(Second) To provide for the necessary street improvements, fire protection, water supply, all lights, wharfage, sewerage, police protection, and the protection of public health; provided, that nothing in this Act shall be construed to delegate to such board of trustees any authority in conflict with the authority now vested in the townsite manager of towns and communities now under the control of the land and industrial department, acting in conjunction with the Alaskan Engineering Commission, having control of certain public domain in the Territory of Alaska.

"(Third) To formulate rules and regulations governing trespass of horses, dogs and cattle, running at large; to impose fines and penalties upon the owners thereof, and have power to enforce payment of same.

### May Impose Taxes.

"(Fourth) To impose and collect a tax on real or personal property or on possessory rights in improvements for the purpose of providing for fire protection, and for other exigencies that may arise; provided, that no tax imposed by said board of trustees shall exceed one-third of one per centum of the assessed valuation of the property; and all assessments and valuations made by the assessor of the board shall be subject to review, readjustment, and modification by the board, before which local body any property owner may appear, and set forth reasons for such modification and readjustment of values.

"Section 5. The commissioner, ex-officio probate judge, shall, for acts rendered in pursuance of this act, receive the



same fees and commissions as are prescribed for similar services when acting as probate judge, and accompanying any petition, praying for an order establishing such board of trustees for the local self-government of towns and communities, as provided for in this act, shall be a cash deposit, or a bond, sufficient to cover any fees or commissions, which may be earned by the said United States commissioner, ex-officio probate judge, because of the said petition."

#### SECRETARY OF INTERIOR ASKS FOR COOPERATION IN FINDING WORK FOR SOLDIERS.

All officers and employees of the Department of the Interior have been directed by Secretary Franklin K. Lane to do all in their power to find work for returning soldiers seeking employment. In every state and in all the principal cities, there have been established agencies for the listing of positions open to returning soldiers.

In Anchorage positions open to soldiers may be listed with the employment bureau of the Alaskan Engineering Commission, which to the present has been able to place all soldiers applying to it for work. Positions for soldiers also may be listed with the Alaska Bureau of Publicity, Juneau, Alaska. In case Alaska employers cannot fill positions by listing them with the Alaskan Engineering Commission or the Alaska Bureau of Publicity, then such employees are asked to list the positions with the Department of the Interior Agency in charge of Lawrence Wood, 110 Cherry Street, Seattle, Washington.

A copy of Secretary Lane's circular letter relative to work for returning soldiers has been received by William Gerig, engineer in charge of Anchorage Division of the Government Railroad. It reads as follows:

"Department of the Interior,  
Washington, D. C.

"To Officers and Employees of the Department of the Interior, its Bureaus and Offices, outside of Washington, D. C.

"Sirs:

"Your attention is called to the fact that more than 2,000,000 men are still with the colors. These men are being returned to civil life as rapidly as transportation facilities will allow.

"It is a duty, and a clear obligation on the part of the government to provide jobs for these returning soldiers, who so valiantly have protected the liberty of the world. Most of them are returning to the country in better physical condition than ever, but all of them filled with the desire to do better work than ever before.

"All agencies of the Government should cooperate in finding and furnishing jobs, to the end that the returning soldiers will have the opportunity of promptly returning to a self-supporting condition at the earliest moment.

"The Secretary of War has appointed Colonel Arthur Woods as assistant to the Secretary of War, and has charged him with the duty of looking after the soldiers' interests, and this department is offering him its fullest cooperation.

"In line with extending this service it is requested that you make every possible effort to locate available positions and jobs of every character.

"Once each week you will make a report direct to Colonel Arthur Woods, Assistant to the Secretary of War, Council of National Defense Building, Washington, D. C., reporting to him as to the success you have had in finding or creating jobs. Make your report in detail, and if you

have any suggestions of any kind whatever to offer, feel free at all times to write directly to Colonel Woods, who will appreciate your interest.

"The opportunity you will have of helping to relieve the present labor conditions, should appeal strongly to you. The good you can do should be a strong spur to your interest, and whether you succeed in finding one thousand, or one job for your returning soldiers, be assured that the department will highly appreciate your service in the matter.

"Cordially yours,

"FRANKLIN K. LANE, Secretary."

#### WEEKLY FORCE REPORT.

##### Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, May 10, 1919, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	6	3	10
Bridge Engineer .....	1	1	0	2
Drafting .....	1	4	0	5
Land and Industrial .....	1	1	0	2
Terminal Shops and Yards .....	2	8	31	41
Track, Bridge and Ballast .....	1	4	148	153
Receiving and Forwarding Agt..	1	4	23	28
Machine Shops .....	1	3	55	59
Marine Ways .....	1	1	41	43
Stores and Material Yard .....	1	11	55	67
Employment and Mess Bureau..	1	2	14	17
Transportation .....	1	11	24	36
Disbursing Office .....	1	6	0	7
Accounting .....	1	10	0	11
Base Hospital .....	1	1	10	12
Townsite .....	0	1	6	7
Telegraph and Telephone .....	1	6	16	23
Mining .....	1	5	103	109
Talkeetna District .....	1	4	8	13
Total .....	19	89	537	645

#### INTERESTING EXTRACTS OF LETTERS TO WAR RISK BOARD ARE MADE PUBLIC.

Some letters received from soldiers or their wives by the War Risk Insurance Board at Washington have proved so interesting that the board has given out extracts for publication. Some of these extracts follow:

She is staying at a disappated house.

Previous to his departure we were married to a justice of the peace.

He was inducted into the surface.

I have a four-months-old baby and he is my only support.

He was discharged on a goiter and went home on it.

A lone woman and parsely dependent.

I am writing in the Y. M. C. A. with a piano playing in my uniform.

#### DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements at the office of the Anchorage Division for the Alaskan Engineering Commission for the week ended May 14, 1919, totaled \$12,021.46. Wages and salaries were \$521.42; contractors, \$10,800; transportation, \$66.67; special deposit account, \$52; other expenses, \$581.37.

## PERSONAL

Joseph Battistoni, an employe of the coal mine at Chickaloon, is in Anchorage.

Mrs. J. J. C. Moore, wife of Conductor Moore, made a trip to Talkeetna recently.

H. R. Miller, railroad station agent at Birchwood, was in Anchorage over Sunday.

T. W. Secrest, locating engineer, and Mrs. Secrest, made a trip to Talkeetna in the past week.

Milo Janovich, who has been employed in the Anchorage terminal yard, went to Bird a few days ago.

John Mayne, clerk in the stores department at Chickaloon, was an Anchorage visitor in the past week.

Andrew Loftus, railroad section foreman at Chickaloon, visited Anchorage for a few days in the past week.

Wm. McInnis, foreman of the steam shovel crew on Turnagain Arm, is in the hospital recovering from a surgical operation.

C. W. Fink, who last season was foreman of the work on the new dock, has returned from the States, where he spent the winter.

Christopher Woodhouse, surgeon's assistant at Camp 83 on Turnagain Arm, and Mrs. Woodhouse, were in Anchorage over Sunday.

Angelo Karakas, a returned soldier, was employed in the past week at the coal mine operated by the Alaskan Engineering Commission at Eska.

H. C. Davis, formerly a resident engineer on Turnagain Arm, and Mrs. Davis, returned to Anchorage from the States on the steamship Farragut.

James Hanahan, assistant superintendent in charge of track, is at Talkeetna to see the effects of the high water there. It occasioned no damage to the railroad grade.

Mrs. Samuel Ingram and son visited Anchorage in the past week. Mr. Ingram is employed in the coal mining department of the Alaskan Engineering Commission at Eska.

George Morin, who was trackwalker at Granite, has been appointed foreman of railroad section No. 32, at Caswell, succeeding J. R. Lee, who left last week for the States.

Mrs. W. T. Gill left last week for Seattle to meet her husband. Mr. Gill, formerly an employee of the Commission, was a member of the Thirty-first Engineers in France and has returned to the United States.

H. V. Reardon, now working on the dock, will be a member of the locating engineering party that soon will leave here under T. W. Secrest for the Broad Pass country. Mr. Reardon is a returned soldier.

Mrs. W. R. Manning, wife of the general storekeeper; Mrs. R. D. Thompson, whose husband is employed in the accounting department, and Mrs. John Nash, mother of Mrs. Thompson, were guests in the past week of Mrs. Chester M. Murphy at Bird.

W. M. Peltier, who was in charge of the stores department of the Talkeetna district with headquarters at Deadhorse Hill, is in Anchorage on a business trip. He will return this week to the Talkeetna district to finish some details of his work there.

H. F. Dose, engineer for the Talkeetna district, Fred Wilson, one of the resident engineers in the district; Peter Nicholson, ship carpenter on the marine ways, and Mrs. Nicholson were among the passengers for the States on the steamship Farragut.

## Anchorage Division Notes.

The weather shelter, containing the weather bureau's official thermometer and the rain gauge, have been moved from South to the North side of the railroad tracks in the Anchorage terminal yards.

Three telephones, in the week ended May 17, were installed in Anchorage by the telephone branch of the telegraph and telephone department of the Alaskan Engineering Commission, reports J. J. Longacre, acting superintendent of the department. Four meters were "cut in" and six were "cut out" in Anchorage during the week by the electric light and power branch of the department.

One change was made in the past week in the allotment of garden tracts in the Northwest quarter of Federal Block No. 27, Anchorage, to employees of the Alaskan Engineering Commission. R. D. Thompson, of the accounting department, has selected all of tract J, which at first was reserved by E. T. Lindner, of the land and industrial department. Mr. Lindner has taken the West half of tract N, which originally was chosen by Mr. Thompson.

Six hundred and sixty-three tons of coal were produced and 77 men were employed in the week ended May 10 at the coal mine operated by the Alaskan Engineering Commission at Eska, according to the report of Sumner S. Smith, who is in charge of the mining department of the Commission. The driving of the David East and of the cross-cut from Martin West to Shaw was continued. At the Commission's coal mine at Chickaloon there were 32 men on the payroll during the week ended May 10. The driving of "F" West and the sinking of the East Slope and Airway at Chickaloon were continued.

## ONE HUNDRED AND FIFTEEN PATIENTS TREATED IN ANCHORAGE HOSPITAL IN APRIL.

One hundred and fifteen patients were treated at the Anchorage hospital of the Alaskan Engineering Commission in April, according to the report of J. B. Beeson, chief surgeon. They were confined an aggregate of 459½ hospital days.

Of the total number of patients, 23 were employees of the Commission, 28 were members of families of Commission employees, one was in a branch of the Federal Government's service other than the Commission and 63 were not in any way connected with the Government. Of the 23 employees' cases, 19 are listed under the head of illness and four under the head of accidents.

In addition to the cases of patients, there were 101 dispensary cases.

No deaths occurred in the hospital in April.

## C. G. WILFORD RETIRES FROM NON-EXPENDABLE DIVISION; J. H. DUNN SUCCEEDS HIM.

C. G. Wilford resigned last Friday as head of the non-expendable property branch of the stores department, and John H. Dunn, who was Mr. Wilford's assistant, was promoted to succeed him. Mr. Dunn's place as assistant has been filled by the appointment of John G. Laughlin, who until recently was line auditor in the Talkeetna district.

Mr. Wilford was first employed by the Alaskan Engineering Commission in May, 1916, as clerk in the non-expendable property branch of the stores department. He was placed in charge of the branch in July, 1917. He resigned to enter business for himself in Anchorage.

# ALASKA RAILROAD RECORD

VOL. III. ANCHORAGE, ALASKA, TUESDAY, MAY 27, 1919.

NO. 29

## SNOWSLIDE AT MILE 76 WILL BE CLEARED AWAY WITHIN NEXT FEW DAYS.

At Mile 76 on the Anchorage-Seward line of the Government Railroad, the last of the large snowslide that has covered the track for months will be removed this week so trains will be able to operate between Anchorage and Girdwood, according to reports to William Gerig, engineer in charge of the Anchorage Division.

Poles for the erection of snowsheds on the Anchorage-Seward line will be obtained from a cluster of timber on the South side of Turnagain Arm. The gang which has been getting out poles in the neighborhood of Mile 83 and which is under Foreman Lee Frazer is expected to go from the North to the South side of the Arm Wednesday or Thursday of this week. Foreman Frazer's gang last week produced 136 poles, measuring a total of 3290 lineal feet.

A brush fire was reported last week at Mile 91 on the line of the Government Railroad. The flames did no damage.

The steam shovel at Bird last week loaded 2390 cubic yards of rock. The material was used for riprap along Turnagain Arm and in filling at bridge No. 18. Frequent moving of the shovel, due to shallow digging, and a breakdown account for the comparatively small yardage.

The ditcher at Bird, which is engaged in cleaning rock and mud slides, handled approximately 1600 cubic yards of material. About one-half of this material was cast over and one-half was loaded in Oliver dump cars and dumped.

## MUD, TREES AND STUMPS SLIDE ON TRACK IN MILE 70, ON SEWARD DIVISION.

Mud, trees and stumps were piled early last week on the track just North of the gravity water station in Mile 70 of the Seward Division of the Government Railroad by a slide from the adjacent hill, reports R. J. Weir, engineer in charge of the Division. A work train had to be used to clear the rails. Other small mud slides occurred in Miles 70 and 71.

The Marion steam shovel in Mile 23 last week handled 1650 cubic yards of rock, of which 170 cubic yards were distributed in Miles 3 and 4 and 1480 cubic yards in Mile 21 as riprap to present embankments.

Carpenters have erected a water tank at the station at Mile 40 and have started work on the housing of the tank.

The station gang which is grading in Mile 52 completed the excavation of the South approach to tunnel No. 2 and has resumed work South of this point. The excavation

to the North approach of tunnel No. 2 will be completed within the next week.

Tunnel No. 3 in Mile 53 has advanced approximately 26 lineal feet. This makes a total of tunnel enlargement of 299 lineal feet to date.

At Mile 64 the work of wrecking the bents in old bridge No. 130 was started late last week. On bridge No. 131 in Mile 63 the decking and temporary approaches have been completed and the bents in the old bridge wrecked and the stream bed cleared of refuse material and drift.

Steam shovel No. 4 on job No. 22 in Mile 67 moved last week approximately 2400 cubic yards of rock, which was used in filling bridge No. 138 in Mile 67.

Two contracts have been let for coyote holes in the cut in Mile 67, one to Klas Ahlner & Co., and the other to M. Saella & Co. Klas Ahlner & Co. have completed one coyote hole, 30 feet deep, with a cross-cut of 10 feet on each side. This will be shot this week.

Considerable maintenance work was done last week on bridge No. 138 in Mile 67, putting it in condition for work train service. New caps and braces were put in, some piling was cut and new posts were set in.

The weather last week was cloudy with rain. The snow is disappearing fast. There is one foot at Mile 12, four feet at Mile 45, and four feet at Mile 57. The track is clear of snow North of Mile Post 61.

The mechanical department of the Seward Division is making repairs to engine No. 11. Running repairs were made last week to engines Nos. 10, 20 and 285. The carpenter gang is converting a Panama flat car into a dining car. This work is 60 per cent completed. The installation of skylights in the shop buildings, repairs to the store warehouse and to the Roger ballast cars are in progress.

The steamship Anyox towing the barge Baroda arrived in Seward May 21 with a cargo of flat cars, locomotive trucks, parts, etc. The Anyox sailed South at 9 o'clock p. m. May 22.

The payroll force on the Seward Division last week numbered 266.

## FOREST FIRES RAGE IN FAIRBANKS DIVISION BUT CAUSE NO MATERIAL DAMAGE.

Forest fires raged with unusual violence late in April along the route of the Government Railroad in the Fairbanks Division, but no damage was done to the federal transportation line, according to mail advices received from Nenana.

From Nenana, which is at Mile 413.83, flames could be

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.16.



seen a few miles South of the town. This fire was of brief duration, burning itself out in several days. From the Lynn coal mine, which is at Mile 387, to Lignite, which is at 364, there were numerous fires. Strong winds at times fanned the flames. A few ties near the railroad track were destroyed. Section gangs watched the fires closely.

On the railroad route between Nenana and Fairbanks, the most serious fire was in the neighborhood of Cache Creek, which is at Mile 447.83. For a while the Cache Creek trestle was threatened, but the flames were extinguished without doing any material damage.

Final preparations were made in April for the beginning of the season's construction work on the Nenana-Fairbanks route.

The new dock on the North side of the Tanana River at Mile 415 has been completed. This dock will facilitate the unloading of construction material and supplies for use on the Nenana-Fairbanks line.

Contracts have been let for the filling up of gaps in the grade between Mile 415 and Little Goldstream, which is at Mile 422.52. Work on the first gap, which is about 2150 feet long, will be done by George Palmer; work on the second gap, 200 feet long, will be done by J. D. McMahon, and work on the third gap, 4200 feet long, will be done by Knut Koland. When these three gaps are completed, the grade North of Nenana for a distance of 10 miles will be ready for steel. A grading contract near Mile 432 has been let to Albert Lundburg, and other contracts for grading parts of the Nenana-Fairbanks line will soon be let.

Construction operations on the Nenana-Fairbanks line are under the immediate direction of I. P. Taylor, assistant engineer. Resident engineers, who went to their residences in April, are J. J. Kestly at Mile 423, H. G. Haslem, Mile 432; Roy Hirschberger, Mile 440, and H. W. Sterling, Mile 449.

An extra telephone line has been stretched North of the Tanana River from Nenana and will be extended to the various construction camps along the Nenana-Fairbanks line.

#### PER CAPITA TAX OF \$4 IS LEVIED ON ALL MALE PERSONS BETWEEN 21 AND 50.

Four dollars is the amount of an annual per capita tax imposed for school purposes by the last Alaska legislature on "every male person, except soldiers, sailors in the United States Navy or Revenue Cutter service, volunteer firemen, paupers, insane persons, or Territorial charges, within the Territory of Alaska or the waters thereof, over the age of 21 years and under the age of 50 years."

The tax shall be payable to United States Commissioners in their respective jurisdictions "between the first Monday in the month of April and the first Monday in the month of August in each year, provided that all persons subject to the tax who are in the Territory of Alaska on the first Monday in the month of April shall pay said tax on or before the first day in May in the same year, and all persons arriving in the Territory of Alaska after the first Monday in the month of April shall pay said tax within 30 days after arrival: Provided, however, that all persons subject to said tax shall pay the same within 10 days after a written or oral demand by the Commissioner.

"All taxes shall become delinquent if not paid within the time hereinabove prescribed or within 10 days after the demand by the Commissioner, as prescribed, and each person delinquent in the payment of his tax, as aforesaid, shall

be subject to a penalty of \$2, in addition to the amount of the tax.

"Any person who shall fail, neglect or refuse to pay his tax shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined not more than \$25 or be imprisoned in the federal jail not to exceed one month.

"It shall be the duty of the Commissioner to demand and it shall be the duty of every person, firm, or corporation employing labor to furnish to the Commissioner, upon demand, a list of the employees of such person, firm or corporation subject to the tax. Every such person, firm or corporation having in his or its employ persons subject to said tax who neglect to pay the same within the time within which the same is due and payable, shall be liable for the payment of the same, and it shall be the duty of every person, firm or corporation to deduct from the wages of each of its said employees who are subject to the tax the amount thereof unless such employee furnishes evidence of the payment of the same.

"The Commissioner is authorized and empowered to collect said tax herein imposed from any person owing the same when the same shall become delinquent, or from any person, firm or corporation whose duty it is made by this act to pay any tax for his or its employees, by a seizure and sale of any personal property belonging to such delinquent or to such person, firm or corporation, of sufficient value to pay such tax, penalty and costs of sale, that may be found in the precinct in which such tax is due and payable.

"It shall be the duty of the United States marshal or any deputy upon a warrant of seizure issued by the Commissioner to execute the same. All property seized under the provisions of this act shall be sold by such marshal or deputy marshal, after first giving five days' notice of sale to the owner of such property by posting notice of the time, and place of sale of such property in three conspicuous places in the precinct in which said tax is due for at least five days prior to such sale.

"The Commissioner, for services rendered under the provisions of this act, shall receive as full compensation 25 cents for each tax collected and \$5 for each tax collected by seizure and sale of personal property which shall be taxed as part of the costs of sale."

#### LAWRENCE AND ANNE W. PICK UP SEATTLE MAIL AT SEWARD AND BRING IT HERE.

Eight sacks of first class and 78 sacks of second class mail from Seattle and way ports were received in Anchorage with the arrival at 2.55 o'clock p. m. May 24 of the barge Lawrence in tow of the Anne W., both crafts being owned by the Alaskan Engineering Commission. The Lawrence also brought hay, rails and supplies for the Commission. The mail had arrived at Seward on the steamship Alaska, which returned from there to Seattle.

The Commission's power boat Alaska made a round trip early last week between Anchorage and Kern Creek.

The power boat Grizzly, owned by the Kachemak Cannery Company, arrived from Tyonic May 21 and sailed for Tyonic May 22. She returned to Anchorage May 26.

The Sea Lion from Anchor Point and the schooner Alfa from Seldovia arrived in Anchorage May 21.

The power boat Magna, towing the barge Knik, arrived from Seldovia May 22 and the Magna sailed for Tyonic May 24.

The Commission's craft Betty M. was launched from the marine ways at 3 o'clock p. m. May 23 and sailed for Talkeetna at 12.30 o'clock a. m. May 25 for Talkeetna.

### MASTER MECHANIC OUTLINES ENGINE SERVICE AND WORK OF HIS DEPARTMENT.

Locomotive engine service in the week ended May 24, according to the report of E. P. Hedberg, master mechanic, includes for engines Nos. 264 and 820, three days each in mixed train service; for engine No. 224 two days and for engine No. 225 four days in yard service; for engine No. 242 one day, for engine No. 266 six days and for engine No. 277 five days in work train service. Transportation service between Montana and Taikeetna was handled by motor car No. 7 with three push cars. Running repairs were made to engines Nos. 225, 224, 242, 264 and 820. Light repairs were completed to engine No. 221. The overhauling of engine No. 265 is 80 per cent complete. The overhauling of dinkey, or narrow-gauge, locomotive No. 20 is 95 per cent complete. Work has commenced on the assembling of engine No. 601, which was received in the spring of 1918 from Panama. The assembling of the tender for engine No. 601 is 40 per cent complete.

Repairs to skid driver No. 4 is 80 per cent complete.

Light repairs were made to 11 freight cars, 10 work-train cars and two passenger-train cars. Sideboards have been applied to six Panama flat cars for the coal transportation service.

The motor room at the roundhouse has been remodeled and a part of the room is used as an air equipment repair shop. The air equipment, tools and machinery were moved from the machine shop.

### EASY OPPORTUNITY OF PRACTICING THRIFT IS EMPHASIZED IN LETTER FROM TREASURY.

To emphasize the easy opportunity of practicing thrift by purchasing War Savings Stamps is the purpose of a circular letter issued by the Savings division of the United States Treasury, and received by William Gerig, engineer in charge of the Anchorage Division of the Government Railroad. The letter comments on the change effected in the popular idea of thrift. Formerly it was regarded as a vice; now, it is held to be a virtue.

"Americans are coming to have a more wholesome idea of the real nature of thrift," declares the letter. "Mr. Basil P. Blackett, British Exchequer Representative in the United States, has remarked that before the war an Englishman considered saving a vice proper only to a Scotchman. There was a good deal of that idea lurking in the minds of Americans, who confused thrift with penny pinching, stinginess, and a doleful sort of meanness and miserliness. Many Americans would have as soon been accused of wife-beating as of thrift. Much saving propaganda attempted to frighten us into savings. The horrors of a penniless old age were pictured and grave maxims depicted saving as a grinding and disagreeable duty. Surrounded by such an atmosphere, it is not surprising that the thrift doctrine was not enthusiastically embraced by free-born Americans.

"The period of stress such as accompanies a great war, forces both the nation and individuals to think and live in terms of fundamentals. Thrift was an absolute necessity for everyone during war time, and from this enforced contact with the concrete application of the doctrine we have come to appreciate that thrift simply means wise spending; it means living better, not worse; raising, instead of lowering the standard of living. Seen in its true colors, thrift appeals to our intelligence—simply spend wisely and thoughtfully instead of thoughtlessly and on the spur of

the moment. Thrift smooths out the peaks and valleys of our economic road; it provides for plenty at all times instead of contrasted periods of excessive supply and unfilled needs. The principle of thrift is to so distribute our income among our needs and desires that we get the maximum of satisfaction from the expenditure. Instead of laying out our income wholly on the needs, and even whims, of the immediate present, we can increase the total satisfaction secured by applying a certain proportion to the real needs of the future at the expense of some present whims the satisfaction of which gives little or no benefit. Thrifty spending means thoughtful outlay of income with a due consideration for all our wants, present and future. It is an aid to comfort, ease of mind, and cheerfulness.

"Realizing the importance of stimulating and aiding the practice of thrift, our Government is offering an attractive form of security for the investment of these savings. In War Savings Stamps, the Government offers the combined advantage of the absolute security which only the Government can give, a very attractive rate of interest, exceptional convenience of form and denomination, extreme accessibility of purchase, and quick redeemability in case of emergency."

### WEEKLY FORCE REPORT.

#### Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, May 17, 1919, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	5	3	9
Bridge Engineer .....	1	1	0	2
Drafting .....	1	5	0	6
Land and Industrial .....	1	1	0	2
Terminal Shops and Yards .....	2	8	31	41
Track, Bridge and Ballast .....	1	4	148	153
Receiving and Forwarding Agt. ....	1	4	24	29
Machine Shops .....	1	3	53	57
Marine Ways .....	1	1	42	44
Stores and Material Yard .....	1	12	55	68
Employment and Mess Bureau .....	1	2	14	17
Transportation .....	1	11	24	36
Disbursing Office .....	1	6	0	7
Accounting .....	1	10	0	11
Base hospital .....	1	2	9	12
Townsite .....	0	1	6	7
Telegraph and Telephone .....	1	6	16	23
Mining .....	2	6	101	109
Total .....	19	88	526	633

### REPORT ON COMMERCIAL FREIGHT HANDLED ON ANCHORAGE DIVISION.

Commercial freight, aggregating 121,681 pounds, was received in the week ended May 21 at the Anchorage railroad station, reports G. E. Jennings, station agent. One hundred and thirty-four thousand, nine hundred and ninety-six pounds of commercial freight were forwarded from Anchorage to various stations on the line of the Government Railroad.

One hundred and twelve revenue passengers in the week ended May 21 departed from Anchorage.

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

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

## OFFICIAL CIRCULARS.

### Anchorage Division.

#### REGULATIONS REGARDING SICK LEAVE.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska October 31, 1917.

General Circular No. 267:

#### TO ALL CONCERNED:

Effective November 1, 1917, the following regulations shall apply governing the granting of sick leave to employees of this Division:

##### Monthly Employees.

1. Employees receiving monthly or annual compensation may be granted not exceeding thirty days' leave of absence, with pay, within any one calendar year, when kept from duty by illness or exposure to contagion. Sundays and national holidays occurring within a period of sick leave shall be charged. Sick leave shall not be cumulative, and shall not be carried forward beyond the end of the calendar year. In computing the period of sick leave which may be allowed, future months of the current calendar year shall not be taken into consideration, but additional leave may be granted without pay, and may be allowed later as sick leave, and payment made therefor, if such leave has accrued by continuous service in the same calendar year.

##### Hourly and Daily Employees.

2. Leave with pay on account of sickness or exposure to contagion is hereby extended to hourly and daily employees on the basis of one day's leave per month for each month of continuous service, to a total of not exceeding 12 days in any one calendar year. Such service must have been performed directly prior to the period for which leave is claimed.

Sick leave can, under no condition, be paid for until earned, nor will overtime be considered in computing the amount of sick leave earned, or in the amount to be paid; nor will sick leave be paid for days covered by Sundays or national holidays.

3. Applications for sick leave for monthly and hourly men must be certified to by a surgeon in the employ of the Commission when possible, except in unusual cases when the certificate of the District Engineer or other recognized official will be accepted.

4. Neither contractors nor their employees are entitled

to sick leave with pay.

F. MEARS, Commissioner.

This regulation is still in force and it is intended that when an employee is sick, in the vicinity where there is a Commission doctor, that he must not use the oath. The oath on the form was placed there for employees who are stationed out on the line and cannot reach a doctor. In the future, all employees at Anchorage and at the mines, at Camp 83, where there is a surgeon or his assistant will report to the surgeon in charge when they are sick and have him certify to their sickness.

WM. GERIG, Engineer in Charge.

#### TIME REQUIRED TO FILL MEAT ORDERS.

Department of the Interior,  
Alaskan Engineering Commission  
Maintenance of Way Department  
Anchorage, Alaska, May 20, 1919.

Circular No. 74:

#### TO ALL CONCERNED:

All orders for meat for less than one quarter should be in this office at least two days before the meat is to be shipped. This in order to give the butcher time to have the meat thawed before cutting it.

F. A. HANSEN,  
Engineer Maintenance of Way.

#### REPORTS MUST BE MADE ON OIL.

Department of the Interior,  
Alaskan Engineering Commission  
Maintenance of Way Department  
Anchorage, Alaska, May 21, 1919.

Circular No. 56:

#### TO ALL SECTION FOREMEN:

Commencing with the present month, please show on your monthly material report the amount of oil used, in the same way as you show track material.

It is evident, judging from the amounts used during the past few months, that kerosene oil has been used for lighting fires, etc. This practice must be stopped and kerosene used only for lamps, lanterns and switch lamps, and economy exercised in its use.

I expect to keep a close check on the amounts of oil used in the future and any section foreman using excessive amounts will be investigated and disciplined if the occasion warrants.

Commencing at once and until further notice, switch lamps should not be lit, and during this time they should be removed from switch stands and stored.

JAS. HANAHAN,  
Asst. Supt. in Charge of Track.

#### COVENANT REQUIRED OF CONTRACTORS.

Department of the Interior,  
Washington, April 25, 1919.

#### Order:

Hereafter all contracts made under this department shall contain the following form of covenant:

"The contractor expressly warrants that he has employed no third person to solicit or obtain this contract in his behalf, or to cause or procure the same to be obtained upon compensation in any way contingent, in whole or in part upon such procurement; and that he has not paid, or promised or agreed to pay, to any third person, in consideration of such procurement, or in compensation for serv-



ices in connection therewith, any brokerage, commission, or percentage upon the amount receivable by him hereunder; and that he has not, in estimating the contract price demanded by him, included any sum by reason of any such brokerage, commission, or percentage; and that all monies payable to him hereunder are free from obligation to any other person for services rendered, or supposed to have been rendered, in the procurement of this contract. He further agrees that any breach of this warrant shall constitute adequate cause for the annulment of this contract by the United States, and that the United States may retain to its own use any sums due or to become due thereunder in amount equal to any brokerage, commission, or percentage so paid, or agreed to be paid: Provided, however, it is understood that this covenant does not apply to the selling of goods through a bona fide commercial representative employed by the contractor in the regular course of his business in dealing with customers other than the Government and whose compensation is paid, in whole or in part, by commissions on sales made, nor to the selling of goods through established commercial or selling agents or agencies regularly engaged in selling such goods."

"FRANKLIN K. LANE, Secretary."

#### ROYDEN D. CHASE SUCCEEDS G. C. HAMMOND AS DISBURSING OFFICER.

Royden D. Chase, at present paymaster in the Anchorage disbursing office of the Alaskan Engineering Commission, has been appointed acting disbursing officer to succeed G. C. Hammond, who has resigned the position and who will leave early next week for the States. Mr. Hammond has accepted an auditorship in the classified service of the Bureau of Internal Revenue, United States Treasury Department. He will report to the headquarters of the bureau at Washington, D. C.

Mr. Hammond was first employed by the Alaskan Engineering Commission as special disbursing officer for the Fairbanks Division in 1914. He came to Anchorage as special disbursing officer of the Anchorage Division in April, 1915, and has since remained here. Before coming to Alaska, he was employed in the office of the Paymaster General in the Navy Department at Washington, D. C.

Mr. Chase has been employed by the Alaskan Engineering Commission on the Anchorage Division since April, 1915. He has been paymaster in the Anchorage disbursing office since April, 1917. Before coming to Alaska he was private secretary to the superintendent of the Coast and Geodetic Survey at Washington, D. C.

#### GENERAL DESCRIPTION GIVEN OF LAND TAKEN OUT OF CHUGACH NATIONAL FOREST.

Information setting forth in a general way the location of the 281,000 acres of land in the Chugach National Forest recently ordered by the President of the United States to be restored to entry has been received from the office of the Secretary of the Interior, Washington, D. C., by the land and industrial department of the Alaskan Engineering Commission. Of the 281,000 acres, which will be restored under the proclamation, 100,170 acres are surveyed. The excluded land is in two non-contiguous areas. One of these, which is largely surveyed, sets forth the information from Washington, is situated along Knik and Turnagain Arms and the Government Railroad, in the vicinity of Anchorage, and the other consists of a strip three miles wide along Cook Inlet and Kachemak Bay between Kasilof and Fox Rivers, with some surveyed land along Kachemak Bay.

Available information indicates that scattered throughout both areas are many tracts which have agricultural possibilities.

Detailed descriptions of the excluded areas by range, township and section are expected in the near future.

The land will become subject to entry only under the homestead laws requiring residence at and after 9 a. m. July 9 and to settlement and other disposition on and after July 16.

#### LINEMEN ARE OVERHAULING TELEPHONE WIRE SOUTH OF TALKEETNA.

Maintenance linemen of the telephone branch of the telegraph and telephone department of the Alaskan Engineering Commission, reports John J. Longacre, acting superintendent of the Department, are overhauling the brush line South of Talkeetna. This line is in bad shape as a result of conditions incident to the winter break-up.

On Turnagain Arm, the line between Potter and Indian Creek is being overhauled, slack pulled, poles re-tamped and material along the right-of-way gathered. A part of the abandoned line at Rainbow, Falls Creek and Indian Creek has been recovered.

One telephone was installed in the week ended May 24 in Anchorage and one was discontinued. Two long-distance telephones were disconnected and one was moved.

In the electric light and power branch of the department, six meters were "cut in" and eight were "cut out" in Anchorage.

#### REGULATIONS RECEIVED IN REGARD TO SALE OF TOWN LOTS IN TALKEETNA.

Regulations for the sale of lots within the recently surveyed townsite of Talkeetna, which is on the Government Railroad 113 miles North of Anchorage, are contained in an executive order issued by the President of the United States and just received here. Before a sale can be held, however, the plat of the townsite lots, as surveyed by representatives of the United States Land Office at Juneau, must be approved by the Commissioner of the General Land Office at Washington, D. C., and a sales agent must qualify, by filing an adequate bond, to act for the Government in the disposal of the lots.

Approval by the Commissioner of the General Land Office of the plat made by the Juneau Land Office and official notice of the acceptance of the bond filed by the sales agent may be expected in any mail. Immediately on their receipt, arrangements can be made to sell the lots at Talkeetna in accordance with the President's order. The text of the order follows:

##### "EXECUTIVE ORDER

"Alaska.

"Regulations for sale of lots within the Talkeetna Townsite, Alaska.

##### Method of Sale.

"It is hereby ordered that the sale and disposition of lots in the Talkeetna Townsite, Alaska, pursuant to the Act of Congress approved March 12, 1914, (38th Statutes at Large, page 305) shall be governed by Executive Order No. 2418, dated July 11, 1916, providing for the sale of the Federal and Cliff additions to the Townsite of Seward, Alaska, except as hereinafter provided.

##### Occupants and Owners of Improvements.

"A preference right to purchase, at the appraised price, may be accorded to any person who by himself or his predecessors in interest prior to the date of the survey of said

Talkeetna Townsite on September 16, 1918, was an actual resident on any lot or lots within what is now included in the surveyed Talkeetna Townsite, or who placed valuable and permanent improvements thereon and who has continued such residence, or who is the owner of such improvements on the date of sale: Provided, That such preference right of purchase must be exercised by the claimant or any lawfully constituted agent in his behalf, by filing application to purchase such lot or lots, with the Superintendent of Sale, at his office in Anchorage, Alaska, at least ten days prior to the published notice of sale, showing that prior to September 16, 1918, he was either an actual resident upon the lot applied for or had substantial and permanent improvements thereon, and that such residence or ownership has been maintained to the date of filing such application. Upon the filing of such application the Superintendent of Sale will inquire into the facts as stated in the application to purchase and if he finds the statements as to residence and ownership of improvements to be true he shall receive the purchase price for such lot or lots and will issue his memorandum receipt therefor as provided by Executive Order No. 2214 of June 19, 1915.

#### Forfeiture of Preference Right.

"All preference rights of entry of actual residents or owners of improved lots, which have not been applied for, as herein provided, on the date fixed for the public sale, will be forfeited, unless a contest be pending thereon as hereinafter provided, and such lot or lots will be offered at public outcry in their regular order with other unimproved and unclaimed lots.

#### Conflicts—Hearings.

"If two or more persons shall claim the same lot or lots, the Superintendent of Sale shall forward the application or applications, without action to the register and receiver of the United States Land Office at Juneau, Alaska, who shall order hearing thereon and the rights of the applicants shall be determined as in ordinary contest cases, under the Rules of Practice. Hearings will also be allowed where a sufficient contest or protest affidavit is filed against an application on or before the date fixed for the public sale, but no purchase money will be collected from the applicants until the final determination of the case, whereupon the successful applicant will be required to pay the purchase price within thirty days from notice thereof.

"Executive Order No. 2214, issued June 19, 1915, and all other orders conflicting herewith are hereby modified to conform with this order, in so far as the sale and disposition of the lots in said townsite are concerned.

"WOODROW WILSON.

"The White House, 8 April, 1919.

"[No. 3072.]"

#### Terms of Purchase.

That part of Executive Order No. 2418, of July 11, 1916, which governs the sale of lots in the Federal and Cliff additions to the Townsite of Seward and which is made applicable to the sale of lots at Talkeetna, reads as follows:

"No lot will be sold for less than \$25 and no bid exceeding that amount will be accepted unless made in multiples of five dollars; the minimum of \$25 on each lot sold for less than \$50 must be paid in cash within said specified time and the remainder within one year from the date of the register's certificate of sale or the entire purchase price may be paid at the time of sale. The successful bidder will be given by the Superintendent of Sale a memorandum certificate for identification purposes, showing name and address of bidder, lot, and amount of bid, and the bidder

must file it with the Superintendent of Sale before the close of the next succeeding sale day, or the next business day, if bid is accepted on last sale day, together with his application to purchase the lot properly filled and signed and accompanied by the cash payment required by these regulations.

#### Form of Application.

"The application should be in substance as follows:

"I, ....., post office address ....., having been declared the successful bidder for lot No. ...., Block No. ...., in the ..... Addition to Seward, Alaska, as delineated and designed on the approved plat thereof, containing ..... square feet, do hereby apply to purchase said lot, subject to all the regulations governing the sale thereof, and agree to pay therefor the amount bid by me, viz.: ..... dollars (\$.....), on the terms prescribed by said regulations, and upon failure to pay any installment on or before the day the same becomes due, all rights under this application, together with the payments theretofore made, may be forfeited to the United States by the Secretary of the Interior."

#### Preference Purchase Applications.

The form of application for preference right to purchase lots in Talkeetna follows:

"Department of the Interior,  
"Land Office at Juneau, Alaska.

"I ..... of ..... do hereby apply to purchase under the Act approved March 12, 1914 (38 Statute at Large 305) Lot No. .... in Block No. .... in the townsite of Talkeetna, Alaska, as delineated and designated on the plat of survey of said townsite, containing ..... at the appraised price of ..... basing said application on actual residence and ownership of improvements as follows: .....

"Applicant.

"I hereby certify that the foregoing application was signed and acknowledged before me this ..... day of ..... 19..... at .....

Official designation of Officer.

"I hereby certify that I have inquired into the facts stated in the foregoing application as to occupancy and improvements and find them on the best information obtainable to be true and that the appraised price thereof is .....

"Superintendent of Sale."

#### Issuance of Memorandum Receipts.

That part of Executive Order No. 2214, of June 19, 1915, which provides for the issuance of memorandum receipts by the Superintendent of Sales to preferential occupants and owners of improvements and which is made a part of the Executive Order governing the sale of lots in Talkeetna, reads as follows:

"The Superintendent of Sale will issue a memorandum receipt to the bidder for the money paid, describing the lot purchased, and he will as soon thereafter as possible deposit with the receiver of the proper land office the money received, and file with its officers the papers deposited with him by said bidder, together with his certificate as to successful bidder. Thereupon, if no objection appears, the register will issue his certificate of sale in duplicate and transmit the duplicate copy to said bidder."

## HONEST CITIZENS ARE ASKED TO HELP BRING TAX DODGERS TO JUSTICE.

To the Anchorage Council of Defense, as well as to all honest citizens not connected with any Governmental or quasi-Governmental organization, an appeal has been issued by Daniel C. Roper, Commissioner of Internal Revenue, for aid in bring tax dodgers to justice. The appeal is directed to every community in the Nation.

"In justice to the man who honestly and promptly meets his income tax obligation the heavy penalties provided by the revenue bill for failure or refusal must and will be strictly enforced," says Commissioner Roper. "Congress has carefully differentiated between the person who fails and the person who 'willfully refuses' to file his return and pay his tax within the time limit prescribed by law. Offenders of the first class are subject to a fine of not more than \$1000 and those of the second class to a fine of not more than \$10,000, or imprisonment for one year, or both, together with the cost of prosecution.

"Ignorance of the law can not consistently be offered as an excuse by the man who fails to file his income tax on time. Wide publicity has been given the provisions of the new revenue bill. The vast majority, therefore, of the American people know the demands of the Government.

"Certainly, no consideration can be shown the man who 'willfully refuses' or in any way attempts to evade his just share of the tax imposed by his Representative in Congress for the support of the war. Fortunately, I am anticipating few such cases. I believe the majority of persons subject to the tax have paid their just obligations this year, as last, cheerfully and willingly. But the duty of the honest man does not end with the payment of his own tax. I call upon him for aid in bringing into camp the tax slacker.

"The Bureau of Internal Revenue has at its command innumerable sources for rounding up the tax delinquent. The revenue bill provides that as soon as practicable there shall be prepared and made available to public inspection in the office of each collector and in such other places as the Commissioner of Internal Revenue may determine, lists containing names and post office addresses of all persons making income tax returns in each district. This, together with the 'information at source' provision of the act, provides the bureau with ample groundwork for determining its course in regard to prosecution of delinquents."

## FEDERAL LAW PLAINLY SUSPENDS ASSESSMENT ON MINING CLAIMS IN ALASKA.

Judging from inquiries, there seems to be doubt among mining claim owners as to whether assessment work has been suspended by congressional enactment for the year 1919. In 1917, a law was passed by Congress expressly suspending such work on claims in the United States. As the argument was advanced that the legislation did not include Alaska, a joint resolution was adopted in February, 1919, explicitly extending the legislation to this Territory.

## DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements at the office of the Anchorage Division of the Alaskan Engineering Commission for the week ended May 21, 1919, totaled \$470.97. Salaries and wages amounted to \$347.41; special deposit account, \$41.00, and other expenses, \$82.56.

## ANCHORAGE TIDE PREDICTIONS.

The tide predictions at Anchorage for the month of May, 1919, are given in the following table:

Date	Time and height of low and high water.			
Sunday, June 1	3.03	8.13	3.26	9.39
	1.6	32.8	5.4	32.0
Monday, June 2	3.19	9.37	4.13	10.30
	2.2	31.1	-3.3	31.0
Tuesday, June 3	4.40	10.35	4.58	11.23
	3.1	29.2	-0.7	30.0
Wednesday, June 4	5.33	11.36	5.53	.....
	4.1	27.5	2.0	.....
Thursday, June 5	6.15	6.28	12.37	6.48
	29.1	4.9	26.1	4.5
Friday, June 6	1.07	7.27	1.35	7.46
	28.5	5.3	25.4	6.3
Saturday, June 7	1.58	8.27	2.31	8.46
	28.2	5.0	25.2	7.4
Sunday, June 8	2.46	9.25	3.25	9.44
	28.2	4.0	25.5	7.6
Monday, June 9	3.33	10.19	4.17	10.35
	28.5	2.5	26.2	7.2
Tuesday, June 10	4.19	11.09	5.05	11.27
	29.1	0.8	27.2	6.4
Wednesday, June 11	5.02	11.55	5.51	.....
	29.5	-0.8	28.2	.....
Thursday, June 12	5.13	5.45	12.38	6.36
	5.7	30.2	-2.1	29.1
Friday, June 13	6.59	6.25	0.21	7.20
	5.0	30.6	-2.1	29.8
Saturday, June 14	1.41	7.04	2.02	8.03
	4.5	29.7	-3.5	30.2
Sunday, June 15	2.24	7.41	2.43	8.44
	4.3	30.6	-3.3	30.2
Monday, June 16	3.06	8.16	3.24	9.26
	4.3	30.1	-2.6	30.1
Tuesday, June 17	3.49	8.53	4.06	10.09
	4.5	29.4	-1.4	29.7
Wednesday, June 18	4.31	9.36	4.49	10.53
	4.8	28.5	0.3	29.3
Thursday, June 19	5.19	10.34	5.35	11.41
	5.0	27.4	2.2	28.0
Friday, June 20	6.11	11.50	6.26	.....
	5.0	26.4	4.1	.....
Saturday, June 21	6.32	7.08	1.02	7.25
	28.9	1.7	26.0	5.8
Sunday, June 22	1.26	8.09	2.08	7.30
	29.2	3.8	26.1	6.9
Monday, June 23	2.21	9.13	3.10	8.33
	29.8	2.2	26.8	7.0
Tuesday, June 24	3.16	10.12	4.05	10.33
	30.6	0.1	27.9	6.2
Wednesday, June 25	4.10	11.03	5.04	11.24
	31.6	-2.2	29.3	5.1
Thursday, June 26	5.02	11.59	5.53	.....
	32.6	-4.2	30.6	.....
Friday, June 27	6.17	5.54	12.47	6.50
	3.7	33.3	-5.6	31.7
Saturday, June 28	1.10	6.46	1.35	7.40
	2.3	33.6	-0.2	32.4
Sunday, June 29	1.53	7.38	2.21	8.28
	1.3	33.4	-6.0	32.6
Monday, June 30	2.43	8.28	3.06	9.16
	0.8	32.6	0.0	32.4

The tides are placed in order of occurrence, with their times on the first line and heights on the second line of each day. A comparison of consecutive heights will indicate whether it is high or low water. Heights are reckoned from mean lower low water, which is 0, and the datum of soundings on the Coast and Geodetic Survey charts for this region. The depth of water may accordingly be estimated by adding the tabular height of the tide to the soundings, unless a minus (-) sign is before the height, in which case it is to be subtracted. The time is legal standard established by act of the United States Congress for the meridian 150 degrees West. All hours later than 12 noon appear in bold-faced type; ante meridian figures are given in the ordinary light-faced type.

## CORRECTIONS FOR TURNAGAIN ARM POINTS AS COMPARED WITH ANCHORAGE.

Location	Time of Tide	High Water
Fire Island	35 min. earlier	3.0 ft. lower
Forster Creek	35 min. earlier	0.4 ft. higher
Sheep Creek	32 min. earlier	0.7 ft. higher
McHugh Creek	30 min. earlier	0.9 ft. higher
Rainbow Creek	28 min. earlier	1.2 ft. higher
Falls Creek	25 min. earlier	1.4 ft. higher
Indian Creek	18 min. earlier	1.5 ft. higher
Bird Creek	8 min. earlier	1.9 ft. higher
Bird Point	15 min. later	2.5 ft. higher
Sunrise	35 min. later	2.8 ft. higher

Heights of low water are approximately the same. Heights are reckoned from Mean Lower Low Water at Anchorage.



**PERSONAL**

Charles Diamond, a locomotive fireman, returned to Potter after a brief visit in Anchorage last week.

William McInnis, steam shovel foreman, is out of the hospital, having recovered from a recent surgical operation.

Daniel Leech, assistant superintendent of construction with headquarters on Turnagain Arm, was in Anchorage over Sunday.

K. Lazaross, a carpenter's helper at the Alaskan Engineering Commission's coal mine at Eska, came to Anchorage in the past week.

J. P. Park, who was foreman of bridge and building gang No. 7, which worked on the construction of the Talkeetna River bridge, has resigned and will leave on the next Southbound voyage of the steamship Alameda for Seattle.

Ross R. Cole, formerly a dispatcher here and now a lieutenant in the Signal Corps in service in France, writes that he expects to return to the United States about July 1. The letter from him was received by N. P. Hansen, of the telegraph and telephone department.

Miss Blanche V. Patterson has resigned as clerk in the accounting department and will be a passenger for the States on the next sailing of the Alameda. Miss Alice Nyberg, who formerly was stenographer in the maintenance of way department, has been employed by the accounting department.

Anton Eide, superintendent of the Alaska Road Commission for this district, visited Anchorage last week to arrange for road improvement work. He obtained from the Alaskan Engineering Commission a team of horses and some equipment, which will be sent to Wasilla, for the use of road workers operating from there.

David D. Vint, head draftsman for the Alaskan Engineering Commission; Mrs. Vint, Mrs. B. C. Elmes, whose husband is a locomotive engineer on the Anchorage Division, and Miss Luella T. Gaskill, clerk in the stores department, visited Talkeetna last week. They left Anchorage Wednesday and returned Thursday.

Theodore Chapin, of the United States Geological Survey, whose headquarters are in Anchorage, made a trip last week with Mrs. Chapin to Matanuska. Mr. Chapin inspected the horses of the Alaskan Engineering Commission that are pasturing at Matanuska. He plans on arranging for the use of ten of them as pack animals for a Geological Survey party that will leave here in June. Most of the members of the party will come from the States.

**Anchorage Division Notes.**

The lot at the corner of Fourth Avenue and E Street, on which the townsite office building is located, has been leveled and planted to grass seed.

A flight of stairs at the West end of Fourth avenue will be built from the brow to the bottom of the hill there. Work on the undertaking began today.

Residents near the land set aside for a park in the neighborhood of the West end of Fifth avenue are clearing the ground of dead timber and thick underbrush. They are doing the work at their own expense.

Six hundred and ninety-four tons of coal were produced and 76 men were employed in the week ended May 17 at the mine operated by the Alaskan Engineering Commission at

Eska, reports Sumner S. Smith, head of the Commission's coal mining department. The driving of David East and of the cross-cut from Martin West to Shaw was continued. At the Commission's coal mine at Chickaloon in the week ended May 17, the men on the payroll numbered 33. The sinking of the East Slope and Airway and the driving of "F" West were continued at the Chickaloon mine.

**SURVEYING PARTY WILL LOCATE RAILWAY ROUTE THROUGH BROAD PASS.**

For the purpose of continuing this season the work of locating the route of the Government Railroad, T. W. Secrest, in charge of a surveying party, will leave Anchorage Wednesday morning for the Broad Pass country.

From Anchorage to Talkeetna, the journey will be made by train. At Talkeetna, the Alaskan Engineering Commission's gasoline power boat, Betty M., which left Anchorage last Sunday with the surveying party's equipment, will be boarded for the water trip to Indian River. At Indian River, the surveying party will establish its first camp and will spend about a week there investigating a new crossing of the Susitna River. After the completion of this work, the party will go to the East fork of the Chulitna River, from which place the surveyors will work North through the Broad Pass to Carlo Creek. From Carlo Creek, the party will continue through the Nenana Canyon to the end of steel South of Nenana in the Fairbanks Division, which is at Mile 365.53.

Thirty-six head of pack horses will be used by the surveying party. The animals will be taken from Anchorage to Talkeetna over the Railroad, and from Talkeetna they will be driven over the trail to Indian River.

The members of Mr. Secrest's party, besides himself, are E. R. Hinnant, field boss; Donald McDonald, draftsman; B. C. Welte, draftsman, a discharged soldier, who will arrive on steamship Alameda, which is due in Anchorage from Seattle early next week; George Cowgill, transit man, who is a passenger on the Alameda; W. Anderson, levelman; J. T. Kelsay, head chainman, a discharged soldier, who is a passenger on the Alameda; A. Klaiser, rear chainman; W. DeJohn, chairman; Gus Schogl, level rodman; Robert McDonald, topography rodman, who is a passenger on the Alameda; William Stolt, stakeman; Roscoe Bauman, rear flagman, a discharged soldier, who for the last several months has been employed in the Anchorage material yards of the stores department; George Rose and C. E. Waite, who are passengers on the Alameda, and Mat Casper, J. E. Coughlin, A. Dahl, G. Dahl, George Green, George Partin and H. V. Reardon, axmen; Frank Butterfield, head packer; Nick Boyer, J. Coffey, R. Frost, Ed. Maddox, Frank Wells and Lon Wells, packers; Luke Ying, cook, and J. McDonald, waiter.

**LINE BETWEEN MATANUSKA AND CHICKALOON WILL BE RE-STATIONED.**

Work of re-stationing the Government Railroad line between Matanuska and Chickaloon will be done by a surveying party in charge of Max J. Kuney. Originally the line was run from Chickaloon to Matanuska. It will be re-stationed, starting from Matanuska and running to Chickaloon. The surveying party and its equipment left Anchorage Monday morning. The members of the party, besides Mr. Kuney, are Harold Beeson, Arthur Frodenberg and Herbert Schell.

# ALASKA RAILROAD RECORD

VOL. III. ANCHORAGE, ALASKA, TUESDAY, JUNE 3, 1919.

NO. 30

## SNOWSLIDES NEAR MILE 76 ON TURNAGAIN ARM DIVISION REMOVED DURING PAST WEEK.

The last vestige of winter disappeared from the Government Railroad at Mile 76 during the past week when the snowslides that have prevented rail operation for the major portion of the winter and early spring at this point were entirely removed by the ditcher which has been at work there for several weeks, according to a report submitted by F. A. Hansen, engineer of maintenance of way, to William Gerig, engineer in charge of the Anchorage Division.

The ditcher has been moved from Mile 76 to Mile 71½ at Kern Creek, where it is working on a slide of smaller proportions. In addition to clearing away the slides at Mile 76, approximately 400 cubic yards of rock and mud were cast over by the ditcher.

The steam shovel working at Bird produced, in five working days, 3280 cubic yards of rock, most of which was used for riprapping along Turnagain Arm and filling at Bridge No. 18. One hundred yards were brought to Anchorage and dumped for riprap along Knik Arm, about one half mile South of the Anchorage depot.

The gang on Turnagain Arm that has been getting out snow shed poles was moved May 31 to a point opposite Potter Creek on the South side of Turnagain Arm and will continue the work of getting out poles for use in the proposed construction of snow sheds.

A skid pile driver for use on the new dock is being rigged up under the supervision of Foreman James Magill of the bridge and building department.

Twenty-five men for lining and surfacing track on Turnagain Arm and North of Matanuska on the main line have been added to the various section gangs during the week.

## NEW WORK COMMENCING ON SEWARD END OF GOVERNMENT RAILROAD.

Work in clearing ditches and minor slides from the Government Railroad in Mile 12 on the Seward Division was commenced during the past week, according to a report of R. J. Weir, engineer in charge of the division. A section gang consisting of 12 men was put to work at this point on the line.

Thirteen hundred and eighty cubic yards of solid rock were excavated by a Marion steam shovel at work on job No. 24 in Mile 23. The rock was distributed in Miles 2, 20 and 24. A seven and one-half-foot open deck culvert was constructed in Mile 23.

A carpenter gang at work in Mile 40 completed the frame work for the housing of the water tank, in addition

to having poured concrete for the pump house foundation.

Track was relaid from Mile 22 to Mile 22½. At Mile 52 the excavation of the North approach to tunnel No. 2 has been completed. Nelson & Co. on tunnel No. 3 in Mile 53 have 323 lineal feet of tunnel enlarged to standard section.

Bridges Nos. 126, 127, 128, 129, 130, 131 and 132 have been completed and temporary runoffs have been constructed for train service. The pile driving on bridge No. 121 in Mile 62 was completed during the past week.

Station contractors driving coyote holes for work being done in Mile 67 by the Bucyrus steam shovel drove a total of 165 lineal feet during the week.

The mechanical department was engaged in the heavy repairs to engine No. 11 and light running repairs to engines Nos. 278, 285 and 20. The 10 flat cars recently received from Seattle on the steamer Anyox have been assembled and are ready for service.

The payroll force on the Seward Division last week numbered 294.

## ENGINEER IN CHARGE MAKES BRIEF VISIT TO TOWN OF TALKEETNA.

William Gerig, engineer in charge of the Anchorage Division, made a trip last week to Talkeetna accompanied by W. J. S. Fogelstrom, bridge engineer, for the purpose of viewing the new bridge, completed this spring, across the Talkeetna river at Talkeetna. Mr. Gerig left Anchorage last Wednesday morning, going on the regular train as far as Montana Creek, and from there on the gasoline speeder in operation between Montana Creek and Talkeetna. He returned Thursday to Anchorage. Not the slightest damage, said Mr. Gerig, was caused to the bridge or its approaches by the recent high water or by the ice being freed from the Talkeetna River.

## GOES TO KETCHIKAN TO INVESTIGATE NEWS- PAPER PROPOSITION.

David B. Tewkesbury, acting manager of the Anchorage townsite and editor of the Alaska Railroad Record, left on the steamer Alameda for Ketchikan where he will investigate a newspaper proposition that has been made to him. Mr. Tewkesbury has been granted a leave of absence for a period of 30 days and in the event the conditions at Ketchikan prove unsatisfactory he will return to Anchorage and resume his work with the Alaskan Engineering Commission. Before sailing Mr. Tewkesbury was presented with a pair of nugget and old ivory cuff links by the employees of the land and industrial department and the Anchorage townsite.

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.17.

## NUMBER OF TELEPHONES IN USE IN UNITED STATES REACHES INTO MILLIONS.

Eleven million seven hundred and thirteen thousand two hundred and twenty-eight telephones, one to every nine persons or every two families were in use in the United States at the close of the year 1917, according to a circular letter recently received from Director Sam L. Rogers of the Bureau of Census, Department of Commerce, by J. J. Longacre, acting superintendent of the telegraph and telephone department of the Alaskan Engineering Commission.

A summary of the director's report follows.

In addition to statistics for 1917, the report presents comparative figures for 1912 and 1907, with percentages of increase. The statistics for 1917 cover the Bell Telephone system—comprising all lines operated by the American Telephone and Telegraph Co. and its associate companies; independent telephone systems reporting annual incomes of more than \$5000; and independent telephone systems, including rural lines, reporting incomes of less than \$5000. They do not, however, include data for telephone lines maintained by steam and electric railways for use in connection with the operation of their roads; private lines in hotels, factories, etc.; or lines operated by Federal, State, or municipal offices.

Considerable increases are shown for both five-year periods, 1912-1917 and 1907-1912, covered by the report. The increase in the amount of business done was considerably greater during the later five-year period than during the earlier, but the increase in the wire mileage and the number of telephones was proportionally, though not absolutely, greater during the earlier period. During the five-year period 1912-1917 the number of systems or companies increased from 32,233 to 53,035, or at the rate of 64.5 per cent, as against 40.3 per cent for the preceding five years.

### Wire Mileage Increase.

The wire mileage increased during the same period from 20,248,326 to 28,827,091, or by 42.4 per cent, as against 55.8 per cent for the preceding five-year period. The number of telephones increased from 8,729,592 to 11,713,228, or at the rate of 34.2 per cent, as compared with 42.7 per cent for the five years 1907-1912. The estimated number of messages or talks increased from 13,736,000,000 to 21,842,000,000 or by 59 per cent, as compared with 20.9 per cent for the five years preceding. The total number of employees in 1917 was 262,622, an increase of 43.2 per cent as compared with 1912; and their salaries and wages aggregated \$175,668,299, an increase of 82.9 per cent over the 1912 figure. The income from all sources in 1917 amounted to \$391,476,926, an increase of 53.5 per cent over 1912; and the expenses and fixed charges were \$319,116,293, or 56.6 per cent more than in 1912. The total value of plant and equipment in 1917 amounted to \$1,492,230,081, an increase of 32.8 per cent as compared with 1912. For the 10-year period 1907-1917 the percentages of increase in the more important items covered by the table were: Salary and wage payments, 157.3; expenses and fixed charges, 126.6; wire mileage, 121.8; total income, 112.2; number of messages or talks, 92.1; number of telephones, 91.4; number of employees, 82.2; value of plant and equipment, 80.8.

The Bell Telephone system reported, for 1917, 62.6 per cent of the total number of telephones, 80.3 per cent of the total wire mileage, and 76.4 per cent of the total value of plant and equipment. In addition to the 7,326,862 telephones directly owned by this system, there were 3,164,902

independently owned telephones which were connected with the Bell lines and exchanges for the interchange of local and long-distance service. The Bell service, therefore, reaches 10,491,764 telephones, or 89.6 per cent of the total number reported.

## BIG ORDNANCE PLANT ABANDONED AS RESULT OF CLOSE OF WAR; ESTIMATED COST \$150,000,000.

The following statement authorized by the office of the Chief of Ordnance shows to what extent the plans of the United States had reached in the matter of prosecuting the world war:

"The Neville Island ordnance project is to be entirely abandoned within the next few months. The buildings which have been erected there will eventually be torn down and the island restored to its original owners.

"The rumor has been prevalent for some time that Neville Island would become the principal ordnance storage depot of the Eastern United States. No such plan is contemplated. The island will continue to be used for storage purposes so long as needed to relieve congestion at other ordnance depots, but as soon as this need is over the large quantities of material which are now stored there will be removed and the buildings salvaged.

"All contracts with the United States Steel Corporation for construction work at Neville Island have been canceled. Such tools and other equipment as is nearing completion will be finished, and transferred to various Government arsenals so far as required by the peace time program of the Ordnance Department. Other tools which are suitable for commercial uses will probably be placed upon the market, care being taken to do this in such a way as not to disturb market conditions unduly.

"The Neville Island project as originally planned by the Ordnance Department was one of the largest single undertakings of the war. Its estimated cost was \$150,000,000, and in size and capacity it was to be larger than either the Krupp Works at Essen or the Creusot Works in France. It was planned with a capacity sufficient to produce fifteen 14-inch, 50-caliber rifles per month and forty thousand 14-inch and 16-inch projectiles per month. One hundred and sixty-five of these immense rifles were to be turned out in time to be transported to France and on the firing line before May 1 of next year.

"The plans called for buildings covering an area of 573 acres, and a permanent force of more than 20,000 men. While intended during the present war for the manufacture of 14-inch guns only, the plans provided equipment capable of handling 16-inch and 18-inch guns. The immensity of the machinery required is indicated by the fact that an 18-inch gun weighs approximately 510,000 pounds.

"The 14-inch guns which it was proposed to produce would have necessitated the handling of single ingots of steel weighing 400,000 pounds each, and the production of 15 guns of this size and 40,000 projectiles would have required steel ingots totaling 100,000,000 pounds a month. The machinery for forging and finishing these guns was as extraordinary in size as that needed for the handling of the immense ingots of steel. The forging machinery which has been ordered included four hydraulic presses with a capacity of 6,500 tons each.

"The fact that a plant was under way for the construction of such enormous numbers of heavy weapons of offense was ample proof of the willingness of the American people to go the whole way in waging the war, and was a convincing factor in persuading the Germans of the uselessness of continuing the war.



### GENERAL LAND OFFICE INTERPRETS REGULATION SUSPENDING 1918 PAYMENT ON LOTS.

In answer to an inquiry concerning the suspension of the 1918 payment on lots within the townsite of Anchorage, Matanuska, Nenana and Wasilla, the Land and Industrial Department is in receipt of the following communication from the Commissioner of the General Land Office at Washington, D. C.:

"You are advised that by recent executive order, all payments for lots in the townsites of Anchorage, Matanuska, Nenana and Wasilla falling due in August, 1918 and thereafter becoming due, were extended one year. Of course patent cannot issue until all payments have been made. Therefore lot holders who avail themselves of the privilege granted extending the time could not receive their patent under the regulations until 1921 or such time as they shall have made full payment for the land and otherwise complied with the regulations. If, however, any lot holder should make full payment for his lot and otherwise comply with the regulations until the expiration of the five-year period from the date of the register's certificate of sale, he would then be entitled to his patent.

"I do not think that a lot holder can be allowed to apply the payment made in 1918 to the payment falling due in 1919. However, the payment falling due in 1918 under the old regulations, extended by said order, he could avail himself of the extension of time on that if he so desires.

"Very respectfully,

(Signed) "CLAY TALLMAN, Commissioner."

### LAND IN ALASKA TOWNSITE RESERVED FOR GOVERNMENT USE.

The following executive order has been received from the office of the President of the United States by the land and industrial department of the Alaskan Engineering Commission:

#### "EXECUTIVE ORDER

"Alaska

"Reservation for Government Use.

"By virtue of the power and authority vested in and conferred upon me by the laws of the United States in that behalf made and provided, it is hereby ordered that lots 12 and 13 in Block 9 and the street between said lots as shown upon the plat of Wrangell Townsite, Alaska, approved September 12, 1917, be and the same are hereby withdrawn from settlement, location, sale, entry, or other disposition and reserved and set aside for the use of the Government of the United States to be under the control of the Treasury Department.

"WOODROW WILSON.

"The White House, 16 April, 1919.

### BANQUET AND DANCE GIVEN IN HONOR OF DEPARTING OFFICIALS.

G. C. Hammond, special disbursing officer, and Harry G. Locke, port engineer at the marine ways for the Alaskan Engineering Commission were guests of honor at a banquet tendered them last Thursday evening at the general mess hall and at a dance given later in the evening at the soldiers' mess hall. A hundred guests attended the banquet. W. R. Manning, general storekeeper, acted as toastmaster. Toasts, in which the general expressions of regret at the departure of the officials were of frequent occurrence, were responded to by Mr. William Gerig, engineer in

charge of the Anchorage Division; Weldon L. Durham, of the maintenance of way department; R. D. Chase, special disbursing officer, who assumes the duties of Mr. G. C. Hammond; Mr. J. H. Dunn, recently elected principal of the Anchorage public school; R. N. Moyer, assistant cashier of the Bank of Alaska; B. H. Barndollar, examiner of accounts, and Archie Adams, special machinist. Before his departure on the steamer Alameda Mr. Hammond was presented with a diamond scarf pin by the employees of the disbursing office and Mr. Locke with a watch suitably engraved and a nugget chain by employees of the marine ways. Mr. Hammond will visit his home in Edinburg, Va., before assuming his new duties with the United States Treasury office at Washington, D. C., and Mr. Locke will after a brief visit at his home in Mobile, Alabama, be connected with the United States Coast and Geodetic Survey with headquarters at Washington, D. C. Mr. Locke will be succeeded by Archie Adams.

### MASTER MECHANIC SUBMITS PROGRESS REPORT FOR WEEK ENDING MAY 31.

Engine service for operation of trains during the week ending May 31, according to the report of E. P. Hedberg, master mechanic, was as follows: Mixed train service, engine 620, two days; engine 264, five days. Yard service, engine 225, six days. Work train service, engine 266, five days; engine 277, five days. Transportation service between Montana and Talkeetna was handled by motor car No. 7 with three push cars. Running repairs were made to engines Nos. 620, 221, 225 and 264. Progress continued in overhauling engine 265, the repair work being 65 per cent complete. Fifteen freight cars, eight work train cars and two passenger train cars were repaired in the car shop. Fourteen tons of coal is the daily coal consumption at the power plant for the week reported. Other branches of the mechanical department were occupied in making general repairs to equipment now in the various shops.

### PLACES FOUND FOR 4,000,000 BY U. S. EMPLOYMENT SERVICE.

More than 4,000,000 persons have been placed in employment through the United States Employment Service since its reorganization in January, 1918, according to an official report just made public by the Department of Labor. Approximately 3,000,000 were men and women found for war industries up to the signing of the armistice, while the other million has been mostly soldiers, sailors, and civilian war workers placed in peace-time jobs.

"Contributions of funds and personal services rendered during the past week, the department also announced, assures that the United States Employment Service can continue at least 60 per cent of its former offices until Congress appropriates funds. The latest returns show that in every State one or more offices of the service will be maintained, while in a number of States no curtailment at all will be necessary. These outside funds come from State and city treasuries, welfare and church organizations, chambers of commerce, labor organizations, soldiers and sailors themselves, and private individuals."

### DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements at the office of the Anchorage Division for the Alaskan Engineering Commission for the week ending May 31, 1919 totaled \$35,319.90. Salaries and wages were \$34,122.69; compensation, \$24.36; special deposit, \$325.00, and other expenses, \$847.85.

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

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

## OFFICIAL CIRCULARS.

### Anchorage Division.

#### INSTRUCTIONS GIVEN ENGINEMEN.

Department of the Interior,  
Alaskan Engineering Commission  
Office of Master Mechanic.

Circular No. 58: Anchorage, Alaska, May 26, 1919

#### ALL ENGINEMEN:

Under no circumstances should the netting door be removed or the front end netting or other appliances of locomotive boilers be disturbed in any other way by you. If any changes or repairs are needed to the front end of boilers you will please report such work and it will be properly taken care of at the shops.

E. P. HEDBERG, Master Mechanic.

Approved: WM. GERIG,  
Engineer in Charge.

#### GAMBLING PROHIBITED IN COMMISSION CAMPS.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, May 4, 1917.

Circular No. 207:

#### TO ALL CONCERNED:

Section 2032, Compiled Laws of Alaska, prohibits gambling of any description with cards, etc., where the game is played for money, checks, credit, etc., and provides a maximum penalty of \$500 and costs or imprisonment in default not to exceed one year imprisonment.

Information has reached this office that gambling games have been carried on in a number of bunkhouses and camps of the Commission.

District engineers will at once advise all assistant engineers, resident engineers and timekeepers, and others in authority at the various camps, that this practice must not be allowed. Any disregard of the law in this respect will be severely dealt with.

F. MEARS, Commissioner.

This circular is still in effect and all concerned will see that it is enforced. All social games and loud talking in quarters where likely to disturb employees who want to sleep must stop promptly at 10 o'clock, p. m.

WM. GERIG, Engineer in Charge.

#### A. O. ADAMS PORT ENGINEER.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, May 31, 1919.

Circular No. 379:

#### TO ALL CONCERNED:

Effective June 1, 1919, Mr. A. O. Adams is appointed port engineer, succeeding Mr. H. G. Locke, resigned. Reporting to the engineer in charge.

WM. GERIG, Engineer in Charge.

#### MEDAL MADE FROM CAPTURED GERMAN CANNON RECEIVED BY VICTORY LOAN WORKER.

For services performed during the recent Victory Loan campaign in securing subscriptions Harry G. Locke, recently port engineer at the marine ways for the Alaskan Engineering Commission, has been awarded a medal by the United States Treasury Department, made from captured German cannon. The award was made through a letter from Governor Thomas Riggs, jr., to Mr. William Gerig, engineer in charge of the Anchorage Division.

The letter from Governor Riggs follows:

Juneau, Alaska, May 1, 1919.

Mr. William Gerig,  
Engineer in Charge,  
Anchorage, Alaska.

Dear Sir: I take pleasure in enclosing herewith a medal issued by the United States Treasury Department, which is awarded to Harry G. Locke for voluntary services performed in securing subscriptions to the Victory Liberty loan.

This medal, as you will note by the engraving thereon, is made from captured German cannon.

I trust that your work during the Victory loan campaign will enable your community to go "over the top," as has been the record of the Territory in all previous drives for Liberty Bonds.

Cordially yours,  
THOMAS RIGGS, Jr., Governor.

#### LAWS AND REGULATIONS FOR PROTECTION OF FISHERIES OF ALASKA.

In view of the fact that Anchorage has become the distributing center for a constantly growing fishing industry, the following rules and regulations for the carrying on of the industry will prove of interest:

#### An Act for the Protection and Regulation of the Fisheries of Alaska.

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That every person, company, or corporation carrying on the business of canning, curing, or preserving fish or manufacturing fish products within the territory known as Alaska, ceded to the United States by Russia by the treaty of March thirtieth, 1867, or in any of the waters of Alaska over which the United States has jurisdiction, shall, in lieu of all other license fees and taxes therefor and thereon, pay license taxes on their said business and output as follows: Canned salmon, four cents per case; pickled salmon ten cents per barrel; fertilizer, twenty cents per ton. The payment and collection of such license taxes shall be under and in accordance with the provisions of the Act of March third, 1899, entitled 'An Act to define and punish crimes in the District of Alaska, and to provide a code of

criminal procedure for the district,' and amendments thereto.

"Sec. 2. That the catch and pack of salmon made in Alaska by the owners of private salmon hatcheries operated in Alaska shall be exempt from all license fees and taxation of every nature at the rate of ten cases of canned salmon to every 1000 red or king salmon fry liberated, upon the following conditions:

"That the Secretary of Commerce may from time to time, and on the application of the hatchery owner shall, within a reasonable time thereafter, cause such private hatcheries to be inspected for the purpose of determining the character of their operations, efficiency, and productiveness, and if he approve the same shall cause notice of such approval to be filed in the office of the clerk or deputy clerk of the United States district court of the division of the district of Alaska wherein any such hatchery is located, and shall also notify the owners of such hatchery of the action taken by him. The owner, agent officer, or superintendent of any hatchery the effectiveness and productiveness of which has been approved as above provided, shall, between the thirtieth day of June and the thirty-first day of December of each year, make proof of the number of salmon fry liberated during the 12 months immediately preceding the thirtieth day of June, by a written statement under oath. Such proof shall be filed in the office of the clerk or deputy clerk of the United States district court of the division of the district of Alaska wherein such hatchery is located, and when so filed shall entitle the respective hatchery owners to the exemption as herein provided; and a false oath as to the number of salmon fry liberated shall be deemed perjury and subject the offender to all the pains and penalties thereof. Duplicates of such statements shall also be filed with the Secretary of Commerce. It shall be the duty of such clerk or deputy clerk in which office the approval and proof heretofore provided for are filed to forthwith issue to the hatchery owner, causing such proofs to be filed, certificates which shall not be transferable and of such denominations as said owner may request (no certificate to cover fewer than 1000 fry), covering in the aggregate the number of fry so proved to have been liberated; and such certificates may be used at any time by the person, company, corporation, or association to whom issued for the payment pro tanto of any license fees or taxes upon or against or on account of any catch or pack of salmon made by them in Alaska; and it shall be the duty of all public officials charged with the duty of collecting or receiving such license fees or taxes to accept such certificates in lieu of money in payment of all license fees or taxes upon or against the pack of canned salmon at the ratio of 1000 fry for each ten cases of salmon. No hatchery owner shall obtain the rebates from the output of any hatchery to which he might otherwise be entitled under this Act unless the efficiency of said hatchery has first been approved by the Secretary of Commerce in the manner herein provided for.

"Sec. 3. That it shall be unlawful to erect or maintain any dam, barricade, fence, trap, fish wheel, or other fixed or stationary obstruction, except for purposes of fish culture, in any of the waters of Alaska at any point where the distance from shore to shore is less than 500 feet or within 500 yards of the mouth of any red-salmon stream where the same is less than 500 feet in width, with the purpose or result of capturing salmon or preventing or impeding their ascent to their spawning grounds, and the Secretary of Commerce is hereby authorized and directed

to have any and all such unlawful obstructions removed or destroyed.

"Sec. 4. That it shall be unlawful to lay or set any drift net, seine net, pound net, trap, or any other fishing appliance for any purpose except for purposes of fish culture, across or above the tide waters of any creek, stream, river, estuary, or lagoon, for a distance greater than one-third the width of such creek, stream, river, estuary, or lagoon, or within 100 yards outside the mouth of any red-salmon stream where the same is less than 500 feet in width. It shall be unlawful to lay or set any seine or net of any kind within 100 yards of any other seine, net, or other fishing appliance which is being or which has been laid or set in any of the waters of Alaska, or to drive or construct any trap or any other fixed fishing appliance within 600 yards laterally or within 100 yards endwise of any other trap or fixed fishing appliance.

"Sec. 5. That it shall be unlawful to fish for, take, or kill any salmon of any species in any manner or by any means except by rod, spear, or gaff, in any of the waters of Alaska over which the United States has jurisdiction, except Cook Inlet, the Delta of the Copper River, Bering Sea, and the waters tributary thereto, from six o'clock postmeridian of Saturday of each week until six o'clock antemeridian of the Monday following, or to fish for, or catch, or kill in any manner or by any appliances except by rod, spear, or gaff, any salmon in any stream of less than 100 yards in width in Alaska between the hours of six o'clock in the evening and six o'clock in the morning of the following day of each and every day of the week. Throughout the weekly close season herein prescribed, the gate, mouth, or tunnel of all stationary and floating traps shall be closed, and twenty-five feet of the webbing or net of the 'heart' of such traps on each side next to the 'pot' shall be lifted or lowered in such manner as to permit the free passage of salmon and other fishes.

"Sec. 6. That the Secretary of Commerce may, in his discretion, set aside any streams or lakes as preserves for spawning grounds, in which fishing may be limited or entirely prohibited; and when, in his judgment, the results of fishing operations in any stream, or off the mouth thereof indicate that the number of salmon taken is larger than the natural production of salmon in such stream, he is authorized to establish close seasons or to limit or prohibit fishing entirely for one year or more within such stream or 500 yards of the mouth thereof, so as to permit salmon to increase: Provided, however, That such power shall be exercised only after all persons interested shall be given a hearing, of which due notice must be given by publication; and where the interested parties are known to the department they shall be personally notified by a notice mailed not less than thirty days previous to such hearing. No order made under this section shall be effective before the next calendar year after same is made: And provided further, That such limitations and prohibitions shall not apply to those engaged in catching salmon who keep such streams fully stocked with salmon by artificial propagation.

"Sec. 7. That it shall be unlawful to can or salt for sale for food any salmon more than forty-eight hours after it has been killed.

"Sec. 8. That it shall be unlawful for any person, company, or corporation wantonly to waste or destroy salmon or other food fishes taken or caught in any of the waters of Alaska.

"Sec. 9. That it shall be unlawful for any person, company, or corporation canning, salting, or curing fish of any



species in Alaska to use any label, brand, or trade-mark which shall tend to misrepresent the contents of any package of fish offered for sale: Provided, That the use of the terms 'red,' 'medium red,' 'pink,' 'chum,' and so forth, as applied to the various species of Pacific salmon under present trade usages shall not be deemed in conflict with the provisions of this Act when used to designate salmon of those known species.

"Sec. 10. That every person, company, and corporation engaged in catching, curing, or in any manner utilizing fishery products, or in operating fish hatcheries in Alaska, shall make detailed annual reports thereof to the Secretary of Commerce, on blanks furnished by him, covering all such facts as may be required with respect thereto for the information of the department. Such reports shall be sworn to by the superintendent, manager, or other person having knowledge of the facts, a separate blank form being used for each establishment in cases where more than one cannery, saltery, or other establishment is conducted by a person, company, or corporation, and the same shall be forwarded to the department at the close of the fishing season and not later than December fifteenth of each year.

"Sec. 11. That the catching or killing, except with rod, spear, or gaff, of any fish of any kind or species whatsoever in any of the waters of Alaska over which the United States has jurisdiction, shall be subject to the provisions of this Act, and the Secretary of Commerce is hereby authorized to make and establish such rules and regulations not inconsistent with law as may be necessary to carry into effect the provisions of this Act.

"Sec. 12. That to enforce the provisions of this Act and such regulations as he may establish in pursuance thereof, the Secretary of Commerce is authorized and directed to depute, in addition to the agent and assistant agent of salmon fisheries now provided by law, from the officers and employees of the Department of Commerce, a force adequate to the performance of all work required for the proper investigation, inspection, and regulation of the Alaskan fisheries and hatcheries, and he shall annually submit to Congress estimates to cover the cost of the establishment and maintenance of fish hatcheries in Alaska, the salaries and actual traveling expenses of such officials, and for such other expenditures as may be necessary to carry out the provisions of this Act.

"Sec. 13. That any person, company, corporation or association violating any provision of this Act or any regulation established in pursuance thereof shall, upon conviction thereof, be punished by a fine not exceeding one thousand dollars or imprisonment at hard labor for a term of not more than 90 days or by both such fine and imprisonment, at the discretion of the court; and in case of the violation of any of the provisions of section 4 of this Act and conviction thereof a further fine of not more than \$250 per diem may, at the discretion of the court, be imposed for each day such obstruction is maintained. And every vessel or other apparatus or equipment used or employed in violation of any provision of this Act, or of any regulation made thereunder, may be seized by order of the Secretary of Commerce, and shall be held subject to the payment of such fine or fines as may be imposed.

"Sec. 14. That the violation of any provision of this Act may be prosecuted in any district court of Alaska or any district court of the United States in the States of California, Oregon, or Washington. And it shall be the duty of the Secretary of Commerce to enforce the provisions of this Act and the rules and regulations made thereunder. And it shall be the duty of the district attorney to whom

any violation is reported by any agent or representative of the Department of Commerce to institute proceedings necessary to carry out the provisions of this Act.

"Sec. 15. That all Acts or parts of Acts inconsistent with the provisions of this Act are, so far as inconsistent, hereby repealed.

"Sec. 16. That this Act shall take effect and be in force from and after its passage.

"Approved, June 26, 1906."

## WEEKLY FORCE REPORT.

### Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, May 24, 1919, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	5	3	9
Bridge Engineer .....	1	1	0	2
Drafting .....	1	5	0	6
Land and Industrial .....	1	1	0	2
Terminal Shops and Yards .....	2	8	31	41
Track, Bridge and Ballast .....	1	4	148	153
Receiving and Forwarding Agt. ....	1	4	24	29
Machine Shops .....	1	3	53	57
Marine Ways .....	1	1	42	44
Stores and Material Yard .....	1	12	55	68
Employment and Mess Bureau .....	1	2	14	17
Transportation .....	1	11	24	36
Disbursing Office .....	1	6	0	7
Accounting .....	1	10	0	11
Base hospital .....	1	2	9	12
Townsite .....	0	1	6	7
Telegraph and Telephone .....	1	6	16	23
Mining .....	2	6	101	109
Total .....	19	88	526	633

### ANCHORAGE MOSQUITOES WILL BE EXAMINED BY ARMY SURGEONS IN WASHINGTON, D. C.

Mosquitoes from the Anchorage district will be sent to the office of the Surgeon General of the United States Army in Washington, D. C., for examination by medical officers of the military branch of the Government.

An official announcement on the subject by the War Department reads as follows:

"Mosquitoes representative of all species occurring at camps or posts where troops of the United States are stationed are to be collected for the Army Medical Museum in Washington. At present the collection is incomplete and medical officers have been directed to see that collections of these insects are made at the times and in the manner prescribed in circular instructions being published.

"Collections of mosquitoes are to be made at each station at least biweekly, at three periods during the 24 hours, early morning from 5 to 6 a. m., midday, and after 7 p. m. The time of collection will vary in different latitudes, but observation will determine the time when the insects are most prevalent at each locality. They are to be collected by means of a suitable killer or by mosquito traps. The 'chloroform tube' is the best and most easily obtained killer, and mosquito traps are also useful. Shipments of the mosquitoes in lots of 25 each in specially prepared boxes are to be mailed by medical officers at camps to the curator, Army Medical Museum, Washington, D. C."

# SPEAKER OF HOUSE OF REPRESENTATIVES URGES PURCHASE OF WAR SAVINGS STAMPS.

Investment by the people in War Savings and Thrift Stamps to enable the Nation to pay the price of the victory achieved in the recent world war is urged in a circular letter received by William Gerig, engineer in charge of the Anchorage Division of the Government Railroad, from Representative Frederick H. Gillett, of Massachusetts, speaker of the House of Representatives. The letter follows:

"When the United States entered the great world conflict the people were asked to lend their dollars to help defray the war bills. The interest on these dollars which were invested in Liberty Bonds and War Savings stamps consisted not only in increased return of money, but in something more concrete. The money lent to the Government during the war helped to bring victory, the most precious dividend ever declared, and that victory is shared by all, even by those who did not lend their money to the Government.

"The Government is still in need of funds to meet our post-war obligations. If Victory means anything to us as Americans we should all be willing to do our share in meeting the obligations incurred in achieving that much-desired goal. The dividend to be declared this time will be possible because of the victory won. It will be a dividend manifested in terms of ships bringing back to us our brave boys who bled that we might live, in terms of increased happiness and prosperity and economic stability.

"By investing in government securities, War Savings and Thrift Stamps we are not only helping the Government in a very concrete way but are doing it by helping ourselves."

## S. S. ALAMEDA ARRIVES WITH BIG PASSENGER LIST AND 250 TONS OF GENERAL FREIGHT.

The S. S. Alameda arrived in Anchorage from the South at 4.40 p. m. Saturday, May 31, and sailed for Seattle on June 1 at 6.15 a. m. There were 86 first class passengers, 11 steerage and 250 tons of general freight for the local merchants.

The power boat Alenco, owned and operated by the Alaskan Engineering Commission, was again placed in commission last Tuesday.

The power boat Alaska, with Barge No. 106 in tow, arrived in port May 28 from Bird Creek with a cargo of lumber and returned the same day with a load of supplies for use at the new camp established by the Alaskan Engineering Commission on the South shore of Turnagain Arm.

The steamer Tyonic, owned and operated by the firm of McNally & Maitland, arrived from down the inlet June 1. The trip of the Tyonic was made for the purpose of standing inspection at the hands of the United States inspectors who arrived from Juneau on the steamer Alameda.

The Betty M., which was launched from the marine ways May 23, 1919, and sailed for Talkeetna at 12.30 May 25, 1919, was reported late Monday evening on a bar one mile South of Brown's Cache on the Susitna River. The voyage of the Betty M. was delayed en route by the supply of lubricating oil becoming exhausted. The stage of water now in the river at this point is several feet lower than the stage prevailing at this time last year. The Betty M. will be used in forwarding supplies from Talkeetna to Indian River, the base camp for the Seerist locating party, which will operate this season in the Broad Pass district between Indian River and the end of steel in the Nenana Division.

## ANCHORAGE TIDE PREDICTIONS.

The tide predictions at Anchorage for the month of June, 1919, are given in the following table:

Date	Time and height of low and high water.			
Sunday, June 1	3.03	8.43	3.26	9.39
	1.6	32.8	-5.1	32.0
Monday, June 2	3.49	9.37	4.13	10.30
	2.2	31.1	-3.3	31.0
Tuesday, June 3	4.10	10.35	4.58	11.23
	3.1	29.2	-0.7	29.0
Wednesday, June 4	5.33	11.36	5.53	.....
	4.1	27.5	2.0	.....
Thursday, June 5	6.15	6.28	12.37	6.48
	29.1	4.9	26.1	4.5
Friday, June 6	1.07	7.27	1.35	7.46
	28.5	5.3	25.1	6.3
Saturday, June 7	1.58	8.27	2.31	8.46
	28.2	5.0	25.2	7.1
Sunday, June 8	2.16	9.25	3.25	9.44
	28.2	4.8	25.5	7.6
Monday, June 9	3.33	10.19	4.17	10.35
	28.5	2.5	26.2	7.2
Tuesday, June 10	4.19	11.09	5.05	11.27
	29.1	0.8	27.2	6.1
Wednesday, June 11	5.02	11.55	5.51	.....
	29.7	-0.8	28.2	.....
Thursday, June 12	6.13	5.15	12.38	6.36
	5.7	30.2	-2.1	29.1
Friday, June 13	6.59	6.25	0.21	7.20
	5.0	30.0	-3.1	29.8
Saturday, June 14	1.11	7.01	2.02	8.03
	4.5	30.7	-3.5	30.2
Sunday, June 15	2.21	7.41	2.43	8.44
	1.3	30.6	-3.3	30.2
Monday, June 16	3.06	8.16	3.24	9.26
	1.3	30.1	-2.6	30.1
Tuesday, June 17	3.49	8.53	4.06	10.09
	4.5	29.4	-1.4	29.7
Wednesday, June 18	4.31	9.36	4.49	10.53
	1.8	28.5	0.3	29.3
Thursday, June 19	5.19	10.21	5.25	11.41
	5.0	27.1	2.2	28.0
Friday, June 20	6.11	11.50	6.26	.....
	5.0	26.4	4.1	.....
Saturday, June 21	6.22	7.08	1.02	7.25
	28.9	1.7	26.0	5.8
Sunday, June 22	1.26	8.09	2.08	8.30
	29.2	3.8	26.1	6.9
Monday, June 23	2.21	9.12	3.10	9.33
	29.8	2.2	26.8	7.0
Tuesday, June 24	3.16	10.12	4.05	10.33
	30.6	0.1	27.9	6.3
Wednesday, June 25	4.10	11.02	5.04	11.24
	31.6	-2.2	29.3	5.1
Thursday, June 26	5.02	11.59	5.53	.....
	32.6	-4.2	30.6	.....
Friday, June 27	6.17	5.51	12.47	6.50
	3.7	33.3	-5.6	31.7
Saturday, June 28	1.16	6.46	1.35	7.40
	2.3	33.6	-6.2	32.4
Sunday, June 29	1.52	7.38	2.21	8.28
	1.3	33.1	-6.0	32.6
Monday, June 30	2.13	8.28	3.06	9.16
	0.8	32.6	0.0	32.4

The tides are placed in order of occurrence, with their times on the first line and heights on the second line of each day. A comparison of consecutive heights will indicate whether it is high or low water. Heights are reckoned from mean lower low water, which is 0, and the datum of soundings on the Coast and Geodetic Survey charts for this region. The depth of water may accordingly be estimated by adding the tabular height of the tide to the soundings, unless a minus (-) sign is before the height, in which case it is to be subtracted. The time is legal standard established by act of the United States Congress for the meridian 150 degrees West. All hours later than 12 noon appear in bold-faced type; ante meridian figures are given in the ordinary light-faced type.

## CORRECTIONS FOR TURNAGAIN ARM POINTS AS COMPARED WITH ANCHORAGE.

Location	Time of Tide	High Water
Fire Island	35 min. earlier	2.0 ft. lower
Little Creek	35 min. earlier	0.1 ft. higher
Shoep Creek	32 min. earlier	0.7 ft. higher
McHugh Creek	30 min. earlier	0.9 ft. higher
Rainbow Creek	28 min. earlier	1.2 ft. higher
Edis Creek	25 min. earlier	1.1 ft. higher
Indian Creek	18 min. earlier	1.6 ft. higher
Ridg Creek	8 min. earlier	1.9 ft. higher
Bird Point	15 min. later	2.5 ft. higher
Sunrise	35 min. later	2.8 ft. higher

Heights of low water are approximately the same. Heights are reckoned from Mean Lower Low Water at Anchorage.

### PERSONAL

S. N. Cappers, employed as a pumpman at Matanuska, was in Anchorage last week.

F. W. MacTaggart, located at Mile 83 on Turnagain Arm, made a flying trip to Anchorage last week.

Earl Patten, steam shovel engineer, and C. M. Shieibly, craneman, both stationed at Mile 83 on the Turnagain Arm district were recent visitors in Anchorage.

Christopher Woodhouse, a member of the medical force with headquarters at Mile 83 on Turnagain Arm, accompanied by Mrs. Woodhouse, were visitors in Anchorage over Memorial Day.

A party consisting of Mrs. J. T. Cunningham, Mr. and Mrs. W. A. Costello, Mr. and Mrs. W. G. Rogers and Mr. and Mrs. C. V. Marshall made the journey to Chickaloon last week, returning home Saturday.

F. A. Hansen, engineer of maintenance of way, and James Hanahan, assistant superintendent in charge of track, made an inspection trip over the Turnagain Arm division, returning to Anchorage Monday night.

Arthur Sessions came in from Kern Creek to meet his family who arrived from Seattle on the steamer Alameda and spent Sunday with them. Mr. Sessions is in charge of the ditcher machine now working at Kern Creek.

W. C. Steinmetz, employed by the telegraph and telephone department, who visited Seattle on account of an injury to his eyes, returned on the Alameda. His trip was entirely successful and his sight has been fully restored.

Sumner S. Smith, resident mining engineer at Eska Creek, Mrs. Sumner S. Smith and their son Sumner S., jr., were in Anchorage over Sunday. Mr. Smith came down during the middle of the week and Mrs. Smith and son arrived from their home on Saturday's train.

Charles L. Thompson, steward in the hospital maintained by the Alaskan Engineering Commission at Anchorage, was an outgoing passenger on the steamer Alameda. He will visit his wife and family in Portland and will visit other Puget Sound cities before returning to Anchorage.

W. G. Lynch, member of the firm of Lynch Brothers, drill contractors, who for the past week has been at Eska Creek and Chickaloon studying the conditions there, left on the Alameda for his headquarters in Seattle. Mr. Lynch was very favorably impressed with the Matanuska coal field and predicted a great future for it.

Jas. Hanahan, assistant superintendent in charge of track, made an official inspection trip of the track North of Anchorage during the past week. On his return trip from Talkeetna Mr. Hanahan had as passengers Miss Wheelock, who visited at Talkeetna for a day, and John F. Coffey, United States Commissioner there, who came to Anchorage on business.

Mr. and Mrs. H. L. Hugg arrived in Anchorage from Rainbow, on the Turnagain Arm district, last week. Mrs. Hugg was a Southbound passenger on the steamer Alameda. She will return later in the summer, accompanied by her daughter, who has been attending school in Seattle during the winter. Mr. Hugg is employed as station agent by the Alaskan Engineering Commission.

### Anchorage Division Notes.

Two telephones were moved during the week ended May 31, according to a report of J. J. Longacre, acting superintendent of the telegraph and telephone department. An emergency telegraph circuit was cut in between Anchorage and Seward on the iron wire. Wire that was re-

covered from the abandoned line and material not used in construction was brought to Anchorage. Poles were piled at Rainbow. Two meters were "cut in" and seven "cut out" in the electric light and power branch of the department.

Seven hundred and fifty-seven and eight-tenths short tons of coal were mined at the Eska Creek and Chickaloon coal mines during the week ending May 24, 1919, and a total of 110 men were employed, according to a report submitted by Sumner S. Smith, resident mining engineer in charge of the mining operations in the Matanuska coal field. At Eska mine the work of driving tunnels was continued upon the David East and on the cross-cut from Martin West to Shaw. At Chickaloon sinking was continued on the East slope and airway and driving on the "F" West.

### ARMY OFFICER RETURNS TO ANCHORAGE FROM FRANCE.

Major E. R. McFarland of the United States Signal Corps, formerly superintendent of the telegraph and telephone department of the Alaskan Engineering Commission, returned to Anchorage from overseas service after an absence of 21 months, most of which were spent in and around the world-famed battle fields of France and Belgium.

Major McFarland left Anchorage August 18, 1917, going to the Presidio of Monterey, where he successfully submitted himself to a mental and physical examination. From the Presidio he was sent to New York for embarkation to France as a captain in the Signal Corps of the American Expeditionary Forces. He arrived in France October 6, 1917 and was promoted to major in September, 1918. His promotion gave him active charge as general superintendent of all telephone and telegraph lines on over 1700 miles of railroad in active operation. He left France April 9 of this year, arriving in Anchorage May 31.

During the time spent in France Major McFarland traveled by motor car a distance of over 33,000 miles in the performance of his duties. He had occasion to visit practically all of the important base and supply camps throughout France and on several occasions while on detached service was in the front line trenches.

Just before returning to the United States Major McFarland saw Col. Frederick Mears and learned from him that he expected to return home in July, but was uncertain as to his plans after arrival in the United States.

### CITIZENS OF ANCHORAGE APPROPRIATELY OBSERVE MEMORIAL DAY.

With appropriate and patriotic services in front of the Elks lodge building and a parade participated in by the United States Guards, under the command of Lieut. Charles P. Knights, returned soldiers and sailors, Camp Fire Girls, Blue Bird Girls, Boy Scouts, school children, Odd Fellows, Pioneers, L. O. O. Moose and B. P. O. Elks, Memorial Day in Anchorage was fittingly celebrated. The exercises were under the auspices of the B. P. O. Elks with Mr. F. A. Martin as chairman of the committee in charge. The services in front of the Elks building were opened by a prayer delivered by Rev. E. W. Hughes, followed by brief speeches by Sherman Duggan and H. McCain. After the parade reached the cemetery the assembled audience listened to a stirring patriotic address by Mr. John H. Dunn, a prayer delivered by Rev. H. M. Course and the "taps" sounded by the U. S. Guards.



# ALASKA RAILROAD RECORD



VOL. III. ANCHORAGE, ALASKA, TUESDAY, JUNE 10, 1919.

NO. 31

## ENGINEER OF MAINTENANCE OF WAY REPORTS WEEKLY PROGRESS ON ANCHORAGE DIVISION.

Active construction work was commenced on the Government Railroad between Anchorage and Seward Monday, June 9, when steam shovel gang No. 1 which was organized during the past week at Anchorage was sent to Kern Creek to begin filling bridge No. 138 located in Mile 68 of the Seward Division, according to a report submitted by F. A. Hansen, engineer of maintenance of way to William Gerig, engineer in charge of the Anchorage Division. This step marks the beginning of an active construction season of work along the Government Railroad between Anchorage and Seward.

Two steam shovel gangs are now at work, both of which are engaged in producing material for use in filling bridges. Steam shovel gang No. 1 will make its headquarters at Kern Creek and the shovel at work on the Anchorage Division will be located at Bird. William McInnis will be in charge of the work of filling bridge No. 138. The train crew operating the work train hauling material from the steam shovel to the bridge consists of Clarence Olsen, conductor, W. F. Clark, engineer; Thomas Callahan, fireman, and A. W. Young and J. W. Bowman, brakemen. Joe Jeffries, engineer, will be in charge of the steam shovel.

Four thousand one hundred and ten cubic yards of rock were produced during the past week by the steam shovel at work at Bird. All of the material was used in riprapping along Turnagain Arm and in filling bridge No. 18.

The track at Mile 71½ has been cleared of snow by the ditcher working at this point.

Skid pile driver No. 7 has been completely rigged under the supervision of Foreman James McGill and on June 5 started driving on the approach trestle on the new dock.

Nine laborers will be sent out on Wednesday's train to Talkeetna to be employed on section 35 in charge of Tom Phillips and six laborers to section 34 at Sunshine in charge of Foreman Richard Smith. These section gangs will be occupied in lining and surfacing the track between Montana and Talkeetna.

## WORK ON NEW EXTENSION OF SEWARD DOCK COMMENCED DURING PAST WEEK.

Forty-five hundred square feet of the old dock at Seward have been wrecked and 45 crooked piles aggregating 2850 lineal feet were driven and capped during the week ending June 7, according to the report of R. J. Weir, engi-

neer in charge of the Seward Division of the Government Railroad.

Seventeen hundred and thirty cubic yards of material were produced by the Marion steam shovel working in Mile 23 on job 24, which is now complete. A grading contract in Mile 30 for moving approximately 5000 cubic yards of material was let during the week to Axel Franson & Co. and one for approximately 11,000 cubic yards in Mile 27 was let to N. Grand & Co.

The carpenter gang working in Mile 40 has completed the housing over the water tank and has erected the frame work for the pump house.

Bridges Nos. 118, 119 and 120 were driven complete and 10 piles in bridge No. 117 were driven during the week. Bridges No. 120 and No. 121 were decked and the bridge crew is now engaged in making temporary approaches to the same.

Chas. Nelson & Co. who have the contract for tunnel No. 3 are making satisfactory progress and are completing the North approach cut. The heading has been completed and only a small amount of work remains to be done on the bench and ditch.

Milo Jonovich & Co. began work on their grading contract in Mile 51 and Sam Radish & Co. are making good progress on their grading contract in Mile 52.

Two coyote holes were driven by M. Saella & Co. and 125.5 lineal feet were loaded and shot June 7, breaking approximately 5,000 cubic yards of rock. Steam shovel No. 4 operating in Mile 67 on job 22 excavated 768 cubic yards of material which was placed in bridge No. 138.

Twenty-nine flat cars were set up and 17 are now ready for service. The steam crane was engaged during the week in handling the shipment from the barge Baroda and loading logs in Mile 5. All switch targets were painted standard colors. The painting of caboose 1011 has been completed, together with camp dining car and has been placed in service.

## WORK OF CONSTRUCTING GRADE ON RAILROAD IN FAIRBANKS DIVISION PROGRESSING.

Contracts have been let covering the entire grade between Nenana and Fairbanks on the Government Railroad, according to a report of Frederick D. Browne, engineer in charge of the Fairbanks Division. Three and seventy-two hundredths miles of grading were completed during the month of May, beginning at Mile 415 and ending at Mile 418.72, and grading is under way between Mile 424 and

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.17.

Mile 438 and between Mile 439 and Mile 452. No track was laid North of Nenana in May.

The following grading contracts have been let:

Hugh Ross was awarded a clearing contract between station Nos. 20,950 and 21,000; June 16 being the date set for completion.

Alek Kangin, grading contract, from 19,922 to 19,924; date of completion July 15.

George Johnson & Co., grading contract, from 20,080 to 20,090; date of completion August 1.

W. W. Oberg & Co., grading contract, from 20,030 to 20,039; date of completion August 1.

Victor Young & Co., grading contract from 20,050 to 20,080; date of completion August 1.

Geo. Burrell & Co., grading contract from 20,590 to 20,150; date of completion October 1.

Axel Larson & Co., grading contract from 20,100 to 20,125; date of completion July 30.

Axel Larson & Co., grading contract from 20,145 to 20,160; date of completion July 30.

#### GOVERNOR RIGGS MAKES REPORT ON REINDEER AND BEARS.

The use of reindeer meat in Alaska will not become general for many years, says Governor Thomas Riggs, jr., in his report on the Alaska game law submitted to the secretary of the United States Department of Agriculture at Washington, D. C. Governor Riggs deals with the reindeer and the "brown" bear in his report and gives interesting information in connection with these animals.

The report in part follows:

"A great deal of stress has been laid on the possibility of supplanting the use of game by that of reindeer, now being successfully raised. This idea is no novelty and is gradually being worked out, but the use of reindeer meat will not become general in Alaska for many years. At Nome and on the Seward Peninsula, and even as far up the Yukon River as Marshall, reindeer meat is becoming one of the staple articles of diet, but the herds are not yet of such size as to allow wide distribution of meat.

"As a member of the Alaskan Engineering Commission I endeavored to procure reindeer meat for the railroad construction camps at Nenana. Freight rates on live deer, original cost, attendance and feed en rout, and slaughtering and dressing, brought the price of dressed carcasses to approximately 50 cents per pound for the whole carcass. Beef was being landed in Nenana at that time for 31 $\frac{1}{2}$  cents per pound for the whole carcass; hence the cost of reindeer meat was prohibitive. The cold-storage barge company refused to quote a rate on dressed reindeer, as all their facilities were in use for the transportation of beef. Naturally they did not desire to enter into any business other than their legitimate line.

"There are now approximately 120,000 reindeer in Alaska. The surplus of the herds is being used in their immediate vicinity, and small shipments are being made to Seattle from Nome on an attractive freight rate. Shipments of reindeer have been made from Seattle to San Francisco and to St. Paul, where the meat has been sold as a luxury. Eventually herds will slowly move into other parts of Alaska and serve a most useful purpose in relieving the drain on the game supply. Reindeer can not be driven readily from one part of the country to another, as many so fondly imagine. The drift of a herd is slow; the country is either mountainous or full of swamps; and reindeer moss, essential as reindeer forage, is not found everywhere. An

experiment is about to be made of crossing wild caribou with the domesticated deer in an attempt to breed up the tame species.

#### Bears.

"Brown" bears are included among the game animals in the present Alaskan law, and as such receive protection under the terms of the law. I concur with the general opinion of the residents of Alaska that all bears should be eliminated from the list of game animals, and that protection should be withdrawn from them. "Brown" bears on Kodiak Island have killed domestic stock and menace the possibilities of establishing stock raising as an industry. At present cattle have to be kept in fenced areas because of the danger from bears. It will be difficult to establish stock raising anywhere in Alaska where "brown" bears exist. When salmon run up the rivers bears feed on them, and thus, to a certain extent, reduce the supply. Bears have killed and mangled many people in the woods, and this source of danger to life and limb should be removed. The extermination of bears, therefore, would improve the possibilities of developing Alaska.

"I have made an investigation to ascertain the opinion of sportsmen and others outside of Alaska for the purpose of understanding their reasons for wishing to continue the protection of these bears. They assert that where bears menace bona-fide stock raising they should be destroyed. On the other hand, however, they insist that many of the reports of bears injuring men are exaggerated, and that while many reports have proved true, yet, considering the proportions of deaths and injuries to men by bears, as compared with the numbers of people who traveled in the regions where bears exist, it must also be true that dangerous bears are most exceptional and that the chances of injury from them are very much less than from accidents from numerous other natural causes. They admit that bears kill salmon, but believe that the toll of salmon thus taken is not of much significance in reducing the supply. They believe that the greater part of the regions inhabited by bears is a wilderness where the animals can do no harm and that the reported dangers and damages by bears do not apply to much of the area where they live; that if protection were withdrawn from bears and their skins were thus commercialized it would soon lead to their extermination in the Coast regions; that the profit accruing from trading in these skins would then cease, and an asset, most valuable to Alaska, would be lost forever; that Alaska and British Columbia will prove the last refuge of the big "brown" bears; that previous to the war, from \$15,000 to \$20,000 was spent by outside sportsmen each year in Alaska for the sport of hunting these bears, and that in the future the money to be expended for this purpose will largely increase. They also assert that by thus attracting outsiders to the country, many of whom are wealthy and interested in the wilderness, an occasional one will invest in the resources of the country, as some have done already; and that people who have hunted bears sometimes write books and thus advertise the country and make it known by report to others. Thus, indirectly, they believe the bears will prove to be an increasingly valuable asset to the country, one which it would not be to the advantage of Alaska to destroy, and one which can be maintained by protection so long as parts of Alaska remain a wilderness.

"Alaskans do not understand the term 'brown' bear. I am reliably informed that it is intended to signify the groups of bears including both the big Coast brown bear and grizzlies, which recent studies have demonstrated to

be more or less closely related.

"The other bears are included in the term 'black' bear, which includes the true black bears, cinnamon ('brown') bears, and glacier bears. All these have short claws, and all climb trees, while the bears included as 'brown' under the law have long claws and do not climb trees.

"The cinnamon bears of the black bear group are constantly confused with the 'brown' bears under terms of the law. In order to avoid this confusion, the law should use terms which would accurately specify the bears included."

#### SIGNIFICANCE OF CHEVRONS WORN BY RETURNING SOLDIERS IS EXPLAINED.

A gold chevron worn on the right sleeve indicates that the wearer has been wounded in action, according to the "Mixer," a copy of which has just been received by the land and industrial department of the Alaskan Engineering Commission. Other explanations of various kinds of chevrons and decorations are as follows:

"Gold chevron on left sleeve—served six months at the front. One chevron for each additional six months.

"Blue chevron on the left sleeve—the blue stripe indicates service overseas, but not in the fighting line.

"Silver chevron on left sleeve—served six months in this country. One chevron for each additional six months.

"Red chevron on left sleeve, above elbow—honorably discharged.

"There are but two principal official classifications of ribbons and chevrons—those of the World War and those of previous wars. Many decorations worn by men in the regular army, particularly officers, signify they have served in the Spanish-American or some other war.

"There are but two kinds of decorations growing out of the world war—ribbons and chevrons.

"The ribbon is worn by those fortunate few who have won the distinguished service cross or distinguished service medal. The cross is awarded for valor in battle. The medal for distinguished service of any kind. The owner of each is entitled to wear a little narrow red, white and blue ribbon on his breast if he wants to leave his decorations at home. There are also ribbons for the French and British crosses.

"The chevron, however, is much more common and before long every soldier in the army will wear some sort of chevron aside from that indicating his rank. Chevrons are of four kinds—rank chevrons, wound chevrons, service chevrons and discharge chevrons. All are V-shaped. Rank chevrons have been worn from time immemorial, but the wound, service and discharge chevrons are new with this war."

#### GUNS USED BY GERMANS TO FIRE ON PARIS THREE IN NUMBER.

Facts obtained by military experts show that the first long-range guns that fired upon Paris on March 23, 1918 numbered three, according to the Seamen's Journal, a copy of which has just been received by the land and industrial department.

They were installed near Mont Joie, in the Forest of Saint Gobain. Two were on the same railroad spur leading out of Laon, while the third was a little farther East in the vicinity of Crepy. According to the latest information the guns were pointed at an angle of more than 65 degrees, a charge of 200 pounds of powder propelling the projectile to a height of 100,000 feet (nearly 19 miles) on

its murderous mission to Paris. With every shot ten or twelve marine guns of 16- or 17-inch calibre fired simultaneously upon targets unknown in order to conceal the location of the super-cannon. The shell was of 210-millimeter calibre (about eight inches). It weighed 300 pounds, but the charge of explosive contained therein varied between thirty and forty pounds. The manufacture of the shell was an innovation of the Germans. It is treated with tungsten so as to offer the maximum of resistance for a minimum of weight.

#### RESIDENT MINING ENGINEER REPORTS WORK AT ESKA AND CHICKALOON MINES FOR MAY.

Thirty-two hundred short tons of coal were mined at the Eska Creek coal mine and 150 short tons at the Chickaloon mine during the month of May, 1919, according to a report of Sumner S. Smith, resident mining engineer in charge of the two coal mines operated by the Alaskan Engineering Commission.

Work with a churn drill was resumed at Eska during the month exploring the area Southwest of the present mine opening. Two holes were completed to an approximate depth of 175 feet each and some small seams of coal were encountered, but nothing of commercial size was found.

The cross-cut from the Martin to the Shaw bed was completed and the Shaw West entry turned along the latter bed. The David East was driven approximately 60 feet during the month of May.

The East slope at the Chickaloon mine was completed during the month, its total length approximating 530 feet. The station has been started and entries will be driven on this level, which is approximately 325 feet below the upper workings.

The "F" West was advanced about 50 feet during the course of the month's work.

There were 109 men on the payroll at both mines in May.

#### DENIES EXISTENCE OF "BASKET CASES" IN ARMY HOSPITALS.

That there are no "basket cases" in either the Army hospitals on this side of the Atlantic or on the other is evidenced by the following statement authorized by the War Department as coming from the office of the Surgeon General:

"The Surgeon General of the Army, Maj. Gen. Merritte W. Ireland, denies emphatically that there is any foundation for the stories that have been circulated in all parts of the country of the existence of "basket cases" in our hospitals. A basket case is a soldier who has lost both legs and both arms and therefore cannot be carried on a stretcher.

"Gen. Ireland says: "I have personally examined the records and am able to say that there is not a single basket case either on this side of the water or among the soldiers of the A. E. F. Further, I wish to emphasize that there has been no instance of an American soldier so wounded during the whole period of the war."

"Whether malicious or not, the rumor of such mutilations has been persistent. It comes from passengers on trains, from strangers in hotel lobbies, and even from war workers of known patriotism. Such stories may now be stopped with an absolute denial."



## 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.

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

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### OFFICIAL CIRCULARS.

#### Anchorage Division.

##### STANDARD CREWS FOR ERECTING POLES.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, June 7, 1919.

Circular No. 380:

TO ALL CONCERNED:

The following will be a standard crew for erecting poles and constructing standard telephone and telegraph lines. Only this number of men will be employed in a crew and an increase will not be made without written permission from the head of the department:

- 1 Foreman
- 5 Linemen
- 4 Linemen Helpers
- 6 Laborers
- 1 Cook
- 1 Flunkey.

WM. GERIG, Engineer in Charge.

##### REGULATIONS REGARDING TELEPHONES

Department of the Interior,  
Alaskan Engineering Commission  
Seward, Alaska, May 31, 1919.

TO ALL CONCERNED:

Commencing June 1, 1919, the telephone lines of the Seward Division will terminate in the headquarters building in Seward.

All calls for connection with city phones in Seward or off the line on which the calling phone is located, will be considered long-distance calls and charged for at rates prescribed by the Alaskan Engineering Commission. Charges for any long distance call will be made known on application to our office in Seward.

All camps where the Commission maintains a telephone will be considered a long distance office for the handling of telephone business and the officer in charge of such camp will notify the Commission telephone office in Seward designating one other person beside himself at his camp who is to be in charge of, and be responsible for all collections for long distance service.

The telephone lines have been constructed and are maintained by the Commission for the transaction of its business, hence official business will take precedence over any private business, and while we shall be pleased to handle

any private business offered when it does not interfere with official business, it must not be expected that the Commission can furnish such service free of charge.

Officers in charge of camps or stations, are expected to see that the lines are used only for legitimate business and not burdened with extended personal conversations. No employee is entitled to free service over the telephone, except when his business is official business, and all personal conversations by employees must be paid for at the regular prescribed long distance rates.

All arrangements for long distance service must be through the Commission telephone office in Seward and the officer in charge of the camp or his designated representative must in person make the request.

At the completion of the call, Seward will advise you of the proper charge to be made for the service, which amount must be collected and accounted for as instructed by that office. Requests for long distance service made by unauthorized persons will not be recognized.

Private phones will be connected with the iron line, provided that line is not thereby overloaded, at a regular monthly minimum charge of \$5, payable in advance. All long distance calls from private phones will be charged for at regular rates, and if the total of such tolls amounts to more than \$5 in any one month, the subscriber will be required to pay for such additional service. In case such tolls do not equal the minimum charge, no refund will be allowed. The subscriber will be held responsible for all long distance calls from his phone, therefore only the request of the subscriber personally or his designated representative will be recognized. No charge will be made for calls between phones on the same line except the minimum monthly rental.

New installations of private phones will not be made except on the payment of three months' minimum monthly rental in advance.

Office hours at Seward Commission telephone office for the handling of long distance calls will be from 8 a. m. to 8 p. m. Sundays and holidays 9 to 10 a. m., 5 to 6 p. m.

Emergency calls for long distance when the Commission office is closed, of such a nature that will not permit of delay until regular office hours, call Seward Central office on iron circuit for operator in charge, who will arrange to handle such calls.

(Signed)

R. J. WEIR, Engineer in Charge.

##### AMERICAN GUNBOAT TAKES ON COAL AT ANCHORAGE PORT.

One hundred and ten tons of coal from the Chickaloon coal mine were loaded aboard the American gunboat Vicksburg in less than three hours at the Anchorage port last Friday morning, thereby placing Anchorage to the front as a coaling station for the United States Navy.

The gunboat Vicksburg, under command of Captain C. E. Reardan, with 12 officers and a crew of 160 enlisted men, arrived in Anchorage Friday morning and left for the Westward at midnight. The original cruise of the Vicksburg was undertaken for the purpose of policing the waters to the Westward, but before her arrival at the objective orders were received by Captain Reardan to load medical supplies and equipment and proceed to Nushagak, at the head of Nushagak bay in the Bristol Bay district, to fight the epidemic of Spanish influenza which for the second time is raging among the natives.

Fifteen of the Vicksburg's crew are now being trained as nurses to cope with the situation and with the funds

and medical supplies now in the hands of Captain Reardan immediate results are expected.

In the event the orders and the work to be accomplished on this cruise will permit, Captain Reardan will make an endeavor to return to Anchorage in time to participate in the Fourth of July celebration, plans for which are now nearing completion. The return of the Vicksburg will result in a game of baseball between the members of the ship's crew and the pick of the local talent.

A report on the coal will be submitted by the chief engineer not only to the Alaskan Engineering Commission but to Governor Thomas Riggs, jr., and to the Navy officials at Washington.

While in port Captain Reardan and his officers were the guests of William Gerig, engineer in charge of the Anchorage Division, and of a committee appointed by President Frank Redwood of the Anchorage Chamber of Commerce, consisting of Leopold David, R. N. Moyer, A. A. Shonbeck and Danilo Vucetich. They were shown as much of Anchorage and the Anchorage railroad terminals as their limited stay in port permitted and were greatly impressed at the results viewed.

#### FIGURES SHOWING TOTAL AMOUNT OF WORK ARE COMPILED BY ENGINEER IN CHARGE.

Construction work accomplished in all of the districts of the Anchorage Division of the Government Railroad during the month of May, 1919, is outlined in the monthly report of William Gerig, engineer in charge of the Anchorage Division. The report contains the work accomplished during the month of May as well as the work accomplished for the entire period of construction up to and including May 31, 1919. The kind and character of work follows:

	Total to May 31	Total for May, 1919
Clearing, acres .....	3,049.92	.....
Grubbing, acres .....	701.01	.....
Excavation—Prism of Cut:		
Common, cu. yds .....	1,419,093	3,396
Loose rock, cu. yds .....	638,467	.....
Frozen material, cu. yds .....	550,191	.....
Solid rock, cu. yds .....	2,040,292	.....
Excavation—Borrow, Ditches, Etc.:		
Common, cu. yds .....	1,749,964	1,730
Loose rock, cu. yds .....	332,267	.....
Frozen material, cu. yds .....	331,724	.....
Solid rock, cu. yds .....	779,058	16,760
Embankment:		
Swell, cu. yds .....	683,633	3,352
Total equiv. emb'kment, cu. yds .....	8,527,995	25,148
Prism of embankment, cu. yds .....	6,836,715	21,765
Waste or shrinkage, cu. yds .....	1,691,280	2,583
Total, cu. yds .....	8,527,995	25,318
Overhaul, 1000 cu. yds. hauled 100 ft. ....	13,768.53	.....
Trestle—Temporary:		
Piles, lin. ft. ....	130,655	.....
Lumber, 1000 ft., b. m. ....	921.9	.....
Iron, lbs. ....	60,378	.....
Trestles—Permanent:		
Piles, lin. ft. ....	424,099	.....
Lumber, 1000 ft., b. m. ....	7,515.6	.....
Iron, lbs. ....	2,544,985	.....
Steel in bridges, tanks, etc., lbs. ....	43,500	.....
Lumber, 1000 ft., b. m. ....	4,096.8	.....
Hardware, lbs. ....	172,997	.....

#### Excavations in Foundations—Wet:

Common, cu. yds. ....	3,347	.....
Loose rock, cu. yds .....	318	.....
Solid rock, cu. yds .....	435	.....
Frozen material, cu. yds. ....	3,796	.....

#### Excavation in Foundations—Dry:

Common, cu. yds. ....	22,333	.....
Loose rock, cu. yds. ....	3,005	.....
Solid rock, cu. yds .....	1,951	.....
Frozen material, cu. yds. ....	837	.....
Masonry—Concrete, Class A, cu. yds. ....	2,873.8	.....
Masonry—Concrete, Class B, cu. yds. ....	149.0	.....
Masonry—Riprap, cu. yds. ....	6,281	.....

#### Timber Culverts, Bulkheads and Crib:

Logs, lin. ft. ....	289,869	.....
Piles, lin. ft. ....	28,060	.....
Lumber, 1000 ft., b. m. ....	298.8	.....
Iron, lbs. ....	79,851	.....
Rock filling, cu. yds .....	21,595	.....

#### Track—Spurs, Sidings, Etc.:

Ballast, cu. yds .....	151,610	.....
Ties, No. ....	170,222	.....
56-lb. rail, lin. ft. ....	114,220	.....
70-lb. rail, lin. ft. ....	623,074	.....

#### Track—Main Line:

Ballast, cu. yds .....	296,078	.....
Ties, No. ....	399,870	62
70-lb. rail, lin. ft. ....	1,523,206	.....

Telegraph line—temporary, lin. ft. .... 391,776 -253,018

Telegraph line—permanent, lin. ft. .... 803,309 164,429

Note: Telegraph and telephone lines brought up to date; no actual progress.

Water pipe, lin. ft. ....	12,058	.....
Sewer pipe, lin. ft. ....	7,951	.....
Back fill, lin. ft. ....	7,424	.....
Wagon road, lin. ft. ....	49,134	.....
Foundation posts, lin. ft. ....	14,661	.....
Brush material, lin. ft. ....	7,800	.....
Coyote holes, lin. ft. ....	3,309	.....
Logs in temporary bridges and buildings, lin. ft. ....	235,034	.....
Blind drains, lin. ft. ....	1,101	.....

#### TELEGRAPH AND TELEPHONE DEPARTMENT MAKES CHANGES DURING MONTH OF MAY.

Sixteen telephones were installed, two telephones were disconnected, four were moved and two were changed during the month of May in Anchorage, according to a report of J. J. Longacre, acting superintendent of the telegraph and telephone department of the Alaskan Engineering Commission. One long distance telephone was installed, two were disconnected and one was moved during the same period, continues the report.

There were 43,425 local, 364 commercial long distance and 2322 official business long distance connections made at the Anchorage switchboard during the month. The report shows that there were 288 local telephone, 19 fire alarm and other telephone and 149 long distance telephone instruments in service during the month. The line mileage was 308.87; circuit wire mileage 683.99; single wire mileage 1252.95; pole line, permanent, 228.67 and pole line, temporary, 79.2. There were a total of 1486 commercial and official business messages sent and received by the Anchorage office by the telegraph branch of the department during the period reported.

### MASTER MECHANIC MAKES REPORT OF PROGRESS FOR PAST WEEK.

The assembly of the new Panama locomotive No. 601 is 20 per cent and the assembly of the tender is 80 per cent complete, according to the report of E. P. Hedberg, master mechanic, to William Gerig, engineer in charge of the Anchorage Division. Progress was made in overhauling engine No. 265, in the back shop, and the repairs are now 70 per cent complete.

Engine service for the week was as follows: Engine No. 620, six days; switch and yard service, engine No. 225, six days; and work train service, engine No. 266, six days and engine No. 277 six days. Repairs were made to motor car No. 7, engaged in transportation service between Montana Creek and Talkeetna.

General repairs were made on skid driver No. 7, Bay City crane No. 3, and two propeller shafts were made for the launch "Alaska". Repairs were also made on parts for the launch "Betty M." Marion steam shovel No. 3 was connected up and tested and is ready for service.

Considerable work was done in connection with the fitting up and installing of two dinky locomotive boilers at the townsite pump station and the work is 40 per cent complete. The completed job is expected during the present week.

The boiler shop, blacksmith shop, car shop and tin shop were occupied in general repair work.

Coal consumption at the townsite pumping station averaged for the reported period approximately three and one-half tons per day.

### MONEY FOR RAILROAD WORK TO BE APPROPRIATED WITHIN FEW DAYS.

Two million dollars, the sum asked for by Franklin K. Lane, secretary of the interior, for immediate use of the Alaskan Engineering Commission on the Government Railroad between Anchorage and Seward, will be appropriated by the Congress within the course of the next few days, according to advices received from Washington by William Gerig, engineer in charge of the Anchorage Division.

Attention to matters of international diplomacy on the part of the upper branch of Congress has caused the delay in appropriating this money, but according to advices, the importance of immediate action by the senate is becoming patent to the members of that body and the work of passing the appropriation measure will be accomplished within the next few days.

### ENGINEER OF MAINTENANCE OF WAY REPORTS MONTHLY PROGRESS.

Sixteen thousand six hundred cubic yards of rock were produced by the steam shovel during the month of May at Mile 83 in the Turnagain Arm district of the Anchorage Division. The rock was used in riprapping along Turnagain Arm and in filling bridge No. 18.

The ditcher was rigged up and sent to Palmer on May 2 and engaged in cleaning ditches between Palmer and Moose Creek until May 10, on which date it was returned to Anchorage. On May 12 and 13 it was occupied cleaning ditches between Anchorage and Campbell and on May 14 was moved to Bird, where it remained until May 24, occupied in performing the same kind of work. On May 25 it was moved to Mile 76½, where work on removing the snow slide at that point was commenced. This work was completed on May 29, at which time the ditcher was moved to

the slide at Mile 71½. It is impracticable to give the yardage, as nearly all of the material was cast over.

One hundred and seven thousand four hundred and sixty-four feet of poles and posts for use in constructing snow sheds have been produced by the logging crew stationed at Mile 88 during the month. On May 31 the crew was moved from the North to the South shore of Turnagain Arm, at a point opposite Potter Creek, and will be engaged in getting out piling for dock construction at Anchorage.

A temporary gravity water system has been installed at Chickaloon for supplying locomotives with water. This does away with the services of a pumpman. A stand-pipe for fire protection has been placed on machine shop No. 2.

### MAY WEATHER AT ANCHORAGE.

Date	Temperature			Rain Inches	Wind	Day
	Max.	Min.	Range			
May 1.....	53	32	21	.....	W	Clear
May 2.....	52	24	28	.....	SSE	Clear
May 3.....	48	36	12	.....	NNE Pt.	Cldy.
May 4.....	47	36	11	0.05	NNW	Cldy.
May 5.....	49	38	11	0.06	N	Cldy.
May 6.....	54	39	15	0.02	NW Pt.	Cldy.
May 7.....	54	37	17	.....	SE	Cldy.
May 8.....	55	36	19	.....	S	Cldy.
May 9.....	55	36	19	trace	ESE	Cldy.
May 10.....	53	32	21	.....	W Pt.	Cldy.
May 11.....	50	26	24	.....	W	Clear
May 12.....	54	29	25	.....	NNW	Clear
May 13.....	53	28	25	.....	W	Clear
May 14.....	60	27	33	.....	NW Pt.	Cldy.
May 15.....	58	29	29	.....	ESE Pt.	Cldy.
May 16.....	60	37	23	.....	SE Pt.	Cldy.
May 17.....	52	31	21	.....	SE	Clear
May 18.....	49	26	23	.....	SE	Cldy.
May 19.....	57	38	19	.....	SW Pt.	Cldy.
May 20.....	61	29	32	.....	S	Clear
May 21.....	58	35	23	.....	SW	Clear
May 22.....	54	34	20	.....	SW	Clear
May 23.....	52	30	22	.....	N Pt.	Cldy.
May 24.....	54	30	24	.....	SW Pt.	Cldy.
May 25.....	53	31	22	trace	SW	Clear
May 26.....	49	26	23	.....	SW	Clear
May 27.....	56	38	18	.....	SE Pt.	Cldy.
May 28.....	61	42	19	0.01	NE Pt.	Cldy.
May 29.....	62	39	23	.....	W	Clear
May 30.....	64	33	31	.....	S	Clear
May 31.....	66	30	36	.....	SW Pt.	Cldy.

SUMMARY—Temperature: Mean maximum, 54.94; mean minimum, 32.81; mean, 43.875; maximum, 66, May 31; minimum, 24, May 2; greatest daily range, 36. Precipitation: Total, 0.14 inches; greatest in 24 hours 0.06, May 5; Number of days with .01 inch or more precipitation, 4; clear, 13; partly cloudy, 12; cloudy, 6.

### DEPARTMENT OF THE INTERIOR, Alaskan Engineering Commission.

Trains leave and arrive Anchorage as follows:

8:00 a. m. Wednesday for Matanuska, Wasilla, Montana, Talkeetna. Arrives 2.15 p. m. Thursday.

8:30 a. m. Monday and Friday for Matanuska, Moose Creek, Sutton, Chickaloon. Arrives 2.15 p. m. Tuesday, Saturday.

9:00 a. m. Wednesday for Rainbow, Bird. Arrives 3 p. m. Wednesday.



### TALKS BY WIRELESS TELEPHONE A DISTANCE OF TWO HUNDRED AND FIFTY MILES.

Listening to a human voice without the aid of wire 250 miles distant was the unique and novel experience of W. R. Rathbun, radio operator stationed at Anchorage, Sunday afternoon when he conversed with radio operators aboard the American gunboat Vicksburg, cruising in the waters adjacent to Kodiak Island.

The Vicksburg is equipped with a wireless telephone sending and receiving instrument and Sunday sent messages to Radio Operator Rathbun who heard the voice more distinctly than wire telephone conversations between Anchorage and Seward.

The apparatus aboard the Vicksburg has a night range capacity of 100 miles, but so perfectly were the instruments working Sunday that the range was increased to 250 miles, daylight working. Under ordinary conditions the night range is greater than the daylight range.

The radio station at Anchorage, while not equipped with wireless telephony for sending messages, uses the wireless equipment for receiving. The apparatus for receiving wireless telephony is identical with the apparatus for receiving wireless telegraphy, according to Radio Operator Rathbun.

### UNIT OF GERMAN MONEY LOSES IN VALUE SINCE WAR.

The German mark, which for centuries has held sway as the unit of exchange throughout the German empire, has fallen since the close of the world war to a low and mean estate, according to a financial report just received from Amsterdam by the land and industrial department of the Alaskan Engineering Commission. The report states that the Frankfurter Zeitung, the powerful German newspaper has calculated what the prices of imported grain will be owing to the depreciation of the mark.

"Wheat is now quoted in New York at \$2.26 a bushel, that is, \$83 per metric ton (2,204.6 pounds or 36.74 bushels) or at least \$86 with incidental expenses. Freight, insurance, etc., may be reckoned at \$15 per ton, on a moderate estimate, so that a ton of wheat will cost about \$100. At the present rate of exchange that price is equivalent to 1,000 marks whereas domestic wheat in Germany is quoted at 300 to 360 marks a ton. And cotton, notwithstanding the sharp decline of prices in America, would cost at Bremen at least 4 marks per pound as against a price of 45 to 50 pfennigs before the war.

### U. S. CIVIL SERVICE COMMISSION TO HOLD EXAMINATIONS HERE IN JULY.

The U. S. Civil Service Commission announces that a first grade clerical and a stenographer and typewriter examination will be held at Anchorage, Alaska, July 19, 1919. Application and pamphlet of information may be obtained from the land and industrial department of the Alaskan Engineering Commission at Anchorage.

### MAY REGISTER NAMES AT EMPLOYMENT OFFICE BY TELEPHONE.

Farmers, homesteaders and persons living along the right-of-way of the Government Railroad who are desirous of securing employment in any capacity with the Alaskan Engineering Commission and are unable to come to Anchorage may notify by telephone the employment office at Anchorage and have their names entered at that office.

### HEAD OF TRANSPORTATION DEPARTMENT REPORTS ON TRAIN MILEAGE.

Seven thousand and three miles constituted the engine mileage for the month of May, 1919, in the Anchorage Division, according to a report submitted by J. T. Cunningham, roadmaster, to William Gerig, engineer in charge of the Division.

Of this total, 2551 miles were traveled by engines hauling mixed trains; 3274 miles hauling work trains, 54 miles of road switching and 1124 miles in the Anchorage yards.

There were 267 movements of loaded freight cars and 252 empties during the month with a mileage of 12,323 and 8525, respectively. There were 31 movements of passenger coaches, resulting in a mileage of 2443 and 27 movements of baggage cars with a mileage of 2187.

### URGES PURCHASE OF WAR SAVINGS STAMPS TO AID GOVERNMENT.

"The United States Government appreciates your unselfish patriotism in lending money which helped to win the war," said Carter Glass, Secretary of the Treasury, when asked for his opinion concerning the purchase of War Savings Stamps.

"Upwards of 20,000,000 Americans shared this honor, and are receiving during 1919 more than \$700,000,000 interest.

"Both good citizenship and your own profit will be served by the reinvestment of your share of this great sum in War Savings Stamps.

"The Government will be saved this immediate outlay in cash.

"You will profit by the quick reinvestment of your earnings, which is the high road to prosperity and comfort."

### WEEKLY FORCE REPORT.

#### Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, May 31, 1919, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	5	3	9
Bridge Engineer .....	1	1	0	2
Drafting .....	0	4	0	4
Land and Industrial .....	0	2	0	2
Terminal Shops and Yards .....	2	5	38	45
Track, Bridge and Ballast .....	1	3	171	175
Receiving and Forwarding Agt... ..	1	4	34	39
Machine Shops .....	1	3	53	57
Marine Ways .....	1	1	46	48
Stores and Material Yard .....	1	12	56	69
Employment and Mess Bureau.. ..	1	2	14	17
Transportation .....	1	10	25	36
Disbursing Office .....	1	6	0	7
Accounting .....	1	10	0	11
Base hospital .....	1	2	9	12
Townsite .....	0	1	6	7
Telegraph and Telephone .....	1	6	17	24
Mining .....	2	6	102	110
Location Surveys, Broad Pass....	1	1	24	26
Total .....	18	84	598	700

### PERSONAL

J. M. Daughtry, employed by the Eska Creek coal mine, operated by the Alaskan Engineering Commission, was a visitor in Anchorage over Sunday.

Mrs. A. Chimento, wife of the section foreman at Montana, who has been visiting there for the past week, returned to Anchorage on Thursday's train.

Earl Oliver and Ruth Oliver, the children of T. S. Oliver, employed in the stores department, visited Chickaloon last week, returning to Anchorage on Saturday's train.

George E. Chamberlain, jr., surgeon's assistant, with headquarters at the Chickaloon coal mine, arrived in Anchorage on Saturday's train, returning to his home Monday.

Mrs. Sumner S. Smith and son Sumner S. Smith, jr., returned to their home at Eska on yesterday's train. Mrs. Smith and son have been visiting in Anchorage for the past week.

Miss Hildur Swanson, clerk in the stores department at Anchorage and Miss Emma P. Protz, bookkeeper in the stores department, were round trip passengers to Chickaloon during the past week.

James Hanahan, assistant superintendent in charge of track, left Anchorage Sunday, using a gasoline speeder, and officially visited points along Turnagain Arm. He returned to Anchorage Tuesday.

F. A. Hansen, engineer of maintenance of way, made an inspection trip over the main line North of Anchorage this week, leaving Anchorage for Talkeetna at 5 o'clock Monday morning. Mr. F. W. Redwood of Anchorage accompanied Mr. Hansen on the trip.

Lieut. Charles P. Knights and Mrs. Knights were round trip passengers on the Anchorage-Talkeetna run last week. Lieut. Knights is in command of the United States Guards stationed at Anchorage and with Mrs. Knights made the journey for the purpose of seeing the country around Talkeetna.

Mr. and Mrs. H. U. M. Higgins and Mr. and Mrs. Clarence A. Mossman were passengers on the regular train last week to Talkeetna. Mr. Higgins while at Talkeetna did work in connection with the survey of the new town-site there and the rest of the party occupied their time between trains in walking between Montana Creek and Sunshine, midway between Talkeetna and Montana Creek. The party returned to Anchorage Thursday.

### STEAMER ADMIRAL WATSON ARRIVES IN PORT FROM SEATTLE.

With twenty-one first-class passengers and 125 tons of general merchandise for the Anchorage merchants, the steamer Admiral Watson arrived in port from Seattle last Sunday and departed for the South the same day with 41 first-class and six steerage passengers.

The steamer Tyonic sailed for Seldovia on June 4. On the following day the power boat Grizzly, owned and operated by the Kachemak Saltery and Canning Company, sailed for Tyonic and the power boat Alaska owned by the Alaskan Engineering Commission arrived from Turnagain Arm for repairs.

The U. S. S. Vicksburg arrived in port for coal June 6 at 5.55 a. m. and sailed for the Westward at 2.05 a. m. on June 7. The Anne W. with the barge Lawrence in tow sailed for Seward June 6, 11.50 a. m., arriving there at 1 a. m. June 9.

The power boat Alaska sailed for Turnagain Arm with

supplies for Prazier's piling camp located on the South shore of Turnagain Arm at 5.30 p. m. June 7, and returned to port at 5.10 on June 8.

The launch Betty M. left Talkeetna at 1 p. m. Monday, June 8, bound for Indian River with supplies for the Seacrest Locating Party which, during the summer and autumn, will work in the Broad Pass district.

### WORK OF DRAFTING DEPARTMENT OF ALASKAN ENGINEERING COMMISSION SUBJECT OF REPORT.

Fourteen hundred and forty square feet of blueprinting and 108 square feet of Van Dyke prints were made by the drafting department of the Alaskan Engineering Commission during May, 1919, according to a report of William Gerig, engineer in charge of the Anchorage Division, to Wm. C. Edes, chairman of the Commission.

The work of the drafting department consisted for the month of May of preparing a divisional organization chart; regular monthly report issued with progress maps accompanying same; daily weather report copied and forwarded to Juneau and same platted on chart; soundings taken in front of new dock platted on chart; plan and bill of material of piling for new dock; six photo folios made; data furnished Naval commission sent to Anchorage from Washington to report on the Matanuska coal fields; traverse notes of a portion of Ship Creek figured and platted; progress profile of Talkeetna district brought up to date; drawing and tracing of plan for showing dimensions of spurs and sidings, and ruling book for material yard office.

Eleven pieces of floating equipment were repaired, painted, calked or launched at the marine ways during the month of May, and shops, buildings, gear, ways and docks were the subjects of general repair work. Weather and tidal observations were made and a part of the dredge was painted.

### BRIDGES ON MAIN LINE NORTH OF ANCHORAGE INSPECTED BY ASSISTANT BRIDGE ENGINEER

All bridges on the main line of the Government Railroad between bridge No. 170 located 5½ miles North of Talkeetna and bridge No. 105 located at Montana Creek, and all bridges between bridge No. 89 at Sheep Creek and bridge No. 81 at Little Willow Creek were inspected during the past week by F. H. Chapin, assistant bridge engineer for the Alaskan Engineering Commission.

Mr. Chapin left Anchorage last Wednesday, going as far as Montana Creek on the regular train and from there North to the end of steel at the Talkeetna River by hand speeder. He returned as far as Matanuska on the speeder, taking the Chickaloon train there Saturday for Anchorage.

### POCKET BOOK CONTAINING CURRENCY FOUND IN ENGINE.

A pocket book containing a small amount of currency was found in engine No. 224 at the round house in the terminal yard. It is being held at the office of the master mechanic awaiting identification by the owner.

### DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements at the office of the Anchorage Division of the Alaskan Engineering Commission for the week ending June 7, 1919, totaled \$382.98. Salaries and wages were \$145.94 and other expenses \$237.04.

# ALASKA RAILROAD RECORD



VOL. III. ANCHORAGE, ALASKA, TUESDAY, JUNE 17, 1919.

NO. 32

## PHILING FOR NEW ANCHORAGE DOCK IS BROUGHT FROM TURNAGAIN ARM.

Forty-eight piling totaling 2670 lineal feet were rafted in to Anchorage June 11 from the South shore of Turnagain Arm for use in the new dock, according to the report of F. A. Hansen, engineer of maintenance of way, to William Gerig, engineer in charge of the Anchorage Division.

Twenty-seven hundred and forty cubic yards of rock were produced by steam shovel No. 7, working at Bird in the Turnagain Arm district, during the week ending June 14. The bulk of the material was used in riprapping along Turnagain Arm and in filling bridge No. 18. One hundred and fifty cubic yards of the rock were brought to Anchorage and dumped for riprap at a point one-half mile south of the Anchorage depot.

Steam shovel gang No. 1 with steam shovel No. 1 was sent out from Anchorage June 9 and cut in at Girdwood. The shovel is engaged in excavating gravel for filling on the Seward Division. Two thousand three hundred and fifty-six cubic yards of gravel were produced by this shovel in four working days. Of this yardage 1616 cubic yards were dumped for filling at bridge No. 138, 472 cubic yards for filling at bridge No. 139 and 268 cubic yards for filling at bridge No. 142.

The ditcher during the week reported east over and dumped a total of 2110 cubic yards of material between station 1230 and station 1314.

Bents 205 to 217 inclusive on the temporary approach trestle to the new dock with four piles to the bent, totaling 52 piles, were driven during the week by bridge and building gang No. 5. Bent No. 218, with six piles, of the permanent approach trestle was also driven. Eight bents of the temporary approach trestle were decked and steel laid during the week.

The track department forces were engaged in lining and surfacing track. Twenty men were added to the payroll of this department during the past week.

The water main leading from the townsite tank to the terminal tank was broken June 11 at a point where it crosses Ship Creek. The break was due to the high water undermining it. A temporary pipe crossing has been installed overhead.

## SURFACING GANG SENT OUT FROM NENANA IN MAY TO MILE 385.63.

The longest train to leave Nenana since the laying of steel South of the town on the Government Railroad pulled

out May 16, according to latest advices received from the interior Government town. The train carried surfacing gang No. 2 to its new camp site two miles South of the old Alaskan Engineering Commission's camp at the 35-mile crossing, which is at Mile 385.63 on the railroad.

The train consisted of 30 cars, composed of the bunk, mess, kitchen, office and supply cars, besides a caboose, one repair car and several carloads of cordwood.

A Bucyrus steam shovel which will work in connection with the gravel trains and surfacing gang was sent out May 15. Two locomotives Nos. 208 and 239 will be used in the surfacing work and will remain at the front until the completion of the job.

The surfacing gang will begin operations at the 35 Mile crossing at Mile 385.63 and will work South to the 43 Mile crossing which is at Mile 373.25 on the railroad. This portion of the road bed has been more seriously damaged by the frost leaving the ground than other portions of the grade and in order to make it safe for the passage of heavy locomotives considerable surfacing work will be required. When this part of the road bed has been placed in condition the surfacing gang will return to Mile 385.63 and work North toward the Jap road house near Nenana.

## WORK ON NEW EXTENSION OF SEWARD DOCK PROGRESSES.

Sixty-three piles aggregating 3926 lineal feet were driven during the week ending June 14 for the new extension of the dock at Seward, according to the report of R. J. Weir, engineer in charge of the Seward Division.

The Marion steam shovel and outfit were moved from Mile 23 to Mile 34 on June 9, and the shovel cut in at the pit the following day. Excavation was started June 10 for material for riprap, the total for the week being 1090 cubic yards.

The coyote hole dug by Felton & Co., contractors, was loaded with 125 cans of black powder and one-half case of 60 per cent dynamite on the evening of June 13. The shot broke about 5000 cubic yards of material.

All track was relaid on the new center in Mile 23, this work being completed on June 9. Axel Franson & Co., contractors, started work on a grading contract in Mile 30. The carpenter crew at Mile 40 has finished the water tank and two 15-foot openings in Mile 38 and 39. Fifteen hundred tie-plates have been put in the track in Mile 33. One extra gang was engaged in taking up steel in the old borrow pits in Miles 34 and 36.

Bridges Nos. 115-B, 116, 117 and 118 in Mile 61 were

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.17.



driven complete during the week. Bridges Nos. 117, 118 and 119 in Mile 61 were decked.

Chas. Nelson & Co. completed contract No. 238 for enlarging 320 lineal feet of tunnel No. 3 and excavating the North approach to this tunnel.

Sam Radish & Co., in Mile 52 and Milo Jonovich & Co., in Mile 51, are making good progress on their respective contracts for grading.

Sluicing snow slide 54-A was begun during the week. Last Wednesday at noon the water was turned on this slide and up to Monday night had not been turned off. This slide will be entirely removed from the grade by the middle of next week, and the crew will be diverted to slide 54-B. The track is free of snow from Mile Post 53½ North. The snow is disappearing fast in Mile 45, the summit.

During the period June 9 to 12, inclusive, Bucyrus steam shovel No. 4 on job No. 22 in Mile 64 excavated 1536 cubic yards of material which was placed in bridge No. 138. Shovel No. 4 was replaced on June 13 by Marion steam shovel No. 3, secured from Anchorage. The shovel began operations June 14 at 10 a. m. and excavated 480 cubic yards.

Klas Ahlner & Co., on contract No. 242, drove 24 lineal feet of coyote holes, totaling to date 136.5 feet.

M. Saella & Co., contract No. 243, drove 56 lineal feet of coyote holes, totaling to date 210.5 feet.

Forest fires started in Mile 70, June 8. Fires started in Miles 67, 70, 74, 75 and 76 during the past week and required a considerable force and some overtime in getting them under control. Considerable work has been accomplished on bridge No. 138 in replacing caps, stringers and braces.

Anchorage equipment has delivered 50 center dump loads of gravel which was used in filling in bridges Nos. 138, 139 and 142.

The mechanical department was engaged on heavy repairs to engine No. 11 and light running repairs to engines 10, 20, and 278. Heavy emergency repair work was done on Marion steam shovel No. 5, also repairs completed on the McCan spreader. Fifty flat cars off the barge Baroda shipment have been assembled and are now ready for service. Considerable work orders were turned out during the week.

The payroll force on the Seward division last week numbered 382.

#### LAND IN COOK INLET DISTRICT RESTORED TO ENTRY.

"Notice of Restoration of Public Lands to Homestead Entry and other Disposition, Department of the Interior, General Land Office, Washington, D. C., May 12, 1919.

"Notice is hereby given that by Proclamation of the President, dated April 16, 1919, the two areas hereinafter described were excluded from the Chugach National Forest, Alaska, and that restoration to homestead entry in advance of settlement or other disposition, subject to valid rights and the provisions of existing withdrawals, is therein provided for the public lands subject to disposition in the excluded areas, and that in accordance therewith such lands will be subject, where surveyed, to entry only under the provisions of the homestead laws requiring residence at and after, but not before, 9 a. m., July 9, 1919, and will be subject to settlement and other disposition under any public land law applicable thereto at and after, but not before 9 a. m., standard time, July 16, 1919, at the U. S. Land Of-

fice at Juneau, Alaska: In T. 15 N., R. 1 W., Secs. 4 to 9, inclusive, 16, 17 and 18; in T. 16 N., R. 1 W., Secs. 22, 23, 26, 27, 28, 32, 33, 34 and 35; in T. 13 N., R. 2 W., Secs. 5, 6, 7, 8, 17 and 18; in T. 14 N., R. 2 W., Secs. 3 to 10, inclusive, 15 to 20, inclusive, 29, 30, 31 and 32; in T. 15 N., R. 2 W., Secs. 10 to 34, inclusive; that part of unsurveyed fractional T. 11 N., R. 3 W., lying North and East of Turnagain Arm and West of the present boundary of the Chugach Forest not previously excluded and reserved as Potter Creek townsite; in T. 12 N., R. 3 W., Secs. 3 to 10, inclusive, 15 to 22, inclusive, 27 to 34, inclusive; in T. 13 N., R. 3 W., Secs. 1 to 6, inclusive, N½ Sec. 7, N½ Sec. 8, Secs. 9 to 16, inclusive, E½ Sec. 17, Lot 6 Sec. 17, Lot 6 Sec. 18, Lot 1 Sec. 19, and Lot 2, Sec. 20, said lots being the portions of such sections within the third addition to Anchorage townsite, Lots 3, 4, 5, 6 and S½ Sec. 19, NE¼, Lots 3, 4 and S½ Sec. 20, Secs. 21, 22, and 27 to 34, inclusive; all fractional T. 14 N., R. 3 W., South and East of Knik Arm; in T. 15 N., R. 3 W., Lot 1 Sec. 24; all fractional T. 12 N., R. 4 W., North and East of Turnagain Arm; that portion of fractional T. 13 N., R. 4 W., lying South of Knik Arm excepting Sec. 13, and the parts of Secs. 23 and 24 previously excluded for Anchorage townsite; in T. 12 N., R. 5 W., Lot 1 Sec. 1; and a strip of land along Cook Inlet and Kachemak Bay between Kaslof and Fox Rivers extending three miles back from the tide line, exclusive of a small tract previously eliminated around the town of Ninilchik, the strip being chiefly unsurveyed but containing the following surveyed lands; in T. 5 S., R. 11 W., Secs. 7, 8, 9, 10, 16, 17, 18, 19 and 20; in T. 5 S., R. 12 W., Secs. 13, 23 to 28, inclusive, 31, 32, 33, 34 and 35; in T. 6 S., R. 12 W., Secs. 3, 4, 5, 6 and 7; all fractional T. 6 S., R. 13 W.; Seward Base and Meridian. Prospective applicants may during the period of 20 days preceding the date on which the lands shall become subject to entry, selection, or location of the form desired under the provisions of said proclamation, execute their applications in the manner provided by law and present the same, accompanied by the required payments, to the United States Land Office at Juneau, Alaska, in person, by mail, or otherwise, and all applications so filed, together with such as may be submitted at the hour fixed, shall be treated as though simultaneously filed and shall be disposed of in the manner provided by departmental regulations of May 22, 1914. Under such regulations conflicts of equal rights will be determined by a drawing. Warning is expressly given in said proclamation that no settlement initiated prior to seven days after the date for homestead entry above-named will be recognized, but all persons who go upon any of the lands to be restored as there in provided and perform any act of settlement thereon prior to 9 o'clock a. m., standard time, July 16, 1919, or who are on or are occupying any part of said lands at such hour, except those having valid subsisting settlement rights initiated prior to withdrawal from settlement and since maintained, and J. H. McCallie and C. C. Osier, who have resided upon and improved certain lands in Secs. 23 and 24, T. 13 N., R. 4 W., within the area to be restored since prior to September 28, 1917, under permit from the Forest Service, in case such occupation is maintained up to and including July 9, 1919: Provided, however, that nothing therein contained shall prevent persons from going upon and over the lands to examine them with a view to making entry thereof or settlement thereon when the lands shall become subject thereto in accordance with said proclamation. Persons having prior settlement rights, as above defined, and the persons above named may, where

The lands so claimed or occupied are surveyed, present homestead applications for the lands, conforming to legal subdivisions, not later than within the 20-day period prior to July 9, 1919. Intending entrymen or settlers are also wanted to ascertain the status of the surveyed lands or to get all information available as to the unsurveyed lands by inquiry of the local land office before making application therefor or settlement thereon, as portions of the above described areas are not subject to entry, being included in entries, etc., under the public land laws or in existing withdrawals. The following excluded lands are embraced in such withdrawals: Certain lands along Peters Creek in Secs. 4, 5 and 9, T. 15 N., R. 1 W., and Lot 4, Sec. 32, T. 16 N., R. 1 W., along Ship Creek in Secs. 5 and 8, T. 13 N., R. 2 W., along Big Rabbit Creek in Sec. 3, T. 11 N., R. 3 W., and Sec. 34, T. 12 N., R. 3 W., along Campbell Creek in Sections 33 and 34, T. 13 N., R. 3 W., within Powersite reservations; part of Secs. 4, 5, 6, 7, 8, 9, 16, 17, 20 and 21, T. 13 N., R. 3 W. in Ship Creek Townsite Withdrawal, and SW $\frac{1}{4}$  NW $\frac{1}{4}$  NW $\frac{1}{4}$  SW $\frac{1}{4}$  said Sec. 9 in railroad withdrawal; parts of Secs. 4, 8, 9, all Secs. 5, 6 and 7 in T. 12 N., R. 4 W., and parts of Secs. 22, 27, 33, 34, all Secs. 20, 21, 28, 29, 31 and 32 in T. 13 N., R. 4 W., within Point Campbell Military Reservation; W $\frac{1}{2}$  NE $\frac{1}{4}$  NW $\frac{1}{4}$  Sec. 2, E $\frac{1}{2}$ , E $\frac{1}{2}$  of W $\frac{1}{2}$  and SW $\frac{1}{4}$  SW $\frac{1}{4}$  Sec. 3, N $\frac{1}{2}$  and SE $\frac{1}{4}$  Sec. 10, T. 12 N., R. 4 W., and Lots 5, 6, 9, 10, W $\frac{1}{2}$  of E $\frac{1}{2}$  of SE $\frac{1}{4}$  Sec. 27, E $\frac{1}{2}$ , Lots 2, 3, 5, SE $\frac{1}{4}$  NW $\frac{1}{4}$  Sec. 34, NW $\frac{1}{4}$  and S $\frac{1}{2}$  Sec. 35, T. 13 N., R. 4 W., reserved for park purposes; and all lands within 600 feet of Ship Creek from the East line of Sec. 8, T. 13 N., R. 3 W., to the West line of Section 9, T. 13 N., R. 2 W., are reserved to protect the water supply of Anchorage. The entire Knik and Turnagain Arm exclusion is within public timber reserve, but entries may be made therein subject to a reservation of such of the timber thereon as may be found by the Alaskan Engineering Commission to be needed for Government Railroad construction or operation. "CLAY TALLMAN,

"Commissioner of the General Land Office."

#### MASTER MECHANIC MAKES WEEKLY PROGRESS REPORT.

The work of fitting up and installing the two dinky locomotive boilers at the townsite pumping plant is 50 per cent complete, according to the report of E. P. Hedberg, master mechanic, to William Gerig, engineer in charge of the Anchorage Division. The overhauling of engine 265 in the back shop is 75 per cent complete and the assembly of the new Panama locomotive No. 601 is 30 per cent complete, according to the report.

Engine service for the week ending June 14 was as follows: Mixed train service, engine 620, 3 days; engine No. 264, 3 days. Work train service, engine No. 224, 5 days; engine No. 266, 6 days; engine No. 277, 6 days. Switch service, engine No. 255, 5 days, and engine No. 242, 1 day. Motor car No. 7 with four push cars were in service during the week between Montana and Talkeetna.

The daily consumption of coal at the townsite pumping station for the week ended June 14 was approximately four tons and at the power plant slightly more than 10 tons.

#### INTERESTING EXTRACTS OF LETTERS TO WAR RISK BOARD ARE MADE PUBLIC.

Some letters received from soldiers or their wives by the War Risk Insurance Board at Washington have proved so interesting that the Board has given out extracts for

publication. A few of these extracts follow:

Owing to my condition which I haven't walked in three months for a broken leg which is \$75. I enclose lovingly yours.

I am left with a child seven months old and she is a baby and can't work.

In the service of the United States armory. He was my best supporter.

I have received my insurance polish and have since moved my post office.

I am his wife and only sir.

You ask for allotment number. I have four boys and a girl.

Please correct my name and I could and would not go under a consumed name.

Please return my marriage certificate. Baby hasn't eaten in three days.

Now Mrs. Wilson I need help bad. See if the president can't help me. I need him to see after me. Both sides of our parents are old and poor.

Please send me a wife's form.

Hello Mr. War Risk Insurance, how are you? I am well and hope you are, too.

Dear Mr. Wilson: I have written to Mr. Headquarters and have received no reply and if I don't get one I am going to write to Uncle Sam himself.

We have your letter. I am his grandmother and his grandfathers and he was kept and bred up in this house according to your instructions.

#### DISTANCE TABLES ON GOVERNMENT RAILROAD.

	No. Miles
Seward to	
Kern Creek .....	71.00
Anchorage .....	114.35
Chickaloon .....	188.35
Broad Pass .....	314.53
Lignite .....	364.00
Nenana .....	413.83
Fairbanks .....	470.56
Anchorage to	
Chickaloon .....	74.00
Montana Creek .....	94.90
Matanuska .....	36.32
Talkeetna .....	112.35
Broad Pass .....	200.18
Nenana .....	299.48
Fairbanks .....	356.21
Broad Pass to	
Lignite .....	49.47
Nenana .....	99.30
Lignite to	
Nenana .....	49.83
Fairbanks .....	106.56
Nenana to	
Fairbanks .....	56.73
Tanana Valley Railroad Fairbanks to	
Chena Junction .....	4.10
Chena .....	5.00
Happy Junction .....	7.30
Chatanika .....	39.20

#### ATTENTION!

What about that Liberty Loan interest?

Liberty Bond coupons are not interest-bearing.

But they may be made paying propositions by converting them into War Savings Stamps.

Save first! Spend afterward!

# 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.

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

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

## OFFICIAL CIRCULARS.

### Anchorage Division.

#### SHOULD WATCH FOR FIRES.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, June 11, 1919.

Circular No. 381:

#### TO ALL CONCERNED:

All trainmen will be on the lookout for fires in the vicinity of the right-of-way, and when possible stop should be made and such fires extinguished. When such action is not possible, report should be made to the dispatcher at first opportunity, giving, as nearly as possible, the location and extent of fire.

WM. GERIG, Engineer in Charge.

#### REGULATIONS CONCERNING FOREST FIRES.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, June 11, 1919.

Circular No. 382:

#### TO ALL CONCERNED:

Owing to the extremely dry season, every precaution must be taken to prevent fires. Section foremen must have a man follow each train to make sure no fires have been started. All live sparks will be put out and not left to go out themselves. Any fires which cannot be extinguished by the forces on the ground must be promptly reported to the roadmaster's office, so that help can be had, if necessary.

Particular attention must be given to protect all bridges, lumber, ties and poles along the right-of-way.

WM. GERIG, Engineer in Charge.

#### HEALTH OFFICER FOR ANCHORAGE APPOINTED.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, June 14, 1919.

Circular No. 383:

#### TO ALL CONCERNED:

Please be advised that Lieutenant H. A. Kirkham has this date been appointed acting health officer for the town of Anchorage, reporting to Dr. J. B. Beeson.

WM. GERIG, Engineer in Charge.

## ANCHORAGE DIVISION EXTENDED.

Department of the Interior,  
Alaskan Engineering Commission  
Seward, Alaska, June 10, 1919.

Circular No. 385:

#### TO ALL CONCERNED:

Effective this date, the construction and operation of line South from Mile 79 to Kern Creek has been transferred to the Anchorage Division.

R. J. WEIR,

Engineer in Charge, Seward Division.

WILLIAM GERIG,

Engineer in Charge, Anchorage Division.

#### FOREST FIRES MUST BE REPORTED.

Department of the Interior,  
Alaskan Engineering Commission  
Maintenance of Way Department  
Anchorage, Alaska, June 13, 1919.

Circular No. 57:

#### TO ALL SECTION FOREMEN:

On account of the extremely dry season every precaution must be taken to guard against forest fires. Section foremen must have a man follow each train over their section to make sure that no fires have been started. Live sparks must be put out and not left to go out themselves. Any fires which cannot be extinguished on the ground must be promptly reported to this office so that help can be had if necessary. Particular attention must be given to the protection of bridges, lumber, ties, piling, etc., along the right-of-way.

JAS. HANAHAN,

Asst. Supt. in Charge of Track.

#### WEEKLY FORCE REPORT.

##### Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, June 7, 1919, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	5	3	9
Bridge Engineer .....	1	1	0	2
Drafting .....	0	4	0	4
Land and Industrial .....	0	2	0	2
M. of W. Shops and Yards .....	2	5	28	45
Track, Bridge and Ballast .....	1	3	180	184
Receiving and Forwarding Agt. ....	1	4	9	14
Machine Shop and Round House .....	1	3	54	58
Marine Ways .....	1	1	44	46
Stores and Material Yard .....	1	12	56	69
Employment Bureau and Ter- minal Mess .....	1	2	14	17
Transportation .....	1	11	24	36
Disbursing Office .....	1	5	0	6
Accounting .....	1	10	0	11
Base Hospital .....	1	1	8	10
Townsite .....	0	1	6	7
Telegraph and Telephone .....	1	6	20	27
Mining .....	2	5	104	111
Location Surveys, Broad Pass....	1	2	30	33
Total .....	18	83	500	691



### SALE OF LOTS AND ACRE TRACTS IN ANCHORAGE TOWNSITE.

There will be a sale of lots and acre tracts within the Anchorage townsite, commencing at 2 p. m., Wednesday, June 18, 1919. This sale will be held in the Anchorage townsite office, corner of Fourth and E street. The sale will be limited to those lots only for which requests to purchase have been received at the office of the land and industrial department up to close of business at 5 p. m. on Monday, June 16. Plats of Anchorage Townsite, with South, East and Third Additions, may be purchased at the townsite office or the office of the land and industrial department.

Requests have been made for the following lots:  
South Addition.

Lot	Block	Area
1	39	5 Acres
2	39	5 Acres
Entire	47	8.30 Acres
Entire	45	8.30 Acres

#### Third Addition.

Lot	Block	Area
3	12	.91 Acre
4	12	.91 Acre
5	12	.91 Acre
2	14	5 Acres
1	18	5 Acres
2	18	5 Acres
1	20	5 Acres
2	20	5 Acres
1	25	5 Acres
2	25	5 Acres
1	26	5 Acres
2	26	5 Acres

### EXPORTS FROM ALASKA IN APRIL RANGE FROM PLATINUM TO RUTABAGAS.

Platinum, palladium, gold, silver and the baser metals of lead, copper and zinc, fish—fresh, dried, pickled and canned; furs, both in the raw and manufactured state, and rutabagas, which products are indicative of the wide variety of Alaska's natural resources, are among the commodities exported from the Territory in the month of April, according to the report of the United States Collector of Customs, whose headquarters are at Juneau, Alaska. The total worth of April exports is \$1,278,716. Metals and fish were shipped in greater quantities than any other commodities.

The articles and their values follow:

Gold and silver	\$110,735
Platinum, 20 ounces	2,048
Palladium, 106 ounces	11,490
Gypsum	44
Copper	365,488
Lead	6,583
Lead bullion	535
Zinc	174
Fish:	
Fresh, other than salmon	97,033
Dried, smoked or cured	150
Pickled	66,593
Canned salmon	9,102
All other salmon	66,593
Shrimps	2,845
Other fish and fish products	217

Furs	44,193
Manufactured furs	525
Bones, hoofs, horns	210
Curios	553
Rutabagas, 800 pounds	24

Total	\$1,115,135
Articles of growth, manufacture or produce of U. S. returned	\$ 125,608
Foreign merchandise	36,514

Total \$1,277,257

### PREPARATIONS BEING MADE TO CELEBRATE FOURTH OF JULY.

That the Fourth of July will be fittingly celebrated in Anchorage is now an assured fact. A committee composed of Frank W. Redwood, president of the Anchorage Chamber of Commerce, Danilo Vucetich, George M. Campbell, Ray C. Larson, E. L. Bedell and John F. Coffey has been selected to take charge of the program and to arrange for the celebration.

Sports of a varied nature will be staged on the ball grounds, including a baseball game between the Elks and the Masons. Patriotic exercises will be held at the City Park and a monster parade will be featured by the local fraternal and civic organizations.

Invitations have been extended to the residents of the nearby towns to visit Anchorage on this day and take part in the program. Special trains will be run on the Government Railroad and as many employees of the Alaskan Engineering Commission as can be spared from their duties will be brought to Anchorage. William Gerig, engineer in charge of the Anchorage Division of the Government Railroad, is actively interested in arranging a patriotic celebration of America's natal day and is doing everything within his power to cooperate with the committee.

### PROGRESS SHOWN BY GEOLOGICAL SURVEY IN CLASSIFICATION OF PUBLIC LANDS.

Secretary Lane announces good progress during the month of April in the classification of public lands by the department of the interior through the instrumentality of the Geological Survey. The classifications during the month involved coal, oil, water-power, and public-water lands.

More than a half million acres of land, previously withdrawn for classification as to their coal content were restored to the public domain as not containing coal. This land was already open to agricultural entry under the surface acts. Over 100,000,000 acres of land have now been classified by the Geological Survey under the coal land laws, nearly 30,000,000 of them as coal lands, with an appraised value of \$986,783,000.

One hundred and twenty acres previously withdrawn as oil land were restored during the month of May as containing oil.

Over 2000 acres of land were added to the public water reserves making a total of 219,449 acres now set aside by the Government for stock-watering purposes. The acreage of water-power lands was decreased during April by the restoration of 4000 acres which have no water-power value. There are now over two million and a half acres reserved by the Government for development under the water power laws.

### COOK INLET'S FISHING INDUSTRY SHOWS GREAT GROWTH IN PAST YEAR.

Cook Inlet shared with other fishing districts in Alaska the great impetus that the world war in 1918 gave to all sea-food industries.

Herring, which probably abounds more plentifully in the Cook Inlet region than in any other part of Alaska, showed the greatest ratio of increase in the matter of output, although all other classes of fish were marketed in unusually large quantities.

Relative to the fishing industry in 1918, the Monthly Bulletin of the Alaska Bureau of Publicity, published early this month at Juneau, says:

"In 1915 Alaska put up 8000 barrels of herring. In 1918 Alaska put up 155,000 barrels of herring. While all branches of the fishing industry in the Territory did not increase in the previous four years in proportion to that of herring, the increase has been phenomenal as is attested by the following figures for 1918: Canned salmon, \$58,000,000; fresh fish, other than salmon, \$1,170,455; dried and smoked fish, \$361,181; pickled, \$1,517,017; all other salmon, \$2,285,300; canned herring, \$258,614; canned clams, \$142,109; shrimps, \$12,638; all other fish, \$104,760; fish fertilizer, \$66,760, and fish and whale oils, \$804,189.

"It is confidently expected that the fish pack of 1919 will equal that of 1918 but whether it will amount to as much money is yet to be determined. Following is a list of the numbers of various fishing industries in the Territory:

"Salmon canneries, 134; salmon salteries, 89; salmon mild cure, 42; pickled herring plants, 94; codfish curing plants, 28; cold storage, 7; clam canneries, 8; miscellaneous, 18; by-products, fish meal, oil and fertilizer, 11.

"A number of new canneries are being erected which will be operated this year."

In the Third Judicial Division, which includes Anchorage and the Cook Inlet region, there were in operation, in addition to clam canneries and salteries for different kinds of fish, 57 salmon canneries.

### ENGINEER IN CHARGE URGES PURCHASE OF WAR SAVINGS STAMPS.

"Many thousands of dollars worth of War Savings Stamps will be purchased by the employees of the Alaskan Engineering Commission as soon as funds become available with which to pay the back wages and salaries of the employees," said William Gerig, engineer in charge of the Anchorage Division, who urges all employees to invest in this form of Government security.

"The only way to make interest money earn interest," said Mr. Gerig, "is by investing the interest from Liberty and Victory bonds in War Savings Stamps. There is no security half so attractive as the War Savings Stamps, and none in which it is so easy and convenient to invest."

### TAKE A TIP FROM UNCLE SAM.

During 1919 the Government will pay to holders of all five Liberty Loan issues approximately \$810,000,000. This is a huge sum and its disposal by the recipients requires considerable thought. What are you doing with your interest money? Are you spending it foolishly, or reinvesting it wisely? War Savings Stamps make your Liberty Bond interest grow. They pay 4 per cent interest, compounded quarterly. Cut your Liberty bond coupons. Convert them into War Savings Stamps.

### DEPARTMENT OF THE INTERIOR LOYALLY SUPPORTS VICTORY LOAN.

One million nine hundred and sixty-seven thousand six hundred dollars is the sum of money subscribed to Victory bonds by the employees of the Department of the Interior located at Washington and in the field in various parts of the United States where the department is interested, according to figures compiled by Philip S. Smith, chairman of the Victory Loan committee for the Department of the Interior.

An open letter with figures of purchases of bonds of the various branches of the Department follows:

"Fellow Workers:

"May 15, 1919.

"You may well be proud of the showing which the Department of the Interior made in the Victory Liberty loan. Here is the story, arithmetically told:

Bureau	Number Employees	Subscribers No.	Pct.	Amount
Secretary's Office .....	612	367	60	\$61,850
Indian Affairs .....	330	300	90	84,700
Land Office .....	490	452	92	88,700
Patent Office .....	931	820	89	151,900
Pension Office .....	794	794	100	233,950
Education .....	187	159	85	24,900
St. Elizabeth Hospital.....	350	151	43	22,800
Howard Hospital .....	115	45	40	13,400
Reclamation Bureau .....	100	100	100	17,750
Parks .....	16	16	100	8,500
Survey .....	569	500	89	100,450
Alaskan Eng. Com. ....	7	7	100	3,350
Mines .....	250	250	100	144,150
Freedmen's Hospital .....	63	15	24	13,300
Total .....	4823	3985	83	\$969,700

#### Washington and Field.

Bureau	Washington	Field	Total
Secretary's Office .....	\$61,850	.....	\$61,850
Indian Affairs .....	84,700	\$230,650	\$315,350
Land Office .....	88,700	126,000	\$214,700
Patent Office .....	151,900	.....	151,900
Pension Office .....	233,950	16,100	250,050
Education .....	24,900	10,600	35,500
St. Elizabeth Hospital ...	22,800	.....	22,800
Howard Hospital .....	13,400	.....	13,400
Reclamation Bureau .....	17,750	151,150	168,900
Parks .....	8,500	34,100	42,600
Survey .....	100,450	37,400	137,850
Alaskan Eng. Com. ....	3,350	149,000	152,350
Mines .....	144,150	242,900	387,050
Freedmen's Hospital .....	13,300	.....	13,300

Total .....

In addition to this Indians have subscribed \$3,518,200.

In addition to this \$958,575, held in escrow by General Land Office, was invested.

But the story is not completely told in the presentation of dollar signs and percentages which, after all, are entirely without sentiment in such an undertaking. It is the spirit back of the task which counts, and in this you have risen far above the call. In a word, your loyalty to country and willingness to sacrifice made it possible to "finish the job" according to all-American methods. Heartiest congratulations!

PHILIP S. SMITH.

Chairman Victory Liberty Loan Committee,  
Department of the Interior.

# PROLONGED ABSENCES FROM HOMESTEADS ON ACCOUNT OF CLIMATE ALLOWED.

Where climatic conditions make residence upon homesteads in Alaska a hardship, extended absences may now be granted by the Commissioner of the General Land Office, according to a circular letter received from the office of the Land Commissioner by the Land and Industrial department.

The letter from the Commissioner is as follows:

"Department of the Interior,

"General Land Office,

"Washington, D. C., March 25, 1919.

"Registers and Receivers,

"United States Land Offices.

"Sirs: Under the homestead law, as it has heretofore stood, a homesteader is entitled to a leave of absence in one or two continuous periods not exceeding in the aggregate five months in each year after establishing residence, being required to file notice at the beginning and end of each period. It is provided that in case of commutation 14 months' actual residence must be shown, no credit being allowed for the periods of these allowable absences.

"By the act of February 25, 1919 (Public No. 257), the following clause is inserted in the law:

"Provided, that the Register and Receiver of the local land office under rules and regulations made by the Commissioner of the General Land Office may, upon proper showing, upon application of the homesteader, and only for climatic conditions, which make residence on the homestead for seven months in each year a hardship, reduce the term of residence to not more than six months in each year, over a period of four years, or to not more than five months each year over a period of five years, but the total residence required shall in no event exceed 25 months, not less than five of which shall be in each year, proof to be made within five years after entry.

"2. An entryman desiring to avail himself of the privilege accorded by this act must, within one year after the allowance of his entry, file in the local land office an application (preferably on the approved form) consisting of his affidavit, corroborated by two witnesses, setting forth the climatic conditions which would render it a hardship to reside upon the land for as much as seven months in each year, and stating whether he wishes the requirement in this case to be fixed at six months' residence in four successive years or at five months' residence in five successive years. The affidavit of claimant and the witnesses may be executed before any officer authorized to administer oaths and using an official seal. If the showing is satisfactory, you will promptly forward the application to this office with notation of your allowance thereof, by special letter. If it is not satisfactory, you will reject the application, subject to the usual right of appeal, and all appeals will be promptly forwarded by special letters.

"If the application requests a reduction to five months' residence in each year, you may, if proper, grant partial relief; that is, fix the residence period at six months in each year, your decision being subject to review by this office on appeal from your decision, of which the party will be notified with all promptness.

"3. Where a homesteader has secured a reduction of the residence requirements to six months in each year, he may at or before the termination of the second year of his entry, file application for further reduction; that is, to five

months in each of five years.

"4. To entitle the homesteader to the benefits of this act, he must show that the climatic conditions in the vicinity of the land entered are ordinarily—not in exceptional years—such as would render it a hardship for him to reside there for a greater part of each year than for five or for six months, as the case may be.

"5. Under this provision of the law there is no authority to allow two absence periods, but the five months' residence or the six months' residence, as the case may be, must be in one continuous period.

"6. Proof on an entry must be made within five years after its allowance, notwithstanding the fact that relief may have been granted under this act; but the homesteader need not wait until the termination of his fifth residence year before submitting proof, provided he has had the last required period of residence.

"7. An entry which is otherwise subject to commutation may be commuted, notwithstanding the granting of relief to the homesteader under this provision of law; but the periods of actual residence on the claim must aggregate at least 14 months and cultivation of not less than one-sixteenth of the area must be shown, unless a reduction has been granted in the requirements in that regard.

"8. Credit on account of a period of military service will be allowed as on other entries, but at least one year's compliance with the homestead laws must be shown in every case.

"Very respectfully,

"CLAY TALLMAN, Commissioner.

"Approved:

"ALEXANDER T. VOGELSANG,

"First Assistant Secretary."

## POWER BOAT MAKES FAST TIME BETWEEN TALKEETNA AND INDIAN RIVER.

Thirty-five hours and fifty minutes was the time required by the power boat Betty M. to make the trip between Talkeetna and Indian River with a load consisting of five tons of supplies for the Secrest Locating party working between Indian River and Nenana. The Betty M. left Talkeetna at 1 p. m. June 8, arrived at the Dead Horse hill camp at 1 p. m. June 9 and at Indian River at 12:50 a. m. June 10, thus making the season's record up-river run. Returning to Talkeetna the trip was made in three hours and 30 minutes on June 11.

After making some minor repairs to the boat's rudder the Betty M. sailed June 13 for Indian River, carrying a cargo of five tons of general supplies for the Secrest party.

## OFFICIAL OF ALASKAN ENGINEERING COMMISSION WILL RETURN TO ANCHORAGE.

David B. Tewkesbury, acting townsite manager and editor of the Alaska Railroad Record, who was granted a 30-day leave of absence, will return to Anchorage July 10, according to a cablegram received from him by William Gerig, engineer in charge of the Anchorage Division of the Government Railroad. Mr. Tewkesbury will visit his family in Seattle before returning to Anchorage.

## DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements at the office of the Anchorage Division of the Alaskan Engineering Commission for the week ended June 14, 1919 totaled \$4653.60. Salaries and wages amounted to \$279.17; compensation, \$91.67; other expenses, \$4147.76 and special deposit account, \$35.



## PERSONAL

Lieut. C. P. Knights and Mrs. Knights were round-trip passengers to Chickaloon last week.

P. McCormick, employed at the Eska Creek coal mine, was a visitor in Anchorage during the past week.

J. J. McDonnell has been appointed section foreman at Kern, working under the supervision of William McGinnis foreman in charge of steam shovel No. 1.

Sumner S. Smith, resident mining engineer, in charge of the coal mines at Eska Creek and at Chickaloon, came down from his headquarters on Saturday's train.

F. A. Hansen, engineer of maintenance of way, made a trip to Turnagain Arm last week, where the forces of his department were occupied in fighting forest fires which have been burning in this section for the past ten days.

Miss Hildur Swanson, clerk in the stores department, and Miss Emma P. Prosz, bookkeeper in the stores department, made the round trip to Montana on last Wednesday's train, returning to Anchorage Thursday.

L. N. Lowell, a former employee of the telegraph and telephone department of the Alaskan Engineering Commission, and daughter, Mrs. Huston, who is visiting in Anchorage, made the round trip to Montana last week.

Leopold David, United States Commissioner at Anchorage, made a brief visit to Wasilla last week on official business. While at Wasilla he found time to exhibit his skill as a fisherman and returned home with a big catch of lake trout.

James Hanahan, assistant superintendent in charge of track, is supervising the work now being done on the main line of the railroad between Montana and Talkeetna. Three gangs of section men are at work on this part of the track getting it in condition for the passage of heavy locomotives.

William Gerig, engineer in charge of the Anchorage Division, left Anchorage Monday morning on a gasoline speeder on an inspection trip of the section of the Turnagain Arm district damaged last week by forest fires. He went as far as Mile 73, returning at 9:30 o'clock in the evening.

Mrs. F. H. Martin and daughter, Mrs. R. M. McKeehan, made the round-trip last week to Montana, returning to Anchorage on Thursday's train. Mrs. McKeehan, who is visiting her father employed by the Alaskan Engineering Commission, expects to return to her home in Bremerton on the next sailing of the steamer Alameda.

W. J. H. Fogelstrom, bridge engineer for the Alaskan Engineering Commission, went to Mile 52 on the Seward Division for the purpose of conferring with R. J. Weir, engineer in charge of the Division, regarding the bridges between Seward and Kern. Mr. Fogelstrom left Anchorage on a gasoline speeder at noon Monday and expects to be gone until Wednesday.

## Anchorage Division Notes.

A tie loading gang with Bay City crane No. 3 in charge of Conductor Frank O'Shea left Anchorage Monday, June 16, and will work in the Turnagain Arm district loading ties, contractors' equipment and construction material.

Forty-three thousand nine hundred and ninety pounds of commercial freight were forwarded, and 75,808 pounds of commercial freight were received at the Anchorage railroad station during the week ended June 14, according to reports submitted by G. E. Jennings, station agent. Eighty-nine pieces of baggage were received during the week and 110 pieces forwarded.

Forest fires have been reported along the railroad right-of-way at points between Mile 185 and Mile 187, at Question Creek, which is eight miles South of Talkeetna, at Eklutna and at Mile 124. The fires are under control and no damage has been reported.

Eight hundred and eighty-seven short tons of coal were mined at the Eska Creek and the Chickaloon coal mines during the week ending June 7, according to the report of Sumner S. Smith, resident mining engineer, in charge of the coal mines operated by the Alaskan Engineering Commission. Driving on the David East and the Shaw West was continued during the week reported at the Eska Creek mine and at the Chickaloon mine the work consisted of cutting East slope station and airway and driving "F" West. There were 79 men employed during the week at the Eska Creek property and 32 at Chickaloon.

Six telephones were installed and seven disconnected in Anchorage during the week ended June 7, according to a report of J. J. Longacre, acting superintendent of the telegraph and telephone department. One long distance telephone was installed. A small crew has been engaged in straightening and re-tamping poles at Mile 140 and 152. Three anchors were also placed at this point. Slack was pulled between Mile 115 and 116.

## VARIOUS GOVERNMENTAL DEPARTMENTS JOIN IN EFFORT TO ENCOURAGE SAVING.

The United States Government through its many departments is leaving no stone unturned to encourage saving and habits of thrift and to this end has issued the following circular letter:

"Cooperation and coordination of Government departments in aid of a national movement to promote regular saving, wise buying, sound investment and reinvestment was shown in a statement issued here today.

"Five departments—Treasury, Labor, Commerce, Agriculture, and the Interior—are already carrying out plans characteristic of their special domains of work designed to accomplish the general aim, thrift. Not only are the same principles held in common, but ideas and materials are interchanged and employed to further the particular lines of each department's work.

"In the Treasury Department, the savings division through every form of the spoken and written word is endeavoring to bring home the value of sensible economy as a principle of living; to interpret thrift not as miserliness but as the wise management of one's affairs, taking heed of present and future needs, and steadily saving for worthwhile purchases, to take advantage of an opportunity, or against a rainy day. The savings division offers in Thrift Stamps and War Savings Stamps a practical inducement to acquiring the power of a financial reserve.

"Realizing that saving is greatly stimulated by having a definite object in view the Department of Labor has launched a "Own Your Home" movement.

"The Department of Commerce, in conjunction with the Council of National Defense, is engaged in a "Buy Now; But Only What You Need" campaign which engenders real thrift by stressing the attention to necessities and eliminating useless expenditure; and which, by supporting essential industries maintains steady employment and consequently the opportunity to save.

"In the Department of the Interior, the Bureau of Education is making thrift an important part of its Americanization program and of its school and library work. The Indian bureau has issued material and called on all agents to assist in bringing home the value of intelligent saving and safe investment to the Indian Service.

# ALASKA RAILROAD RECORD



VOL. III. ANCHORAGE, ALASKA, TUESDAY, JUNE 24, 1919.

NO. 33

## ENGINEER IN CHARGE VISITS SCENE OF NEW CONSTRUCTION WORK IN TALKEETNA DISTRICT.

"Every ounce of construction energy will be utilized during the course of the present summer in pushing ahead the Government Railroad North of Talkeetna," said William Gerig, engineer in charge of the Anchorage Division of the railroad, who returned last Friday to Anchorage from a three-day visit to points on the main line of the railroad between the Anchorage terminals and Mile 242, five miles South of the Deadhorse Hill construction camp.

Steam shovels, station men and force account labor will be used in removing the earth obstructions to the grade located along the right-of-way at Mile 234 and Mile 239. Immediate steps will be taken to shoofly around the bluffs at these points, enabling the steel gang to lay a temporary track. The grade between Talkeetna and Indian River is practically complete and with favorable weather and an adequate supply of labor steel should reach Indian River, which is Mile 266 on the railroad, by the end of the year.

"While construction work is being carried on with energy in the Talkeetna district," said Mr. Gerig, "the Seward end of the railroad will receive its share of construction attention. The tracks will be ready for heavy traffic by the end of the present year and adequate snow sheds will be constructed to keep open the line for continued operation between Seward and Anchorage. By the beginning of the new year it is confidently expected to see the Government Railroad in active operation between the ocean terminal at Seward and the entrance to the Broad Pass at Indian River. With this portion of the road finished and turned over to the maintenance of way department," continued Mr. Gerig, "the part of Alaska affected will experience an active developmental era and a condition of prosperity based upon agricultural and mining advancement will unquestionably result."

Mr. Gerig was accompanied on the trip by F. A. Hansen, engineer of maintenance of way. They made use of the power boat Betty M. on the trip from Talkeetna to Mile 242. The return to Anchorage from Talkeetna was made by gasoline speeder.

## ENGINEER OF MAINTENANCE OF WAY REPORTS CONSTRUCTION ACTIVITIES ON MAIN LINE.

Two hundred and twenty cubic yards of rock were shipped to Mile 224 on the Government Railroad for use as riprapping along the East bank of the Susitna River, ac-

cording to a report submitted by F. A. Hansen, engineer of maintenance of way, to William Gerig, engineer in charge of the Anchorage Division. The rock was produced by steam shovel No. 7, working at Bird. This shovel produced during four working days at Bird 2830 cubic yards of rock. Some of this material was used in filling bridge No. 18 and a part used in riprapping along Turnagain Arm. Two hundred cubic yards of material was dumped for riprapping at a point about one-half mile South of the Anchorage depot. Steam shovel No. 7 was cut out at Mile 85 on June 20 and the outfit transferred to Sunshine, where material will be produced for ballasting track between Montana and Talkeetna.

Thirty-nine piling, aggregating 2580 lineal feet, were rafted in from the South shore of Turnagain Arm on June 18 for use in the new dock at Anchorage.

Four thousand three hundred and fifty-six cubic yards of gravel were produced by steam shovel No. 1 working in the Turnagain Arm district and the material was used in filling bridge No. 138 in the Seward Division.

Bents Nos. 219 to 224, inclusive, with 10 piling to the bent, were driven during the week ended June 21, by bridge and building gang No. 5, working on the permanent approach trestle to the new Anchorage dock. Track has been laid on the trestle to the end of the temporary approach bent No. 217.

Bridge and building gang No. 6 was organized during the past week with Charles Barricklow in charge of 12 men and was sent to Talkeetna on June 18 to dig wells for temporary water supplies at Sunshine and Talkeetna.

George Chantes & Co. were sent out on June 18 and commenced work on their grading contract at Mile 233 on June 19.

## DEPARTMENT OF THE INTERIOR HOLDS EXPOSITION IN ITS NEW BUILDING AT WASHINGTON, D. C.

An exposition of unusual interest was held in Washington City by the Department of the Interior of the United States Government beginning May 19 and ending May 30. The exposition was held in the North corridor of the new Interior department building and occupied approximately 6400 square feet of floor space. It was the first exposition on a large scale to be held by any Government department and the success of the venture was proved by the attendance of throngs of interested residents of Washington and thousands of visitors from all parts of the world.

In opening the exposition Franklin K. Lane, Secretary of the Interior, spoke, in part, as follows:

"The world now turns from the brutalities of killing

men to the one thing for which the world was made—the making of men. We fought that we might live, that our ideals might have a free soil in which to grow. And with enthusiasm and renewed courage we now turn to those enterprises and efforts which we recognize as the normal life of a civilized people.

"To mark the dividing line between the days of war and those of peace this exposition has been created. It is more than a presentation of the daily doings of those who work in this department. It is a symbol of a democracy's life. The soldier and the sailor are to fall to the rear and in their stead are to advance the engineer and the farmer, the chemist and the miner, the inventor and the teacher.

"It is true that we proudly display here what this civilian department was enabled to do to aid in the conduct of the war. We made gases more deadly than any which other nations had produced. We sought and found a new gas by which the rigid airship could be made safe against explosion and flame. We set the American Indian at work to save the starving Belgians. The training of the geologist in Alaska and Montana was put to use in the planning for trenches in France. There was no single bureau of this most peaceful of departments which did not make its contribution.

"Before our door for now nearly two years has swung our flag of service. Each week its figures have mounted until now that faded emblem of loyalty carries 2669 stars. We have not changed it as sun and rain have dimmed the brilliant color of its youth, for round its edge there has steadily grown an ever-enlarging border of those golden stars of glory which group themselves naturally into a golden crown to the lasting honor of this department.

You will find here three works of art to which I would draw your attention. One is a miniature model of a workman, a blacksmith sitting on his anvil reading a book. This is by the Sculptor French. To me it represents the hope of intelligent labor, a man of muscle protecting himself by study, growing into a man of informed intelligence. Another is a picture by McCarthy, a brilliant bit of coloring and full of suggestion. It might be entitled 'Going Over the Top,' for above in the clouds is a group of soldiers with bayonets set, emerging from their hiding place, while below is the stalwart figure of an American farmer in the glory of blue overalls and a sunlit hat holding a plow as he passes over the ridge of a hill. But this might also be entitled 'Forward to the Land,' the soldiers who have done their work with the bayonet now proudly turning to the new work of creation—the essential idea of our hope of farms for returned soldiers. The third work of art is the figure of a soldier newly come back from France, a statue by Dallin, the Utah sculptor who has eternally memorialized the American Indian. Look on that boy. He has thrown off his coat and his sleeves are rolled back. He is ready for work. See his outstretched arms. And look into his handsome face. He is standing once more on American soil and is saying 'This land is mine. I have seen other lands and have fought for their safety. I have seen their life and learned the ways of their people. I know their spirit and I have seen their struggle. But they are not for me. This land is mine.' Look at the smile on his lips, not on his lips alone but radiating from every line of his face. See the light of hope in his eye and the pride in the carriage of his head. With arms widely spread he looks upon America and all the affection and pride and loyalty of his manly nature express themselves. He has done his task abroad and his sleeves are rolled back ready for the great challenge of this country. He is Young America. He

knows that this is not a land of ease. He does not ask Fortune to drop her golden apples in his lap. He is willing to work. He has found his way through barbed wire and the mazes of the miry trenches to gain his objective in the struggle of war and he can do as much in the struggle of peace. Here he is free, his own master. He can see himself rise as others have risen, and he is eager to get into this new struggle. For before him lies a land that is as young as he is, his very mate. He is up-standing. He does not slump into dejection because this is not the best of all possible lands, his head is high, his frame is firm, his hands are strong, and again be it noted, his sleeves are rolled back, he will make this land what his heart wants it to be. Remark that there is no cunning in his look, he can play the game square and one can see that he will ask what he is willing to give. He has no wings, firmly his feet are planted, he knows well the difference between fancy and fact. His eyes do not look into the sky, but straight into yours, for you are his brother and comrade in the making of America."

The pictorial exhibit of Hawaii, the affairs of which territory come principally under the Interior Department, occupied a space near the central entrance.

The General Land Office had its surveying instruments prominently displayed, maps of many descriptions, pictures of homesteaders' improvements in the West, and ancient records.

Beautiful transparencies told the story of the Reclamation Service's efficient service to the country in reclaiming arid lands. This service has spent \$118,000,000 since its beginning, and the value of the crops last year alone on reclaimed lands amounted to \$80,000,000.

The Office of Indian Affairs had a real life Indian operating a typewriter and called attention to the fact that an Indian was first "over the top" at the Marne. They had a large exhibit of handicraft of the Indians and much to show the great progress of that race in recent years.

The perfume of the pine boughs made most realistic the National Park Service booth in one of the entrances. They also had "Young Faithful" in actual operation to represent "Old Faithful" in Yellowstone Park.

The Bureau of Mines had perhaps the largest exhibit, including among various metals, etc., an oil well in operation, mine rescue apparatus, the history of an explosive shell complete, etc.

In addition to minerals, etc., in great profusion, the Geological Survey had an exquisite panorama produced by painting and moulding combined, illustrating the mineral discoveries and development of the West.

In the auditorium of the building the Interior Department Band and orchestras afforded musical entertainment to the crowds, and both afternoons and evenings motion pictures on various subjects were shown.

A little gem in the whole mass of exhibits was that of the Alaskan Engineering Commission. It was entirely pictorial in nature and had a setting of such shape and color as to show off the pictures to best advantage. The finest views obtainable showing the scenery along the coast, besides the waterways, and in the mountains greatly enlarged, were tinted and placed on one wall. On the opposite wall were many scenes showing the farming, fishing, mining and other industries of the Territory. A dozen pictures, also enlarged and tinted, depicted the railroad work and completed stretches of line. A large map showing comparative size of the Territory, a chart showing its products, and a progress map of the railroad, completed this artistic exhibit.



### STEAMER ARRIVES FROM SEATTLE WITH CONSIGNMENT OF GOVERNMENT FREIGHT.

Twelve hundred tons of freight, consisting of 2584 seventy-pound steel rails, 1500 bundles of angle bars, 483 kegs of spikes and bolts and an assortment of miscellaneous freight, were received by the Alaskan Engineering Commission, June 18 when the steamer Anyox arrived here from Seattle. The cargo will go into the construction of the Government Railroad and will be forwarded to points on the main line North of Anchorage within the immediate future.

The steamer Anne W., with the barge Lawrence in tow, arrived from Seward at 2 p. m. the same day with 550 tons of general freight for the Alaskan Engineering Commission. Eighteen Lidgerwood cars complete, 714 seventy-pound steel rails and 1745 bundles of angle bars formed the greater part of the cargo.

The power boat Alaska, operated by the Alaskan Engineering Commission, arrived June 19 from Frazier's piling camp on the South shore of Turnagain Arm with a raft of piling and returned to the camp at 3.50 p. m. the following day.

The steamer Alameda arrived in Anchorage on her 160th voyage from Seattle bringing a considerable quantity of general merchandise for the Anchorage merchants and a passenger list numbering 83 persons, fourteen of whom were round-trip tourists. The Alameda arrived in port at 10.05 p. m. June 20 and sailed for the South at 12:30 p. m. on June 21.

The cannery tender A. B. Carpenter arrived June 20 from Kenai and sailed for her home port at 11.25 p. m. on June 21 with the barge No. 401 in tow. The power boat Willard B. arrived from Kenai at 10 a. m. on June 21 and the power boat Grizzly at noon of the same day. On June 21 the power boat Alaska returned again from Frazier's camp with piling for use in the new Anchorage dock.

### DETAILED STATEMENT COVERING EXPENSES FOR MAY ISSUED BY TOWNSITE OFFICE.

One thousand eight hundred and twenty-three dollars

and twenty-two cents is the amount of maintenance and operation expenses for the Anchorage townsit for the month of May, according to figures compiled by the townsit office. These figures include an item of \$347.89 for sanitation which was carried over from the month of April, having been received too late to include in the April figures. The actual expenses for the month of May are therefore \$1475.33. The high cost figure of the garbage collection account is owing to the fact that two wagons were in use collecting garbage during the period allotted to the "clean-up" campaign.

The total maintenance and operation charge for the Anchorage townsit for the period from July 1, 1918 to May 31, 1919 is \$20,415.59.

The detailed report from the townsit office follows:

Administration:			
Total to April 30, 1919	\$3,283.32		
Salaries	129.64		
Stationery and supplies	4.54		
Fuel, light and telephone	9.00		
Maintenance buildings and grounds	21.40		
Dog pound	5.00	\$3,452.90	
Fire Protection:			
Total to April 30, 1919	9,667.20		
Salaries	461.97		
Maintenance team and equipment	2.75		
Maint. hydrants and water rent	191.39		
Fuel, light and telephone	17.00		
Maintenance bldgs. and grounds	3.47	10,343.78	
Maintenance Streets and Alleys:			
Total to April 30, 1919	2,010.28		
Month of May, 1919	89.82	2,100.10	
Sanitation:			
Total to April 30, 1919	3,631.57		
Disposal of garbage	844.09		
Maintenance of sewers	25.00		
Superintendence	18.15	4,518.81	
Total	\$20,415.59	\$20,415.59	

### CLIMATOLOGICAL DATA, MAY 1919.

CLIMATOLOGICAL DATA, MAY 1919.

STATIONS	Mile on Railroad	Approximate Elevation, feet	Temperature in Degrees, Fair.								Precipitation Inches			Number of Days			Prevailing Direction of Wind.
			Mean Maximum	Mean Minimum	Mean	Highest	Date	Lowest	Date	Greatest Daily Range	Total	Greatest in 24 Hours	Total Snowfall, Inches	Clear	Partly Cloudy	Cloudy	
SEWARD																	
E. L. Sweek, Obs.	0	20	52.51	36	44.25	60	11	30	18	26	1.52	0.42	....	7	....	24	S
ANCHORAGE																	
D. D. Vint, Obs.	115	40	54.94	32.81	43.87	66	31	24	2	36	0.14	0.06	....	13	12	6	SW
MATANUSKA																	
F. E. Rader, Obs.	151	200	58.2	35.8	47	69	8	27	18	35	0.27	0.09	....	8	13	10	SW
CHICKALOON																	
J. B. Manning, Obs.	188	910	55.25	34.74	45	66	12	20	2	38	1.00	0.04	....	16	10	5	E
TALKEETNA																	
J. F. Coffey, Obs.	227	366	58.73	37.26	47.99	71	15	27	23	42	0.11	0.50	....	13	9	8	SE
INDIAN RIVER																	
A. F. Stowe, Obs.	266	735	58.67	32.42	45.54	68	30	22	2	41	1.49	0.69	....	10	11	10	SW

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

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

## OFFICIAL CIRCULARS.

### Anchorage Division.

#### FOURTH OF JULY TO BE HOLIDAY.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, June 23, 1919.

Circular No. 386:

#### TO ALL CONCERNED:

Friday, July 4, 1919, will be a holiday, and all business will be suspended on this day at these headquarters, and as far as practicable in the field, account Independence Day.

WM. GERIG, Engineer in Charge.

#### SHIPMENT OF UNSERVICEABLE TOOLS.

Department of the Interior,  
Alaskan Engineering Commission  
Maintenance of Way Department  
Anchorage, Alaska, June 16, 1919.

Circular Number 58:

#### TO ALL FOREMEN:

It is again necessary to call the attention of foremen to the careless manner in which shipments of tools, material, equipment, etc., are being made to Anchorage. This matter has been covered by previous circulars but the instructions are not being complied with.

In the future, when making shipments, kindly observe the following:

All tools, equipment, material, etc., which are unserviceable or no longer needed, should be billed on an A. E. C. shipping order to General Storekeeper, Anchorage.

In each case a letter must be written to this office stating that the shipment has been made, so that a work order can be made out, or a request for credit made, as the case may be.

All foremen are required to keep copies of shipping orders, Form No. 528, and shipping tags on hand. These will be sent from this office on application.

#### Passes.

Any employee who has had at least three months' continuous service at the time of making the application is entitled to a complimentary pass once a month. This application should be made out on Form No. 253 stating whether a single or round trip is desired, and sent to this office.

An employee leaving the service is under ordinary circumstances, entitled to an "Official Business" pass to An-

chorage, to get his time, providing he was originally employed here. This pass will be sent direct from this office upon application to the foreman, either by letter or telephone. It is not necessary to fill out an application blank for O. B. passes.

JAS. HANAHAN,  
Asst. Supt. in Charge of Track.

## WEEKLY FORCE REPORT.

### Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, June 14, 1919, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	5	3	9
Bridge Engineer .....	1	1	0	2
Drafting .....	0	4	0	4
Land and Industrial .....	0	2	0	2
M. of W. Shops and Yards .....	2	6	33	41
Track, Bridge and Ballast .....	1	6	233	240
Receiving and Forwarding Agt..	1	4	9	14
Machine Shop and Round House	1	3	52	56
Marine Ways .....	1	1	45	47
Stores and Material Yard .....	1	11	60	72
Employment Bureau and Ter- minal Mess .....	1	2	14	17
Transportation .....	1	11	34	46
Disbursing Office .....	1	5	0	6
Accounting .....	1	10	0	11
Base Hospital .....	1	1	8	10
Townsite .....	0	1	6	7
Telegraph and Telephone .....	1	6	22	29
Mining .....	2	5	105	112
Location Surveys, Broad Pass ....	1	2	33	36
Total .....	18	86	657	761

## FORMER MEMBER OF ALASKAN ENGINEERING COMMISSION RETURNS FROM OVERSEAS.

Colonel Frederick Mears, formerly in charge of railroad construction at Anchorage, recently arrived in Washington city from France, on his way to visit his family at Chicago, according to advices received from William C. Edes, chairman of the Alaskan Engineering Commission, at Washington, by William Gerig, engineer in charge of the Anchorage Division.

Col. Mears as head of the Thirty-first Engineering Regiment took an active part in the operations of the American Expeditionary forces in France. The regiment commanded by Col. Mears was made up of former employees of the Anchorage Division of the Government Railroad and by railroad engineers from the states of Oregon and Washington.

Col. Mears left Anchorage January 6, 1918, and upon his arrival in France was given charge of the maintenance and construction of approximately 1700 miles of railway. He did not disclose his plans for the future.

## DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements at the office of the Anchorage Division for the Alaskan Engineering Commission for the week ended June 21, 1919, totaled \$4110.78. Wages and salaries were \$1035.47; coupon account, \$23.28 and other expenses, \$3052.03.

### GOVERNOR SUBMITS REPORT ON THE ALASKA NATIVE SCHOOL SERVICE.

Governor Thomas Riggs, jr., in his annual report to the Secretary of the Interior gives many interesting facts in connection with the school service for the Alaska natives. The report on this service follows:

"The schools for native children in Alaska are under the supervision of the Bureau of Education of the Interior Department, being directly supervised by five district superintendents in Alaska, responsible to the chief of the Alaska Division of the Bureau of Education, with headquarters in Seattle. For the past year these schools numbered 71, two of which were summer schools having a total enrollment of approximately 3,500.

"The majority of these schools are located in native villages, each of which is usually in charge of a man and wife. On account of the variety of the work in connection with a native school the Bureau of Education finds it advantageous to appoint married people. Not only must these Federal employees be capable of teaching school, but they must also possess practical abilities which will enable them to promote native industries, domestic arts, personal hygiene, social welfare, and in general improve the living conditions of the adult as well as the school population of the village and vicinity.

"The schoolroom and living quarters of the employees are usually under one roof, forming a center from which quite often there issues the only uplifting and civilizing influence in that community.

"There has been and still is an attitude of aloofness toward the native population by the white people of Alaska which is not conducive to rapid advancement by the former race. Quite often the bureau employees and the missionaries are the only whites who seem to have any interest in the natives' welfare. Until a tolerant and sympathetic attitude is generally exhibited by the white race, the natives will be constantly handicapped in their efforts to reach a higher plane of civilization. The natives of Alaska are unquestionably an asset to the Territory, and the intelligent development and improvement of this asset will be remunerative to Alaska in many ways. These native Alaskans are self-reliant, law-abiding, and honest, and the only help they have had from the Federal Government is the establishment of schools in the larger villages, a little medical relief, and the introduction of reindeer among the Northern and Western tribes. This assistance has been given them through the organization of the Alaska Division of the Bureau of Education.

"Because of the fact that the native population is very scattered and the villages have rarely over 200 or 300 inhabitants, and generally much less than that, the bureau's educational efforts have been rather hampered. Were the natives located in settlements of 500 or more, their education, medical relief, and industrial advancement would be simplified considerably. To this end the bureau has gradually been working toward attracting the natives to selected sections of land which have been reserved for the exclusive use of the natives and the bureau. These reserves are not to be confused with the Indian reservations of the States, as they in no way interfere with the liberties and freedom of the native inhabitants thereon. By establishing industries on these reserves which will give the natives work the year around, schools that have more than the elementary grades, and by placing the care of their physical welfare in the hands of trained medical employees, the bureau will be able to secure maximum benefits to the

natives. As long as the bureau's work is confined to numerous small villages, only minimum results can be expected at a heavy cost per capita. At the present time the small schools do not justify grammar grades, and it has been customary for advanced native children to enter the Indian schools of the States. This usually results in physical breakdowns due to the change of climate, environment, and absence from home. It should be possible for native children to advance as far along educational lines as they desire without the necessity of leaving home. This can come only when the natives are persuaded to live in larger communities which will justify the establishment of larger and more complete schools. The concentration of the bureau's work on large villages, made possible through the favorable conditions of the reserves, will hasten the arrival of the day when the native of Alaska will take his place along with his white brother in the affairs of the Territory.

"That the natives are loyal to the United States has been especially proved the past year through the work which the natives have contributed for the Red Cross and the purchases they have made of Liberty bonds and War Savings Stamps. Through the agency of the teachers, Red Cross auxiliaries have been established in many native villages, and the zealous and untiring work of these native organizations is a great credit to them. The work done in knitting, sewing, etc., for the Red Cross is equal to the best work done by white organizations.

"The purchase of bonds and stamps has not lagged behind the Red Cross work, and while complete statistics of the Bureau of Education are not yet available on this subject, the reports from 11 native villages in Southeastern Alaska show that \$12,320.85 was contributed toward war-relief funds and that \$9700 worth of Liberty bonds and \$283.70 worth of stamps were purchased. In these villages there are 1303 Red Cross members, and during the year 16 sweaters, 328 socks, 113 wristlets, 220 gun wipes, 30 scarfs and 12 moccasins were made for the Red Cross. It has been very gratifying to hear the numerous expressions of regret by natives throughout the Territory that they should have been exempted from the operations of the draft law, and it is hoped that the matter will be adjusted so as to allow the natives to share in this as well. Their participation will be a credit to the Territory, as have been their other war activities.

"The need of a power boat for the bureau's work has been especially emphasized this year. The schools have been supplied this season with the greatest difficulty, and the shipments to the various stations have been necessarily haphazard and unsatisfactory. A notable example of the difficulties encountered is the shipment of hospital supplies and subsistence stores for teachers and a physician into Bristol Bay, which were to have been sent in by the August trip of the Dora. This trip, the last of the season for that section, was suddenly canceled and no other means was available. Since the supplies were imperatively needed by the stations in Bristol Bay, arrangements were finally made with the Pacific American Fisheries to carry them to King Cove, from which place the Coast Guard cutter Unalga is expected to have taken them to Unalaska, where they are to be transshipped to Bristol Bay via the Admiral Watson. Whether the needed supplies reach their destination is still a matter of conjecture. With a boat of its own, the bureau would have its shipping problems very much simplified. Such a boat would be used during the summer for the shipment of supplies and transportation of employees, who now must quite often be sent in small gas



boats and vessels of doubtful seaworthiness. The bureau should not have to be placed in the position of asking its employees, who are self-sacrificing enough to enter its service, to risk their lives and property in reaching their stations. After completing the summer's shipping, the boat would be available as a training ship at the bureau's stations in Southern and Southeastern Alaska, where navigation is open throughout the year. Thus the boat would be put to useful service the year around. It is to be hoped that Congress will promptly make possible such a boat for the bureau.

"To a considerable extent, the questions arising in connection with the fishing industry of the Territory involve the consideration of the natives' welfare. The native people of Alaska are primarily fishermen. They are an important factor in the industry, and fishing to them is essentially a means of livelihood. The elimination of fish from the natives' diet means the omission of the greater part of his natural food, resulting in actual want and serious illness. Consequently, the question of commercial fishing in the rivers of Alaska is of vital interest to the native. The past year has seen the partial closing of the Copper River to commercial fishing. Whether the regulations issued are sufficient to result in reestablishing the food supply of the Copper River Indians will be ascertained after they have been in force a reasonable length of time. The establishment of a cannery at Andreafsky, on the lower Yukon, brings up a similar question. While one or two canneries would probably not seriously interfere with the supply of fish for the upper Yukon, it is very probable that the number of canneries would increase each year until the river would become overfished, as was done in the Copper River. If commercial fishing must be permitted in rivers, a policy of limited fishing is the only one that will safeguard the food supply of the natives."

#### HAND GRENADES TO BE DISTRIBUTED AMONG SCHOOL CHILDREN FOR USE AS BANKS.

Millions of hand grenades, manufactured for ultimate delivery to the German army via the business end of Yank fighting units, will go to encourage thrift among the school children of the United States. The hand grenades, transformed into banks to hold the pennies and dimes which the school children are saving to buy thrift stamps and War Savings Stamps, will be distributed by the savings division of the Treasury Department through the savings directors of the twelve federal reserve bank districts.

The hand grenades are the highest development of the modern hand-to-hand fighting weapon. They were designed and manufactured after the United States entered the war, to provide the American army in France with the most effective weapon of this type that could be obtained. When the armistice was signed the War Department had on hand 15,000,000 of these grenades, ready to be loaded with explosive for shipment. The War Department proposed to sell the grenades for junk, but the savings division of the treasury decided that the souvenir value of the grenades should be preserved. Each grenade will be provided with a slot into which pennies and dimes may be slid for saving, and will be lettered "BUY W. S. S."

The distribution of the hand grenade banks among the school children will be entirely under the control of the savings directors of the various districts. The savings division, however, has approved a plan under which every child under 10 years old, who earns money enough during his vacation this summer to buy a War Savings stamp, and

who submits to his teacher when school begins next fall a story telling how he earned the money will be entitled to receive a bank. Children of more than ten years will be required to buy two War Savings Stamps.

#### ACREAGE TRACTS IN ANCHORAGE TOWNSITE SOLD AT PUBLIC SALE.

Sixteen lots located in the South Addition and the Third Addition to the Anchorage townsite were sold June 18, 1919, to residents of Anchorage for the aggregate sum of \$400. The sale was conducted by R. D. Chase and held at the office of the Anchorage townsite. Only lots that had been requested to be sold were put up at the sale. The lots sold were all acreage tracts and contained each from .91 acres to 8.30 acres, the majority being five acre tracts.

The names of the purchasers, together with the description of the property and the price paid are as follows:

South Addition					
Lot	Block	Acres	Purchaser	Amt.	
1	39	5	Chas. Balhiser .....	\$25.00	
2	39	5	Chas. Balhiser .....	25.00	
Entire	47	8.30	J. N. McCain .....	25.00	
Entire	45	8.30	Henry C. Hall .....	25.00	
Third Addition					
Lot	Block	Acres	Purchaser	Amt.	
3	12	.91	Peter Boudreau .....	\$25.00	
4	12	.91	H. A. Murphy .....	25.00	
5	12	.91	H. A. Murphy .....	25.00	
2	14	5	J. E. Darling .....	25.00	
1	18	5	J. C. Murphy .....	25.00	
2	18	5	J. C. Murphy .....	25.00	
1	20	5	J. C. Murphy .....	25.00	
2	20	5	J. C. Murphy .....	25.00	
1	25	5	J. C. Murphy .....	25.00	
2	25	5	J. C. Murphy .....	25.00	
1	26	5	J. C. Murphy .....	25.00	
2	26	5	J. C. Murphy .....	25.00	

#### SECRETARY OF TREASURY URGES AMERICAN PEOPLE TO PURCHASE WAR SAVINGS STAMPS.

Pastors of churches of every denomination, throughout the country last Sunday appealed to their congregations to join the movement to perpetuate the lessons of thrift and saving taught by the war. June 22 was "Thrift Sunday," and church-goers received the message directly from Secretary Glass of the Treasury Department urging them to co-operate in the National Thrift campaign which is being conducted by the savings division of the department.

Secretary Glass, in his message, praised the patriotic work of the churches during the war period, and pointed out that the peace-time needs of the country should inspire them to still greater effort. His message read:

"To the Clergymen of America:

"When real service for the upbuilding and betterment of the Nation and community is needed we naturally look to the churches of the country for their loyal assistance and cooperation. During the war they held true to their faith and justified the confidence that all those in authority placed in them as being instruments upon which they could rely for the cooperation and assistance in all the activities of the Government necessary to the successful prosecution of a just and righteous war.

"The peace-time needs of the nation and the community are as great, and should be as inspiring to the churches, as are the war-time needs. Many of the things that we do

under the pressure of war are equally necessary and valuable in times of peace, but it sometimes happens that it needs the shock and force of a war to bring those to our attention.

"In no case is this more true than in that of saving and thrift. Under the strain and menace of war we were obliged to practice thrift and economy. We did it for the sake of the country without thought of personal gain or personal interest. In this the churches stood solidly behind the government and rendered untold assistance. While helping the government meet its needs we are learning much that we should know and practice during the period of readjustment and peace-time development following the happy conclusion of the war.

"The Treasury department pledges its full aid in making the habits of real thrift, thoughtful and intelligent use of money, and saving for a real and worthy cause a part of the national habits and activities of the American people. With the idea of promoting this habit among the people and affording them an opportunity to invest their savings safely and carefully and at the same time, by so investing them, to obtain an increased participation in the Government and take a more intelligent interest in our Government and its activities, the Treasury Department is continuing the Savings Campaign, and the sale of Savings and Thrift stamps. We hope that we can rely on the pastors and members of all the churches of this country to support the Government in the activity which will mean better citizens, better communities, and a better country.

"CARTER GLASS,

"Secretary of the Treasury."

The churches are one of the most important of the units of national scope which have pledged active participation in the national thrift campaign. Besides fraternal and social organizations, scores of national commercial associations are keeping the benefits of thrift before their membership through the columns of their publications and through the organization of thrift clubs and savings societies in plants and offices.

Many churches also have organized thrift clubs among their congregations, and have established agencies for the sale of Thrift and Savings stamps to facilitate the practice of thrift.

#### MASTER MECHANIC MAKES WEEKLY PROGRESS REPORT FOR HIS DEPARTMENT.

The assembly of the new Panama locomotive No. 601 is now 40 per cent complete and the tender 95 per cent complete, according to the report of E. P. Hedberg, master mechanic, submitted to William Gerig, engineer in charge of the Anchorage Division.

Engine service during the week ended June 21 was as follows: Mixed-train service, engine No. 64, five days; engine No. 275, one day. Work train service, engine No. 242, five days; engine No. 221, six days; engine No. 224, six days; engine No. 266, one day, and engine No. 277, six days. Switch service, engine No. 226, six days.

Running repairs were made during the week to engines Nos. 266, 264, 221, 242 and 275. The overhauling of engine No. 265, now in the back shop, is 80 per cent complete. Work was continued in connection with the installation of the two dinky locomotive boilers at the townsite pumping station. This work is now 60 per cent complete.

Repairs were made to Browning crane No. 1, crane ditcher No. 2 and to Bay City crane No. 3. Repair work was also done for Bucyrus shovels Nos. 1, 6 and 7, and considerable time spent on the overhauling of the track-laying machine.

#### ANCHORAGE TIDE PREDICTIONS.

The tide predictions at Anchorage for the month of July, 1919, are given in the following table:

Date	Time and height of low and high water.			
Tuesday, July 1	3.30	9.30	3.51	10.03
	0.8	31.4	-3.2	31.5
Wednesday, July 2	4.12	10.12	4.33	10.50
	1.3	29.8	-0.9	30.9
Thursday, July 3	4.59	11.06	5.22	11.37
	2.1	28.1	1.8	29.8
Friday, July 4	5.54	12.02	6.12	.....
	3.3	26.5	4.4	.....
Saturday, July 5	6.25	0.48	12.58	7.05
	28.9	4.2	25.3	6.7
Sunday, July 6	1.15	5.47	1.55	8.04
	28.1	4.7	24.6	8.3
Monday, July 7	2.05	8.16	2.50	9.05
	27.6	4.6	24.5	9.1
Tuesday, July 8	2.56	9.34	3.44	10.04
	27.6	3.7	25.0	8.8
Wednesday, July 9	3.15	10.38	4.36	10.58
	27.9	2.2	26.0	8.1
Thursday, July 10	4.33	11.27	6.25	11.49
	28.6	0.5	27.2	8.9
Friday, July 11	5.20	12.14	6.12	.....
	29.4	-1.2	28.5	.....
Saturday, July 12	0.35	6.03	12.58	7.57
	5.6	30.2	-2.6	29.6
Sunday, July 13	1.11	6.16	1.37	7.39
	4.3	30.9	-3.5	30.6
Monday, July 14	2.01	7.27	2.21	8.19
	3.3	31.3	-3.7	31.2
Tuesday, July 15	2.43	8.07	3.03	8.59
	2.5	31.3	-3.3	31.4
Wednesday, July 16	3.24	8.48	3.42	9.36
	2.1	30.9	-3.2	31.4
Thursday, July 17	4.03	9.32	4.21	10.18
	1.9	30.1	-0.6	31.0
Friday, July 18	4.51	10.24	5.07	10.59
	2.1	28.9	1.6	30.5
Saturday, July 19	5.40	11.27	5.55	11.49
	2.1	27.5	4.0	29.9
Sunday, July 20	6.26	12.36	6.52	.....
	2.8	26.4	6.2	.....
Monday, July 21	6.48	7.38	1.43	7.57
	29.5	3.0	25.8	7.9
Tuesday, July 22	1.50	8.44	2.48	9.06
	29.5	2.4	26.0	8.4
Wednesday, July 23	2.52	9.47	3.50	10.11
	29.6	1.1	26.8	7.7
Thursday, July 24	3.51	10.47	4.46	11.05
	30.3	0.7	28.1	6.0
Friday, July 25	4.49	11.41	5.43	.....
	31.3	-2.5	29.6	.....
Saturday, July 26	0.03	5.13	12.30	6.32
	4.0	32.3	-3.9	31.1
Sunday, July 27	0.51	6.35	1.16	7.20
	2.1	32.9	-4.7	32.2
Monday, July 28	1.37	7.21	2.01	7.58
	0.5	33.1	-4.8	32.8
Tuesday, July 29	2.22	8.12	2.43	8.47
	-0.6	32.8	-4.0	32.8
Wednesday, July 30	3.06	8.58	3.25	9.28
	-0.9	31.9	-2.6	32.3
Thursday, July 31	3.49	9.44	4.07	10.10
	-0.5	30.5	-0.5	31.3

The tides are placed in order of occurrence, with their times on the first line and heights on the second line of each day. A comparison of consecutive heights will indicate whether it is high or low water. Heights are reckoned from mean lower low water, which is 0, and the datum of soundings on the Coast and Geodetic Survey charts for this region. The depth of water may accordingly be estimated by adding the tabular height of the tide to the soundings, unless a minus (-) sign is before the height, in which case it is to be subtracted. The time is legal standard established by act of the United States Congress for the meridian 150 degrees West. All hours later than 12 noon appear in bold-faced type; ante meridian figures are given in the ordinary light-faced type.

#### CORRECTIONS FOR TURNAGAIN ARM POINTS AS COMPARED WITH ANCHORAGE.

Location	Time of Tide	High Water
Pine Island	35 min. earlier	3.0 ft. lower
Porter Creek	25 min. earlier	0.4 ft. higher
Sheep Creek	32 min. earlier	0.7 ft. higher
McHugh Creek	30 min. earlier	0.9 ft. higher
Rainbow Creek	28 min. earlier	1.2 ft. higher
Falls Creek	25 min. earlier	1.4 ft. higher
Indian Creek	18 min. earlier	1.6 ft. higher
Bird Creek	8 min. earlier	1.9 ft. higher
Lord Point	15 min. later	2.5 ft. higher
Sunrise	35 min. later	2.8 ft. higher

Heights of low water are approximately the same. Heights are reckoned from Mean Lower Low Water at Anchorage.

### PERSONAL

Mrs. A. Chimento, wife of the section foreman stationed at Montana, visited Girdwood last week, returning to Anchorage on Friday's train.

Frank Daniels and Nick Davis, former station contractors for the Alaskan Engineering Commission, went to Mile 236 last week to look over some station work.

Captain I. H. Fleischman is rapidly regaining his former health and expects to be at his desk in the office of the engineer in charge within the course of the next few days.

Miss Phebe Osborn, nurse at the Government hospital, who was recently successfully operated on by Dr. J. B. Beeson for appendicitis, is visiting her parents at Chickaloon.

Mrs. I. F. Jackson and Miss M. Popp, clerks in the telegraph and telephone department of the Alaskan Engineering Commission, made the round trip last week to Kern, in the Turnagain Arm district.

Miss Christine MacRae, who has been employed by the Alaskan Engineering Commission, and stationed at Camp 83 in the Turnagain Arm district, has been transferred to Sunshine, between Montana and Talkeetna.

Arthur P. Gannon, a returned soldier, has been employed by the Alaskan Engineering Commission and has been placed at Eska in the capacity of stenographer. He left Anchorage Monday morning for the scene of his duties.

Miss Edna McFarland, daughter of Major E. R. McFarland, former head of the Anchorage office of the telegraph and telephone department of the Alaskan Engineering Commission, has been added to the clerical force of the stores department.

H. R. Miller, station agent on the Government Railroad at Birchwood, came to Anchorage last week to meet Mrs. Miller, his wife, who arrived from the States on the S. S. Alameda. Mr. and Mrs. Miller left Anchorage on Monday's train for their home at Birchwood.

Mrs. William Gerig, wife of William Gerig, engineer in charge of the Anchorage Division, and Mrs. J. B. Beeson, wife of Dr. J. B. Beeson, head of the Anchorage Government hospital, were round-trip passengers last week to Talkeetna. They left Anchorage Wednesday morning and returned Thursday afternoon.

An American eagle with a stretch of wing of 7 feet 2 inches was shot Sunday afternoon at the mouth of Campbell Creek in the Turnagain Arm district by E. P. Hedberg, master mechanic for the Alaskan Engineering Commission. The eagle is the largest of its species ever seen by residents of Anchorage. It will be mounted and will perch in the future in stuffed glory in the office of the master mechanic.

Miss Elvera Swanson, clerk in the mechanical department, and Miss Hildur Swanson, clerk in the stores department, accompanied by their sister, Miss Edith Swanson, a former employee of the Alaskan Engineering Commission as clerk in the Talkeetna district at Deadhorse Hill camp, were outgoing passengers on the steamer Alameda. They have resigned their positions with the Alaskan Engineering Commission and will make their home in the future in the city of Seattle.

Warren T. Gill, formerly a telegraph operator in the Anchorage office of the telegraph and telephone department of the Alaskan Engineering Commission, and a late member of the American Expeditionary Forces in France, has accepted a position as telegraph operator with the Great Northern Railroad and is stationed at Tacoma, Washington. Mrs. Gill, who while Mr. Gill was absent in

France was employed as a clerk in the Talkeetna district, left Anchorage on one of the recent boats and is with Mr. Gill at their new home in Tacoma.

Max J. Kuney, who with his engineering party has been revising station numbers on the Matanuska branch of the Government Railroad, was transferred last week to the Talkeetna district, where he will locate and cross section for grade construction between Mile 233 and Mile 240. A new camp to accommodate the party is being erected at Mile 240. The members of the party besides Mr. Kuney, are Harold Beeson, Arthur Frodenberg and Herbert Schell. Mrs. Kuney, who is now at Talkeetna, will join Mr. Kuney as soon as the camp has been completed.

### Anchorage Division Notes.

Waldemar Engberg, with six carpenters, will leave on tomorrow's train for Kern and will work on the Seward Division framing bridge timbers for the remainder of the summer.

A schedule of special trains for the Fourth of July celebration is being prepared by William Gerig, engineer in charge, and J. T. Cunningham, trainmaster. This schedule will be announced in the next issue of the Record.

Sixty-three thousand two hundred and sixty-four pounds of commercial freight were received at the Anchorage depot during the week ended June 21, and 36,121 pounds forwarded to points along the line of the railroad according to the report of G. E. Jennings, station agent at the Anchorage depot. There were 71 pieces of baggage received during the same period and 182 pieces forwarded.

Eight hundred and forty-six and six-tenths short tons of coal were mined during the week ended June 14 at the Eska mine and the Chickaloon mine, operated in the Matanuska coal fields by the Alaskan Engineering Commission, according to a report submitted by Sumner S. Smith, resident mining engineer in charge of coal mining operations. At the Eska mine the work consisted during the week of driving the David East and the Shaw West and at the Chickaloon mine of cutting the East slope station and Airway. There were 79 men on the payroll at Eska and 33 at the Chickaloon mine.

Owing to the continued spread of the epidemic of Spanish Influenza which is raging in the Aleutian Islands and in the Bristol Bay country the American gunboat Vicksburg will be unable to make port at Anchorage in time to participate in the Fourth of July celebration, plans for which have been practically completed by a committee composed of citizens of Anchorage and employees of the Alaskan Engineering Commission. It was planned in the event the gunboat Vicksburg could have been in port to have a team of ball players representing the boys in blue meet a picked team from the Anchorage talent.

"Birchwood," spelt out in growing letters of green lettuce is the novel sight that greets the eye of the passenger on the Government Railroad as he passes by the station of Birchwood between Anchorage and Matanuska. A small plot of ground was prepared immediately South of the station by H. R. Miller and in plain view from the car window. The lettuce was planted about three weeks ago and at the present time has attained a height of about three inches. That artistic as well as utilitarian agricultural achievements are possible along the line of the Government Railroad is in strong evidence as a result of a view of the efforts of Mr. Miller to beautify the railroad station's grounds. Aside from the letters of lettuce the remainder of Mr. Miller's garden is in a thriving and growing condition.



*Andrews*

# ALASKA RAILROAD RECORD



VOL. III. ANCHORAGE, ALASKA, TUESDAY, JULY 1, 1919.

NO. 34

## CONSTRUCTION ACTIVITY ON GOVERNMENT RAILROAD NOW CENTERS AT TALKEETNA.

The work of putting in a temporary track around the revetment work located on the Government Railroad at a point about two miles South of Talkeetna was commenced last week by extra gang No. 3, according to the report of F. A. Hansen, engineer of maintenance of way, submitted to William Gerig, engineer in charge of the Anchorage Division. This gang, which is composed of 80 men, was sent out from Anchorage on June 25 and while laying the temporary track is also placing the wye, located about a mile South of Talkeetna, in condition for heavy rolling stock. As soon as this work is completed the extra gang will begin laying steel North of Talkeetna.

Seven thousand five hundred and sixty-eight cubic yards of gravel were produced by steam shovel No. 2, working at Sunshine, during the week ended June 28. The material was used for ballasting and bank widening between Montana and Talkeetna. The shovel is spurred out at Sunshine.

Two rafts of piling, consisting of 87 piles aggregating 5147 lineal feet, were brought into Anchorage from Turnagain Arm during the week for use in the new Anchorage dock. Approximately 100 piles have been cut in the woods on the South shore of Turnagain Arm and are awaiting shipment to Anchorage. They will be brought here during the course of the present week. Thirty piling were driven during the week on the permanent approach trestle to the new dock by bridge and building gang No. 5.

Stringers have been hauled to the six bridges North of Talkeetna and have been laid temporarily on bridges Nos. 156, 157, 158 and 159. These bridges are now ready for steel. Fifty per cent of the stringers have been placed on bridge No. 160.

A temporary water station using steam pump and boiler and standard spout for wooden tank with a 3500 gallon capacity, has been installed at Montana and is in working order. The equipment may be used later on a tank car after serving its temporary purpose at Montana.

A tent camp for taking care of train crews has been practically completed at Talkeetna.

A road grader is in use in leveling the grade between Talkeetna and Chantes' camp at Mile 233 and the work is 20 per cent complete.

Three hundred lineal feet of 12-inch flume for carrying water from the creek to the sawmill and 125 lineal feet of 10 by 10 inch flume to be used as an additional flume from the pen stock to the mill, were put in during the week at

the saw mill operated by the Alaskan Engineering Commission at Kern. This makes a total of 865 feet of flume from Alder Creek to the pen stock at the mill. Two hundred and eighty feet of flume were placed from the pen stock through the mill and lumber yard to act as a sawdust conveyor and for fire protection. For the purpose of supplying water to the mess house and for fire protection 492 feet of 8-inch flume were placed from the pen stock to and around the mess house.

Water has been placed on the two snow slides at Mile 71½ in order to facilitate their removal.

Five thousand two hundred and forty-four cubic yards of gravel were produced during the week by steam shovel No. 1 working on the Seward Division. The material, with the exception of 136 cubic yards, was dumped for filling at bridge No. 138. One hundred and thirty-six yards were dumped in the slide at Mile 72 for the purpose of constructing a shoo-fly track at this point. The steam shovel equipment was moved back to Girdwood June 25 for the reason that the material encountered at Kern proved too hard for steam shovel digging. Some of the material was wet and difficulty was experienced in removing it from the dump cars. Hart Convertible cars are being used in addition to the Oliver Dumps.

The power boat Betty M. was used during the week in transporting 20-pound rails and contractors' equipment between Talkeetna and Indian River.

The forces of the track department which were increased by the addition of 15 men during the week, were engaged in lining and surfacing.

## TREATY THAT RESTORES PEACE TO WORLD IS SIGNED AT VERSAILLES.

At 3.15 o'clock in the afternoon of June 28 the peace treaty was officially signed by the accredited representatives of Germany and the accredited representatives of the entente allies, thus bringing to an official close the greatest of all wars. The peace treaty was signed by President Wilson, Secretary of State Robert Lansing, Colonel E. M. House, former Ambassador Henry White and General T. H. Bliss for the United States; by Premier Clemenceau for France; by Premier David Lloyd-George for Great Britain, and by Dr. Mueller and Dr. Bell for Germany.

The Chinese delegates refused to sign the treaty for the reason that they were not permitted the privilege of making a statement of their claims at the time of the signing.

President Wilson sailed for America aboard the steamship George Washington June 29.

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.18.

### GOVERNOR URGES CONGRESS TO APPROPRIATE MORE MONEY FOR ROADS IN ALASKA.

One million dollars annually is the sum of money needed to maintain and construct trails and wagon roads in the Territory of Alaska, according to Thomas Riggs, jr., governor of Alaska, who in his annual report urges Congress to appropriate this amount each year for this purpose.

The part of the governor's report dealing with the question of trails and wagon roads in Alaska is as follows:

"The Alaska Road Commission, constituted by act of Congress approved January 27, 1905, is composed of three officers of the Army, who report to the War Department through the office of the chief of engineers.

"The commission was organized 'for the maintenance and construction of roads, bridges, and trails,' and for the 'construction and maintenance of military and post roads, bridges, and trails, Alaska.' The total expended for all construction and maintenance to June 30, 1918, is \$4,788,576.93. Of this amount \$2,820,000, or 59 per cent, was appropriated at different times by Congress and \$1,968,576.93, or 41 per cent, from the Alaska fund. One thousand and six miles of wagon road, 673 miles of sled road, 2346 miles of trail have been constructed and maintained since 1905. Approximately 300 miles of wagon road have a light gravel surface.

"A total of \$597,020.18 was expended during the fiscal year ended June 30, 1918. Of this amount \$274,428.45 was for maintenance of existing roads, bridges, and trails, and \$322,091.73 was charged to construction, most of the expense of construction being for extensive improvement of present roads and trails. During the year the mileage was increased as follows: Twenty-six miles of wagon road, 50 miles of winter sled road, and 55 mile of trail. In addition to the new work, several new bridges were constructed.

"While the funds at the disposal of the commission do not permit the construction of so-called 'automobile roads,' a fairly accurate census of automobiles and trucks in the Territory shows 386 machines are being operated.

"The congressional appropriations have always been included in the annual appropriations for the support of the Army. The board is required by law to expend the funds received from Congress on projects which are strictly considered as military and post roads, bridges, and trails. The main project coming under this head is the Valdez-Chitina-Fairbanks wagon road and all the various connecting roads and trails. This comprises a system of roads and trails approximately 3,750 miles in length and reaching practically every town of importance west of 141st meridian with the exception of towns along the Copper River railroad and a few places along the Coast. Mail is carried overland from Chitina to Arctic City and to Caro, above the Arctic Circle; to Eagle on the Upper Yukon near the Canadian boundary; to Fairbanks, Fort Gibbon, and lower Yukon points; to St. Michael, Kotlik, Nome, and the surrounding country, terminating at Candle, on Kotzebue Sound. Seward is the Southern terminus of branching roads and trails, which join the main system at various points on the Yukon river. By this route Anchorage, Knik, Cache Creek, Ophir, Iditarod, Lewis, Kaltag and many other districts are reached.

"In the matter of expenditure of the Alaska fund, the commission is given more latitude and allotments are permitted for projects which are not considered as military or post roads. Funds have never been abundant and the commission has not been in a position on this account to undertake a great many projects of merit. The commis-

sion is required to maintain present roads, improve these roads as much as traffic conditions and available funds will warrant and to undertake the construction of new work after the former requirements have been fulfilled.

"Prices of labor, supplies and material are high, and until conditions return to normal the commission will be greatly restricted in extending its present system.

"There were formerly four different organizations having charge of road work in Alaska. In addition to the Alaska Road Commission, the United States Forest Service, the United States Office of Public Roads, and the Territorial road commission were engaged in road work. All of the Federal work is now combined and the president of the Alaska Road Commission, in addition to his duties as such, is in local charge of all work under the jurisdiction of the Federal bureaus. This makes a very effective working arrangement, reducing expenses, and insures the maximum benefits from co-operation. The Secretary of Agriculture is not releasing funds for the work of the Office of Public Roads and Forestry Bureau in Alaska during the present emergency. The funds stand to the credit of the Territory and will increase at the rate of approximately \$46,000 per year up to and including the fiscal year ending July 30, 1926. July 1, 1918, the fund amounted to \$139,084. The act appropriating this fund requires that it be expended in cooperation with local road organizations (in the case of Alaska, with the Territorial road commission). To secure the benefits of this fund it is necessary for the local authorities to enter into a formal contract, termed a cooperative agreement.

"Approximately \$325,000 is available for road work during the present fiscal year (1919). The crying need of the Territory is for roads. Alaska will never reach a high state of development until a system of good roads covers the entire country. Almost all routes of travel cross long stretches of boggy country over which it is impossible to drag a wagon. In consequence development is along primitive lines when once the established routes of transportation are abandoned. The scope of work of the board of Alaska Road Commissioners could well be doubled or trebled without increasing their overhead expense. Appropriations of \$750,000 or \$1,000,000 per annum would only be a fair amount with which to continue their excellent and constructive work.

#### Territorial Roads.

"In addition to roads constructed and maintained by the Alaska Road Commission, the Territory has appropriated \$200,000 yearly for roads not otherwise provided for; this amount is equally divided among the four judicial divisions to be expended under the direction of a road commission elected in each division and an advisory board of two assistant road commissioners appointed by the governor.

"In the first division a portion of the funds are being utilized to dredge a waterway for small craft from Gastineau Channel to Fritz Cove on Stephens Passage, thus allowing fishing boats coming from the North to proceed directly to Juneau instead of making the long detour of Douglas Island. Approximately 200 miles of wagon road are constructed and maintained and 52 miles of winter sled roads; 234 miles of winter road in the second division are staked annually. Relief cabins are erected at many places where winter travel is dangerous."

"A standard specification has been adopted and all relief cabins are constructed in accordance with this specification. Many requests for the construction of such cabins have been received during the year by the Territorial Road Commission.



## UNITED STATES NATIONAL MUSEUM NOW ASSEMBLING WAR TROPHIES AND MEMENTOS.

The United States National Museum is now assembling and has recently begun the installation of a collection of material relating to the war which will form one of the most important ever shown in the museum. The object of the collection is to preserve and exhibit for the benefit of the public a series of objects graphically illustrating the military and naval activities of the countries engaged in the war—the United States, its allies, and the enemy—and will, in addition to the military and Naval features, include foods and other economic specimens. The immense value of such a museum collection when once assembled cannot be overestimated either from the popular or scientific point of view.

### General Class of Collection.

The collection will consist principally of the following general classes of material, but will be expanded to cover others also:

Military and naval decorations and medals, including types of military decorations, medals and badges awarded to officers and enlisted men of the Army and Navy for service prior to and during the progress of the conflict.

Commemorative medals, including all medals commemorating notable events during the progress of the war and other numismatic material issued during the war, including medallic souvenirs of all kinds.

Military and Naval service insignia, including all types of devices and designs showing the different ranks and branches of the service.

Individual military and Naval equipment, including the equipment of the individual enlisted man of the various branches of the service, such as clothing, arms, and other paraphernalia.

General military equipment, including tank, field, and machine guns, and other objects employed or used by the military squads and organizations rather than by individual soldiers.

Air-service equipment, including airplanes and other accessories of this most important branch of the military war activities.

General Naval equipment, including models of ships, Naval guns, and types of other war paraphernalia employed by the Navy in the prosecution of hostilities.

### Mementos of Persons and Events.

Mementos of persons, including relics of noted individuals serving with the Army or the Navy or otherwise identified with the war activities.

Mementos of events, including relics of events of special note occurring during the war.

Pictures, maps, books, pamphlets, manuscripts, and other objects of the same character relating to the progress of the war.

The material noted parallels closely in character that which is now being assembled by the British Imperial War Museum, which has been recently established to preserve museum material relating to the war. The initial installation of the National Museum's war collection has been made in the arts and industries building of the museum amid dignified and appropriate surroundings, with an adequate allowance of space and in suitable cases.

The museum has secured the cordial cooperation of the War and Navy Departments, which are furnishing most interesting exhibits of equipment and paraphernalia at present used in the Army and Navy. The War Department fur-

ther has undertaken to assist the museum in securing material from abroad relating to the enemy countries.

The Naval features of the collection are as yet undeveloped, but these will soon be represented in the exhibition series which will undoubtedly grow very rapidly, through the cooperation of the other Government departments and contributions from individuals.

## GOVERNOR OF ALASKA URGES MEDALS FOR RETURNED SOLDIERS.

Governor Thomas Riggs, jr., at the recent session of the Alaska Legislature, took occasion to recommend to that body the advisability and propriety of awarding medals to returned soldiers and in his recommendation paid a high tribute to Alaskans generally.

His message in part follows:

"The world war has demonstrated that the loyalty of a very great majority of Alaskans is of the highest type. This has been shown in the number of men who have either enlisted or who have cheerfully accepted the draft. I think I am safe in stating that fully one-half of the men drafted endeavored to enlist, but were prevented from doing so by the regulations of the War Department.

"I think the Territory can well afford to show its appreciation of the loyalty of our men in military service by the presentation of an appropriate medal, commemorative of the great conflict. The various boards throughout the Territory, in carrying into effect the provisions of the draft law, have labored carefully, patiently and efficiently and in almost all instances without even availing themselves of the small remuneration offered. Alaska may well be proud of her participation in the affairs of the nation.

"On the other hand, I regret to state that a small part of the population has showed no sympathy for the cause of democracy as represented by American ideals. To them the Red Flag and its teachings of tyrannical and chaotic Bolshevism represent an end to be attained, no matter through what means. Alaska is an indissoluble unit of the United States of America. Our flag is the Stars and Stripes, sanctified by the blood of our men on European battlefields. We can recognize no other, our teachings are the teachings of Washington, Lincoln and Wilson. We should by law prohibit the use of hostile flags and the utterance of disloyal sentiments. Our government must be one of law and not of violence."

## CIVIL SERVICE COMMISSION ANNOUNCES EXAMINATIONS FOR CLERICAL POSITIONS.

The United States Civil Service Commission has issued an urgent call for applicants for stenographer and typewriter, typewriter and bookkeeper examinations, held every Tuesday for positions in Washington, D. C. The commission states there are many vacancies in the positions; salaries ranging as follows:

Stenographer and typewriter, \$1200 per annum; typewriter, \$1100 per annum; bookkeeper, \$1100 and \$1200 per annum. Most of these salaries carry a bonus of \$120 to \$200 per annum. Housing conditions at Washington, D. C. have improved considerably. Persons qualified for above positions are urged to apply.

Information and application blank can be obtained from the Local Secretary, Board of Civil Service Examiners at the post office, Anchorage, or from the Secretary, Eleventh Civil Service District, 303 Post Office Building, Seattle, Washington.



## 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.

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

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### OFFICIAL CIRCULARS.

#### Anchorage Division.

##### CONSTRUCTION CREW FOR TELEPHONE LINE.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, June 23, 1919

Circular No. 387:

#### TO ALL CONCERNED:

A standard crew for construction pioneer telephone line will consist of one foreman, two linemen, and four linemen helpers, or axemen.

No deviation from this will be made without authority from the head of department.

WM. GERIG, Engineer in Charge.

##### REGARDING DEPARTMENT EXPENDITURES

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, June 28, 1919.

Circular No. 388:

#### HEADS OF DEPARTMENTS:

On account of being compelled to keep close account of expenditures in order not to exceed the appropriation, effective July 1 it will be necessary for heads of departments to report to this office by noon each day, the number of men on each job the preceding day and the approximate daily cost.

WM. GERIG, Engineer in Charge.

##### CONCERNING COMMISSARY SHIPMENTS.

Department of the Interior,  
Alaskan Engineering Commission  
Maintenance of Way Department  
Anchorage, Alaska, June 19, 1919.

Circular No. 59:

#### TO ALL SECTION FOREMEN:

In order that you may know what has been shipped you on commissary orders, and the price of the goods, the store department will place the prices on packing lists for everything in less than case lots or full packages, and where full cases or packages are shipped they will send a copy of the requisition made by this office with prices inserted. These priced packing lists and requisitions are only for your information so you may know what has been shipped you, and the prices, and must not be returned to this office with coupons. An invoice stamped "M. W. Dept." will be sent you from this office, to which you will attach coupons and return to this office.

JAS. HANAHAN,  
Asst. Supt. in Charge of Track.

### CONCERNING CHANGE OF EMPLOYMENT.

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

Circular No. 63:

#### TO ALL CONCERNED:

The offering of positions or increased rates by officers on this division to employees of other departments without the authorization of this office, is strictly prohibited.

Any such contemplated changes are to be first taken up with this office and authority secured before offer is made to employee:

F. MEARS, Commissioner.

The foregoing circular is still in effect.

WM. GERIG, Engineer in Charge.

### WEEKLY FORCE REPORT.

#### Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, June 21, 1919, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	5	3	9
Bridge Engineer .....	1	1	0	2
Drafting .....	0	4	0	4
Land and Industrial .....	0	2	0	2
M. of W. Shops and Yards .....	2	5	32	39
Track, Bridge and Ballast .....	1	6	285	292
Receiving and Forwarding Agt... ..	1	4	19	24
Machine Shop and Round House .....	1	1	54	56
Marine Ways .....	1	1	43	45
Stores and Material Yard .....	1	11	60	72
Employment Bureau and Ter- minal Mess .....	1	2	14	17
Transportation .....	1	10	35	46
Disbursing Office .....	1	4	0	5
Accounting .....	1	10	0	11
Base Hospital .....	1	1	8	10
Townsite .....	0	1	7	8
Telegraph and Telephone .....	1	6	27	34
Mining .....	1	5	105	111
Location Surveys, Broad Pass ....	1	2	33	36
Total .....	17	81	725	823

### TWO HUNDRED AND TWELVE PATIENTS TREATED IN ANCHORAGE HOSPITAL IN MAY.

Two hundred and twelve patients were treated at the Anchorage hospital during the month ended May 31, according to the report of J. B. Beeson, chief surgeon for the Alaskan Engineering Commission. These patients spent an aggregate of 303 days in the hospital. There were no deaths during the period reported.

Of the patients treated during the month of May, 27 were members of families of employees of the Alaskan Engineering Commission and 60 were private patients. Three patients were from other branches of the United States Government, other than the Alaskan Engineering Commission. There were 108 dispensary cases treated during the month and 12 examinations made.

Of the employees of the Commission who were treated eight were confined to the hospital as a result of illness and two on account of injuries received.

## NEW WORK IS STARTED ON SEWARD DIVISION OF GOVERNMENT RAILROAD.

Pile driving on the new extension to the Seward dock has been completed during the week ended June 21, according to the report of R. J. Weir, engineer in charge of the Seward Division of the Government Railroad.

Ten bents with nine creosoted piles to the bent, totaling 5440 lineal feet, were driven in place, capped and braced during the week. Track No. 6, Seward terminal yard, is being relined and brought up to grade.

Section men in Miles 12 and 20 were engaged during the past week in cleaning ditches along the road bed, loading lumber and clearing drift from trestles.

Marion steam shovel No. 40 on job No. 25, Mile 34, excavated 2045 cubic yards of rock for riprap during the week which was distributed in Miles 36, 37 and 38. A small extra gang stationed in Mile 34 placed approximately 4000 tie plates in the track in Miles 32 and 33, preparatory to ballasting.

A small carpenter gang, working in Mile 40, has completed the water station at that point and the decking of bridges 57½ and 59.

Charles Nelson & Co. have completed their contract on tunnel No. 3 and Sam Radish & Co., in Mile 52, are making good progress on their station contract.

Mile Jonovich & Co., Mile 51, put off a shot breaking approximately 2000 cubic yards, a part of which was used in filling the yard at Mile 51¼.

Marion steam shovel No. 60 on job No. 22, Mile 67, was double-shifted on June 16, during the past week. They moved approximately 6512 cubic yards of rock which was placed in bridge No. 138.

Saella & Co. drove 85 lineal feet of coyote holes during the week in connection with steam shovel job No. 22.

Klas Ahlner & Co. drove 43 lineal feet of coyote holes during the same period in connection with the same job.

Two coyote holes were shot on June 18, moving approximately 6000 cubic yards.

A small extra gang located at Kern Creek has been engaged in moving the track at the steam shovel pit in Mile 67 and in maintenance work on bridge No. 138.

All equipment, tools and track fittings not in use at Kern Creek have been loaded on cars preparatory to shipment to Mile 52 for use in that vicinity.

The saw mill at Mile 73 has been turned over to the Anchorage Division.

During the past week additional station contracts have been let to Grand & Co., in Mile 26; John Enstrom & Co., in Mile 30; Axel Franson & Co., in Mile 30; Sakinoff & Co. in Mile 32; H. Challstorp & Co., in Mile 52; M. Divyak & Co. in Mile 48; Pradalla & Co., tunnel in Mile 53; Porter & Co., tunnel in Mile 53; Holmund & Co., tunnel in Mile 53. Other station contracts will be let as fast as station gangs are available.

Camp at Mile 54 is being repaired and enlarged to accommodate steam shovel crews and carpenter gangs for snow shed work in this vicinity.

In the mechanical department light repairs were made to engines Nos. 278, 20 and 10, and heavy repairs to engine No. 11, which is now 75 per cent complete. Twenty-nine flat cars were set up during the week, making a total of 75 to date. Heavy repairs were made to the logging donkey engine which are 75 per cent complete. Work was started on an additional cook and dining car. Browning crane during the week was used in assembling flat cars, loading logs and gravel for ballasting. The saw mill in Mile 21 has re-

sumed work of cutting lumber for snow sheds and bridges.

The payroll of the Seward Division for the week ended June 21 numbered 485.

## ARRANGEMENTS FOR THE FOURTH OF JULY CELEBRATION HAVE BEEN COMPLETED.

That the Fourth of July, America's natal day, will be fittingly and appropriately observed in Anchorage, is evident from the extensive program arranged by the committee in charge.

The parade will form at 9.30 a. m. in front of the school house on Fifth street and will start at 10 o'clock sharp. The line of march will be West on Fifth street to K street, North to Fourth street, East to C street and South to Athletic Park. The parade will be participated in by the local fraternal and civic organizations and by the school children of Anchorage.

Patriotic exercises will be held at Athletic park commencing at 10.45 o'clock. Rev. E. W. Hughes will pronounce the invocation, followed by patriotic songs led by Mrs. William B. Clayton. The Declaration of Independence will be read by Mr. J. L. Waller, and a brief address will be delivered by Mr. John F. Coffey.

The sport events will follow immediately and will be in charge of George M. Campbell, chairman of the sports committee, assisted by Lieut. Charles P. Knights and Mr. A. H. Miller, judges; Mr. Ray C. Larson, timekeeper, and Mr. Theodore Chapin, clerk of the course. Mr. Ralph Moyer will also assist Mr. Campbell in starting the events.

The sport program includes the following events: 100-yard dash, free-for-all; 50-yard dash for girls from 10 to 16 years; 35-yard dash for boys under 10 years; 50-yard dash for boys between 10 and 16 years; 35-yard dash for girls under 10 years; potato race, free for all boys; egg race, free for all girls; mile run, open; pie-eating contest, free for all boys; sack race for boys, and a greased-pig catching contest for both boys and girls.

A baseball game will be played between teams representing the Elks and the Masons at 3.30 o'clock in the afternoon and will conclude the program at Athletic park. In the evening lawn tennis contests will take place on the municipal courts.

A dance will be given in the evening at Robarts' hall, beginning at 9 o'clock. A nominal charge of 25 cents will be made for the ball game, while all the other events will be free to the public. During the time between the sports program in the morning and the baseball game in the afternoon a clay pigeon shoot will be held on the grounds of the Anchorage Gun Club.

## OUR WASTE OF LUMBER.

The Forest Service estimates that American lumber mills produce no less than 36,000,000 cords of waste every year. About one-half of it goes into the furnaces as fuel; the rest is burned as refuse. A comparatively small quantity, 20,000 tons or more, is ground into wood flour, just as grain was ground in old-time mills. The product is divided between two widely different industries, the manufacture of dynamite and the manufacture of inlaid linoleum. Both require a white or very light-colored flour, which is obtained mainly from spruce, fir, white pine, and poplar. The flour used in making dynamite must be very absorptive, so that there will be no leakage of nitroglycerin from the finished product; it must also be white, since lightness of color in dynamite is regarded as a sign of freshness.



### LOCAL GARDENERS ARE GIVEN ADVICE BY EXPERT ON AGRICULTURE.

"Carbolic-acid emulsion is a good remedy for certain root feeders, such as root maggots, which are injurious to onions, cabbages, turnips, beans, and similar plants, to protect against the fly or adult depositing eggs," according to F. E. Rader, in charge of the Government experimental farm located near the town of Matanuska. Mr. Rader has made an extensive study of plant life in Alaska and tells how garden vegetables may be protected against the attacks of cut worms and root maggots. His advice to local gardeners at this time is particularly interesting in view of the fact that all gardens in Anchorage are more or less affected by the worms and root maggots.

"The carbolic-acid emulsion is prepared by mixing half a pound of soap in half a gallon of water and one quart of crude carbolic acid, or phenol, and is then diluted with about 25 parts of water. It should be applied about a day or two after the plants are up, and, in the case of transplanted crops, a day after they are transplanted, and should be repeated if necessary. Carbolic acid acts as a repellent and is a contact and stomach poison. It is corrosive and should be handled with great care.

"Tomatoes, sweet potatoes, and other truck plants, particularly when started under glass are likely to be injured by cut worms when transplanted. These appear in great numbers in the spring and early summer and the injury is often complete before the gardener notices it. The chief injury is due to the severing of the stems of young plants at about the surface of the ground. The best remedy is what is known as "poisoned bait". For use in a small garden take one peck of dry bran, add four ounces of white arsenic or Paris green and mix thoroughly with two gallons of water in which has been stirred half a gallon of sorghum or other cheap molasses.

"After the mash has stood for several hours, scatter it in lumps the size of a marble over the garden where the injury is beginning to appear and about the bases of the plants set out. Apply late in the day so as to place the poison about the plants before night, which is the time when cut worms are active. Apply a second or third time if necessary.

#### The Cabbage Maggot.

"Cabbage and related crops frequently suffer severe injury from the attack of the cabbage maggot, an insect closely related to the seed-corn maggot and very similar in appearance. Young plants are the ones most seriously effected, the maggots eroding the outer surface and boring into the interior of the roots, devouring the tender roots and frequently penetrating into the lower portion of the stalk. This maggot does the most serious injury throughout the Northern tier of States, Canada and Alaska, attacking all forms of crucifers, whether wild or cultivated. In that region it is the cause of loss to crops year after year, but, as with other destructive insects, it is much more abundant in some seasons than in others. When it occurs in abundance it is one of the most difficult pests to control unless use is made of tarred paper pads.

The remedies prescribed for the seed-corn maggot are sometimes applicable. In addition there are certain preventives and measures for its destruction that have been found successful, their use being justified by the great value of cabbage plants.

"Carbolic-acid emulsion, prepared as advised, is particularly applicable when this maggot occurs on radish and

plants other than cabbage and cauliflower.

"Hand-picking, although laborious, has the merit of being effective, and is practiced with considerable success by those growing cabbage on an extensive scale, although not practicable on radish, turnip and similar crops. It consists in pulling up the young cabbage or cauliflower plants, examining the roots for eggs and maggots, and destroying the eggs and maggots by crushing them with the hand or by washing the roots in a strong solution of soap, and then replanting. In most cases the plants show no ill effects from this treatment after two or three weeks have elapsed. On close examination the minute white eggs may be seen about the stalks of young cabbages; and if the earth be raked away so as to expose the eggs to the sun, these will dry up, thus preventing the maggots from hatching. Afterwards the plants should be killed.

"Although little is to be expected from certain farming methods which are sometimes perfect safeguards against other insects, the following measures are helpful: Keeping the soil well hilled around the plants promotes root development, thus lessening the likelihood that the plants will succumb to any ordinary attack. A rotation should be practiced in which cabbage, cauliflower, etc., are followed by plants other than cole crops. Fall plowing is advisable. Crop remnants, and particularly cabbage stumps, should be removed and destroyed, especially early in the season, since this protects other cole crops against other pests which are harbored in the old stalks or feed on the new leaves in early winter, to reappear the next spring.

"Radishes are attacked by the same insects as cabbages. The cabbage worms, as a rule, do less damage, but the flea-beetles, especially the striped forms, sometimes are troublesome.

When the radish is treated with lead arsenate for cabbage worms the flea-beetles will be destroyed. This spray is recommended against the Western radish flea-beetle in its occurrence on young seedlings. Bordeaux mixture is good as a repellent or when sprayed in combination with arsenate of lead.

#### Bordeaux Mixture.

"Bordeaux mixture is used for the control of fungous diseases of many vegetables and fruits and as a deterrent of flea-beetle attack. It can be purchased in convenient package form from seed dealers or prepared at home from bluestone (copper sulphate), which costs 10 to 25 cents per pound, and fresh stone or lump lime (quicklime).

Bluestone, 4 ounces; quicklime, 4 ounces; water, 12 quarts. Or, bluestone, 4 pounds; quicklime, 4 pounds; water, 50 gallons.

"Dissolve the bluestone in a wooden or earthenware vessel, using hot water. Dilute with half the water. Do not use tin or other metal containers, as they would be spoiled. Slake the lime by adding water, a little at a time. When reduced to a milk fluid, dilute with the rest of the water and strain through doubled cheesecloth or a brass wire strainer of 18 meshes per inch and pour into it the bluestone solution. Stir well and apply at once. This is best when prepared fresh for each using.

### FORMER FIRST CLASS POSTAL RATES ARE AGAIN PLACED IN EFFECT.

Commencing July 1 the former rates on first class mail matter will go into effect, according to an official announcement made by E. McPhee, postmaster at Anchorage. The rate hereafter will be two cents per ounce or fraction thereof and one cent for domestic postal cards.



### ACTIVE CONSTRUCTION WORK COMMENCING ON THE FAIRBANKS DIVISION.

One and twenty-five hundredths miles of track were laid on the Fairbanks Division of the Government Railroad during the week ended June 21, according to advices received from Frederick D. Browne, engineer in charge of the Division, by William Gerig, engineer in charge of the Anchorage Division. Track is now laid to Mile 416.75 on the Government Railroad in the Fairbanks Division.

The work of filling in along the Nenana waterfront was commenced on the morning of June 5, according to mail advices received in Anchorage from the interior Government town. A gang of men assisted by a Brown hoist and its crew under the supervision of Sid Sheldon, swung the railroad track from a point near the foot of A street toward the waterfront to enable the Brown hoist to travel along the waterfront, making the fill as it goes along.

A cut in the bank, which in the winter season is used as a roadway for teams and automobiles crossing the river, has been bridged over temporarily with logs, to enable the hoist, cars and locomotive to cross over.

As soon as the track has been completed along the waterfront for a sufficient distance to permit the hoist to operate, it will begin dredging the river for a distance within reach of the boom, depositing the dredging on the riprapping. The orange-peel bucket is to be used by the Brownie and track will be extended as required, from time to time, until the back fill up to a point a short distance above the steam laundry has been completed.

On completion of the work, the temporary track will be taken up again.

One hundred men is the number that will be given work by the Alaskan Engineering Commission in the construction of a wagon road to run along the right-of-way of the Government Railroad from the present end of steel at Mile 365 near Lignite to Carlo Creek, near the Broad Pass summit. The wagon road will connect with the road to be constructed from Indian River to the Summit and when completed will afford good trail travel between the end of steel which by the end of the present year will be at Mile 266 at Indian River and the town of Nenana. A scarcity of labor in the Fairbanks Division of the Government Railroad is at the present time hampering the railroad and wagon road construction.

### COLUMBIA UNIVERSITY ENTERS NATIONAL PARKS EDUCATIONAL FIELD.

Columbia University has announced for its fall semester a course entitled "Features of American National Parks." This is the first recognition in a regular university curriculum of the extraordinary educational opportunity offered by the imposing scenic features of the national parks. Coming with the organization of the National Parks association, whose fundamental object is the popular study of the meaning of scenery, this announcement is significant of the new popular demand for the interpretation of our national parks.

The new Columbia course, which will count toward the B. A. and B. S. degrees, is announced as one in regional geography and physiography designed to disseminate a knowledge of the American National Parks, their location, area, surface, scenery, fauna, flora, accessibility and value to the nation. "It is especially designed to give a thorough training in the interpretation of the land forms of American scenery as exemplified in the regions in which they have attained their most attractive and instructive

development. It is designed to help the student to comprehend the land features which he may see about his home or in his travels to other hands."

Professor E. M. Lehnerts, who will have charge of the course, hopes to make it of use in training men practically engaged in national parks work. The university is prepared to organize a special short-time course for the purpose of preparing rangers, guides and other qualified persons to give better service as intelligent interpreters of national parks scenery.

### MASTER MECHANIC MAKES WEEKLY PROGRESS REPORT FOR HIS DEPARTMENT.

The assembly of the new Panama locomotive No. 601 is now 45 per cent complete, according to the report of E. P. Hedberg, master mechanic, submitted to William Gerig, engineer in charge of the Anchorage Division. The assembly of the tender to this engine was completed during the week ended June 28, according to the report and was sent June 29 to Talkeetna with engine No. 264 on the steel train to be used as an extra tank.

Engine service furnished during the week was as follows: Mixed-train service: Engine 275, four days; engine 620, two days. Work train service: Engine 266, six days; engine 277, six days; engine 221, six days; engine 224, six days. Switch service: Engine 225, six days. Motor car No. 7, which has been used in transportation service between Montana and Talkeetna, has been returned to Anchorage.

Running repairs were made during the week to engines Nos. 242, 264, 275, 266, 277 and 225.

Progress was made on the overhauling of engine 265, this work now being slightly better than 80 per cent complete.

The daily average coal consumption at the power plant was approximately 10 tons and approximately four tons at the townsite pumping plant during the week reported. The work of replacing the two old Nagle locomotive-type boilers with the two dinky locomotive boilers is 85 per cent complete. Eight feet of water were maintained in the sump and 18 feet in the townsite tank.

Two returned soldiers were given employment in the mechanical department during the week ended June 28. The names of the returned soldiers are Joseph F. Krause and Norbert S. Krause.

### INTERIOR ALASKAN TOWN HOLDS COMMENCEMENT EXERCISES.

Commencement exercises were held on the evening of June 5 at the Fairbanks Auditorium by the Fairbanks Public School. The graduating class this year was composed of Miss Edna Lewis, Miss Anita Nordale and Miss Audrey Rose.

A feature of the commencement exercises was the awarding of medals to the members of the Boy Scouts who rendered active service in the recent Victory Loan drive. The names of the Boy Scouts receiving medals are Dan Burch, James Lavery, Hugh Smith, Norman Burglin, Roden Davis, Thomas Tonseth, S. Calderhead, Harold Jestland and Mervin Anderson.

### ATTENTION!

What about that Liberty Loan interest?

Liberty Bond coupons are not interest-bearing.

Buy War Savings Stamps—make interest earn interest.

**PERSONAL**

John Rooney, located at Eska, visited Anchorage last week. This is Mr. Rooney's first visit to Anchorage in more than a year.

William McKenzie, a member of extra gang No. 2, was in Anchorage last week for the purpose of seeking medical treatment for an injured eye.

James Hanahan, assistant superintendent in charge of track, left Anchorage Monday morning for Talkeetna to supervise the work of surfacing and ballasting track between Montana and Talkeetna.

F. A. Hansen, engineer of maintenance of way, and E. P. Hedberg, master mechanic, left Anchorage for points in the Turnagain Arm district Monday morning, making use of Mr. Hansen's gasoline speeder.

Mrs. H. O. Schaleben, wife of Dr. H. O. Schaleben, a member of the medical staff of the Alaskan Engineering Commission, came down from her home last week and will remain in Anchorage until after the Fourth.

William S. Brown, formerly storekeeper for the Alaskan Engineering Commission with headquarters at Montana, is now located in Texas, where he is interested in the oil boom, according to information received from him by Anchorage friends.

Mrs. A. O. Adams, Mrs. J. O. Bender, Mrs. F. A. Hansen, Mrs. E. Maud Lange, Mrs. T. L. Murphy, Mrs. W. G. Spencer and Mrs. R. D. Thompson and mother made the round trip last week to Kern. The party left Anchorage Tuesday morning and returned in the afternoon.

Mr. H. F. Dose, district engineer for the Talkeetna district, who has been in the States visiting his home in St. Louis, is expected to return to Anchorage on the next sailing of the steamer Alameda, due here about July 11, according to advices received from him by William Gerig, engineer in charge of the Anchorage Division.

C. G. Cameron, formerly line auditor for the Talkeetna district of the Anchorage Division of the Government Railroad, and more recently engaged in placer mining operations on Kodiak Island, is connected with the Engineering Commission in the capacity of camp accountant. Mr. Cameron made his first official trip over the line last week, going from Kern to Talkeetna on a gasoline speeder. His headquarters will be in Anchorage.

**Anchorage Division Notes.**

G. Cimo has been made foreman of section No. 33 at Montana, relieving A. Chimento.

A. Chimento has been made foreman of Section No. 35 at Talkeetna and will have charge of the terminal mess at this point.

Section 14, with Frank Spadaro in charge as foreman, was organized during the week. The new section extends from mile post No. 72 to mile post No. 79.

Tom Phillips, formerly in charge of section No. 35, has been appointed assistant foreman of extra gang No. 3 and will be in charge of track-laying operations North of Talkeetna.

Sam Estes, in charge of the transportation gang working at Girdwood, has been transferred to Mile 73, the site of the sawmill operated by the Alaskan Engineering Commission. The work to be done at this point will consist of removing debris to protect against forest fires.

L. N. Markle, formerly located at Moose Creek, has been made foreman of section No. 18 at Girdwood, relieving Steve Bunos, who has been made foreman of extra gang No. 8

at Talkeetna. This gang preparatory to laying steel North of Talkeetna, will surface the track between Montana and Talkeetna.

Seven hundred and ninety-six and two hundredths short tons of coal were mined at the Eska and Chickaloon mines operated by the Alaskan Engineering Commission during the week ended June 21, according to the report of Sumner S. Smith, resident mining engineer in charge of the coal properties for the Engineering Commission. At the Eska mine the work during the week consisted of continued driving of the David East and the Shaw West. At the Chickaloon mine work continued on cutting East Slope Station and Airway. During the week ended June 21 there were 80 men on the payroll at the Eska mine and 31 at the Chickaloon mine.

Three local and two long distance telephones were installed and one long distance telephone was disconnected during the week ended June 21 by the telephone and telegraph department of the Alaskan Engineering Commission, according to the report of J. J. Longacre, acting superintendent of the department. The line from Houston to Mile 192 was chained during the week and transportation data was compiled. A construction crew consisting of 16 men commenced work June 19 at Mile 174. Three metallic circuits were strung complete from Mile 174 to Mile 178½ by this crew. Five meters were "cut in" and six "cut out" by the electric light and power branch of the department in Anchorage during the week.

Two million, thirteen thousand three hundred and forty-four pounds of freight were forwarded to various points along the Government Railroad for the Alaskan Engineering Commission during the month of June, according to a report of G. E. Jennings, station agent in charge of the Anchorage depot. Seven million, five hundred and three thousand, six hundred and thirty-one pounds of freight for the Engineering Commission were received at the Anchorage depot during the same period of time. For the week ended June 30, 56,367 pounds of commercial freight were received at the Anchorage depot and 57,334 pounds were forwarded to stations on the railroad. During the same period of time 114 pieces of baggage were forwarded and 87 pieces received. During the month of June 239 revenue passengers departed from Anchorage and 14 requests for Government transportation were honored.

**SPECIAL TRAINS WILL BE OPERATED FOR FOURTH OF JULY CELEBRATION.**

The regular passenger train will leave Anchorage for Talkeetna Wednesday morning at 8 a. m. and returning will leave there at 6.30 a. m. Thursday morning. This train will lay over at Matanuska while the crew goes to Chickaloon to pick up the train there. Returning from Chickaloon the train at Matanuska will be picked up and brought to Anchorage, arriving Thursday afternoon.

A work train will leave Talkeetna at 3 a. m. Friday and will come through to Anchorage, picking up employees of the Engineering Commission en route. No passes will be necessary on this train. Only employees of the Commission will be carried.

A work train will leave Kern for Anchorage at 6 a. m. on Friday, arriving about 9 a. m.

The work train for Talkeetna will return Sunday, leaving Anchorage at 10 o'clock in the morning and for Kern at 3 o'clock in the afternoon. The regular passenger train will leave for Chickaloon at 8:30 a. m. Monday and for Talkeetna at 8 a. m. on Wednesday, July 9.



# ALASKA RAILROAD RECORD



VOL. III. ANCHORAGE, ALASKA, TUESDAY, JULY 8, 1919.

NO. 35

## TRACK-LAYING RECORD MADE IN TALKEETNA DISTRICT OF ANCHORAGE DIVISION.

Five thousand nine hundred and forty feet of track were laid in the Talkeetna district North of Talkeetna by extra gang No. 3 on July 3, according to the report of F. A. Hansen, engineer of maintenance of way, submitted to William Gerig, engineer in charge of the Anchorage Division of the Government Railroad. This is the greatest number of feet of track laid in the Anchorage division during the past two seasons and constitutes a record for the Talkeetna district.

During the week ended July 5, 9270 feet of track was laid North of Talkeetna between Station 10011-70 and Station 10104-40.

In four working days steam shovel No. 1 working at Girdwood produced 6364 cubic yards of gravel which was used in filling bridge No. 138 and in the same period of time steam shovel No. 2 working at Sunshine produce 6630 cubic yards. The yardage produced by shovel No. 2 was used in bank widening and for ballast between Montana and Talkeetna.

Four thousand one hundred and seventy-four railroad ties were loaded by extra gang No. 3 during the four working days of the week ended July 5, according to Mr. Hansen's report.

## NEW SEWARD DOCK EXTENSION TO BE COMPLETED IN A FEW DAYS.

Work on the Seward dock extension will be completed within a few days, according to a report of W. J. Weir, engineer in charge of the Seward Division of the Government Railroad. Bolting of braces and decking have been completed. Twenty-six green fender piles were driven during the week ended July 1.

Grand & Co., contractors in Mile 27, completed the clearing in connection with their contract. They are making good headway in their gravel cut.

John Enstrom & Co. have cleared the timber and brush along the right-of-way and have piled it, preparatory to burning, in Miles 31 and 32.

Franson & Co., contractors in Mile 30, have all fills between stations 1560 and 1570 about 80 per cent completed and have started drilling on scratch work between these stations.

Marion steam shovel, in Mile 34, handled 1585 cubic yards during the week. This material was placed between mile posts 33 and 38 as riprap to present embankments.

This shovel was cut out on June 28 preparatory to moving to Mile 42.

M. Divyak & Co., grading contractors in Mile 48, started work on June 28 and satisfactory progress is being made. Roschen & Co., contractors, grading switchback in Mile 49, started clearing June 28 and will probably start grading July 2. A small Commission force is engaged in sluicing and removing snow in the South approach to tunnel No. 1 and cuts in Miles 49 and 50.

Milo Janovich & Co., contractors, are progressing with their work, and have excavated to date approximately 1,200 cubic yards of solid rock and have made a fill of approximately 400 cubic yards.

Sam Radish & Co., stationmen, grading in Mile 52, are making good progress. Their total excavation to date measures 2070 cubic yards; embankment measures 2900 cubic yards.

Challstorp & Co., contractors enlarging tunnel No. 2, started work June 24, and are making good progress.

A small Commission force is raising the track between tunnels 4 and 5 in Mile 53. Track has been cleared through snowslides in Mile 54. A carpenter gang has completed bridge No. 99<sup>1</sup>/<sub>2</sub>. An additional mess house has been completed in Mile 52.

Eighteen piles were driven in bridge No. 110, in Mile 60; in bridge No. 113 in Mile 60, 975 lineal feet of piling have been driven. The decking is now complete except for the bulkhead and the guard rails and track has been laid over the deck on bridge No. 114. Piling has been completely driven with a total of 1904 lineal feet, and decking is complete except for the bulkhead and the guard rails. Track has been laid over the deck on this bridge.

The steam shovel in Mile 67 on job No. 22 excavated 8640 cubic yards during the week ended July 1 which was placed in bridge No. 138, in Mile 68. M. Saella & Co., in Mile 67, finished their coyote contract on June 24. They had drilled a total of 140 feet of main drift and 145.5 feet of cross-cut coyote holes. Two carpenters are engaged on maintenance work on bridge No. 138 to keep it in condition for work train service.

In the mechanical department heavy repairs were made to engine No. 11 and running repairs on engines Nos. 10, 20, 278, and 285.

Repairs were made to the log-loading donkey boiler and engine during the week and light repairs to the hoisting engine on the barge Henry Villard. Cook and bunk cars now under construction are about 75 per cent complete. Good progress is being made in assembling flat cars which were received from Panama. Ninety have been assembled.

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.18.



bled and 75 are now in service. Browning crane was engaged during the week in assembling cars and handling freight and lumber for stores and in picking up gravel for ballast. Considerable general work was done on work orders from stores.

The payroll force on the Seward Division for the period reported numbered 513.

#### GOVERNOR OF ALASKA URGES ADOPTION OF BUDGET LAW FOR TERRITORIAL APPROPRIATIONS

In urging the Territorial legislature to adopt a budget law to control Territorial appropriations Governor Thomas Riggs, jr., in his message to the lawmakers, took occasion to draw the attention of the legislators to the condition of the Territorial finances as follows:

"There was, on December 31, 1918, in the treasury, approximately \$450,000. The normal income of the Territory is in the neighborhood of \$400,000 per annum, making between \$1,200,000 and \$1,300,000 available for expenditure during the coming biennium. The legislature of 1917 authorized the expenditure of \$1,449,901.66. Of this approximately \$1,200,000 has been expended. The appropriation of \$100,000 for the defense of the Territory is untouched, as well as the fish hatchery appropriation of \$80,000. Other appropriations will not be used in their entirety.

"Estimates for 1920, covering only objects appropriated for by the past legislature, total \$1,440,000, or about \$200,000 more than the Territory's ability to pay. It will be, therefore, necessary for the legislature to prune and cut down the appropriation program or to provide new sources of revenue.

"It is perhaps unfortunate for the Territory that at the beginning of the year 1917, the treasury came into possession of an accumulation of taxes until that time in dispute. A false yearly income became apparent, which may possibly have had some influence on the appropriations made. As a matter of fact, true territorial revenues for the three years previous to 1918 are as follows:

1915 .....	\$301,415.02
1916 .....	477,876.11
1917 .....	444,962.93

an average of \$409,094.64. It is not thought that the revenues for 1918 will equal those of 1917, and indications are that territorial receipts in the ensuing biennium will continue to decrease.

"The question of our finances has been giving me grave concern. There are many ways in which we can make expenditures of moneys to the great benefit of the Territory, and yet I urge the greatest caution. We are not allowed, under the Organic Act, to incur obligations in excess of revenues; we have no power to take upon our shoulders a bonded indebtedness, and yet we are in need of money to carry on the charitable and constructive policies of the Territory. We should find additional sources of revenue immediately and perhaps we should follow in the footsteps of many of the states and appoint a tax commission of not more than two or three qualified members to study our industries and resources and to prepare, for the consideration of the next legislature, a tax law which will meet all the requirements of Federal and Territorial statutes. As matters now stand, our appropriations for roads and schools alone will more than equal our present annual income.

"To cover our immediate needs there are several methods by which additional revenue can be raised, among

which I can mention:

- "1. A classified property tax,
- "2. An income tax,
- "3. Additional trade licenses,
- "4. A poll tax.

"Under federal acts, certain trade licenses are provided for. Receipts from this source are converted into the Alaska fund and expended by federal agencies for the benefit of the Territory. It is my opinion that all funds raised in Alaska should be covered into the treasury of the Territory and apportioned by the legislature. Congress should also empower the legislature to amend or repeal all federal license acts so that uniform taxation laws may be enacted which shall be fair and just to all concerned. The shortcomings of many of the trade licenses are made apparent on even a most casual inspection of the list.

"I recommend the adoption of a budget law similar to that of the State of Maryland, which in brief, provides that no new appropriations shall be considered until a budget prepared by the Governor, with the assistance of the various heads of departments, to carry into effect legislation already accomplished, shall have been acted upon. Until the budget has become law, none of the items estimated for can be increased, except under certain restrictions, but may be reduced by the legislature. The tendency of almost all legislatures is to force through certain special appropriation acts and to leave until the closing days of the session, those appropriations most vital to the conduct of the government. Under a budget law, the essential territorial needs will be first provided for, after which any prospective excess of revenue becomes available to carry new legislation into effect.

"For the sake of a uniform system of accounting and auditing, I suggest that all territorial bills and vouchers, prior to payment, pass through one central agency. Under the present system, certain items of expense are vouchered and transmitted direct to the treasurer from the office of the Secretary of the Territory, from the office of the Governor and from the Board of Trustees of the Pioneers' Home. The business of the Territory as yet hardly warrants the establishment of an auditor's office, but with very little extra expense the Governor's office can handle the work, in which case the Governor, or a committee appointed by the Governor, should be given authority to draw regulations to control all territorial disbursements, including the purchase of supplies, so as to eliminate all criticism."

#### GENERAL RECAPITULATION OF PROGRESS IN MECHANICAL DEPARTMENT GIVEN FOR JUNE.

Engine No. 1, which was caught between the snow slides last winter has been returned to Anchorage and after being repaired was placed in the engine house awaiting use, according to the report of E. P. Hedberg, master mechanic, to William Gerig, engineer in charge of the Anchorage Division. Engines Nos. 247 and 280 are also stored in the Anchorage round house.

Engine service supplied during the month of June was as follows: Engine 221, fourteen days; engine 224, nineteen days; engine 225, twenty-two days; engine 242, eight days; engine 264, nine days; engine 266, twenty days; engine 275, six days; engine 277, twenty-five days; and engine 620, twelve days, making a total of 135 engine days of service out of an available 280 engine days.

The assembly of the new Panama locomotive No. 601 in the back shop is approximately 45 per cent complete, the tender for this engine having been assembled during the

month and sent out in service as an extra tank for engine No. 264, used in the laying of steel North of Talkeetna.

The overhauling of engine No. 265 is now 80 per cent complete. During the course of the month of June spark arresters were made by the mechanical department and were applied to all locomotives in use.

Ninety-six freight train cars, 48 work train cars and five passenger train cars were repaired in the car shop during the month, according to the report. Ten of the "1600" series Hart cars were converted from side to center dump for use in coal transportation service and six Panama flat cars were equipped with side boards and re-numbered to the "4000" series for use in the same service. During the month four freight train cars and one coach were damaged while in use in the transportation service and were brought to Anchorage for repairs.

Three hundred and twenty and seven-tenths tons of coal were used in the operation of the power plant during the month. While the feed-water meter was being tested during the month, the water record is authentic and shows 3,328,550 pounds used during the period reported, which gives an evaporation rate of 5.2 pounds to each pound of coal consumed. During the month 21,261 kilowatt hours of energy were produced. Of this amount 73.42 per cent was alternating current and 26.58 per cent direct current. Thirty and seventeen-hundredths pounds of coal and 156.5 pounds of water were used per kilowatt hour of energy produced.

Eleven million six hundred and fifty-nine thousand eight hundred and seventy gallons of water were lifted at the townsite pumping station during the month of June and of this amount 9,127,800 gallons, or 78.28 per cent, were pumped into the Anchorage townsite tank and 2,532,070 gallons, or 21.72 per cent, were pumped into the tank in the terminal yard for the use of the Alaskan Engineering Commission.

One hundred and twenty-four tons of coal were burned during the reported period at the townsite pumping station. For each pound of coal consumed 47.6 gallons of water were lifted.

Engine service for the week ended July 5, according to the report of E. P. Hedberg, master mechanic, was as follows: Mixed train service, engine No. 275, two days; engine No. 620, three days. Work train service, engine No. 266, six days; engine No. 277, six days; engine No. 221, six days; engine No. 264, five days; engine No. 224, six days; engine No. 242, two days. Approximately nine tons of coal were consumed daily at the power plant and approximately four tons daily at the townsite pumping plant for the week reported.

#### MARKED ADVANCES BEING MADE IN EDUCATING MINERS BY BUREAU OF MINES.

The United States Bureau of Mines ever since its inception has been training the miners of the country in the use of breathing apparatus for mine rescue work and in the methods of giving first aid to the injured. Rescue cars have been built, equipped with everything needed for rescue and recovery work after mine disasters, and are manned by a crew of expert miners trained in such work. While there are now 10 of these cars ready to go at a moment's notice to any mine disaster where they are needed, one of their most important functions is as traveling schools. One of these cars will go to a mining town for a week or two and instruction in first-aid and mine rescue work will be given to the miners; then the car will be sent to another

town. Thousands and thousands of miners throughout the country have been trained in this way by the Bureau of Mines.

The benefits of this training are more extensive than is at first apparent. Not only has the miner learned how to help his comrades who may be injured, but he has become a more careful miner himself. He has not only learned the causes of the injuries he has been taught to treat, but in addition that the prevention of accidents is of far greater value than the ability to treat the injured. His training has been a real education, for it has led him out into a wider field of thought and usefulness. There can be no question of the educative value of first-aid and mine rescue training, or that such training has been a great factor in the "safety-first" movement.

Now, as a climax to practically ten years of safety work among the miners of the United States, a great national safety-first meet is to be held at Pittsburgh, Pa., during the week of September 29 in connection with the formal dedication of the Bureau of Mines' new million dollar laboratories and workshops. Contests in first aid to the injured and rescue work will be held at Forbes Field, Pittsburgh's great baseball park. Teams from all parts of the country will compete for prizes, inasmuch as the contests are open to all teams from the mining and metallurgical industries of the United States. The last national safety-first meeting was held in 1911, when the safety work of the bureau had barely started, but there were more than 18,000 miners present. One of the interesting demonstrations at that time was the coal-dust explosion in a large steel gallery at Forbes Field. This year a coal-dust explosion in a real mine will be staged for the benefit of the visitors at the experimental mine of the bureau at Bruceton, Pa., 12 miles from Pittsburgh.

Education is considered to be one of the very best means of promoting safety in mines, and the Bureau of Mines maintains very cordial relations with the Federal Board for Vocational Education. Officials and engineers of the bureau have been of great assistance in the study of the mining industry which the Federal Board has been making, and this cooperation will be maintained. As a result of the study just mentioned, it is planned to have ready by autumn a bulletin on vocational mining education, pointing out the courses and type of instruction that are needed and the best ways of carrying on such work. In addition, it is expected that short unit courses on mine gases, safety lamps, ventilation, and timbering will be ready by the same time for use in vocational schools, to be followed by other courses. These unit courses are for coal miners, but the issue of similar courses for metal miners on rock drilling, explosives, mining methods, etc., is planned.

#### FAILURE OF BIG APPROPRIATION CAUSES RETRENCHMENT IN EMPLOYMENT PLANS.

Owing to the failure of the increased appropriation measure carrying \$12,000,000 to pass both houses of congress, the Alaskan Engineering Commission has caused notices to be sent out discouraging for the present any influx of persons seeking employment with the Engineering Commission. The capacity of the construction force of the Engineering Commission to employ additional help has been reached and until more funds become available the force now employed will not be increased.

If you lose your job your War Savings Stamps will work for you.

# 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.

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

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.

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

## OFFICIAL CIRCULARS.

### Anchorage Division.

#### PREFERENCE TO BE GIVEN RETURNED SOLDIERS.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, July 2, 1919.

#### TO ALL DEPARTMENT HEADS:

In the Senate of the United States,  
May 20, 1919.

#### Joint Resolution

To Amend the Census Act of March 3, 1919.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That section 6 of an act of Congress commonly known as the Census Act of March 3, 1919, (Public Numbered 325, page 2), be, and the same is hereby, amended so as to read as follows:

"Provided, That hereafter in making appointments to clerical and other positions in the executive departments and in independent Governmental establishments, whether in Washington or in any other portion of the United States or possessions thereof, preference shall be given to honorably discharged soldiers, sailors, or marines, and widows of such, if they are qualified to hold positions."

WM. GERIG, Engineer in Charge.

#### REGARDING LONG DISTANCE TELEPHONE CONNECTIONS.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, July 3, 1919

#### Telegraph and Telephone Circular No. 22:

#### TO ALL CONCERNED:

Effective at once, anyone connecting or disconnecting a long distance telephone will first notify wire chief, giving name and location. Where telephone is to be connected the wire chief will assign circuit and ring. During absence of wire chief telephone operator in charge is to be notified who will make report to wire chief.

This ruling must be strictly adhered to for various reasons, chiefly to avoid interference of our long distance circuits and to save time of maintenance linemen where telephones are disconnected without our notice.

JNO. J. LONGACRE,

Approved: Acting Superintendent.  
WM. GERIG, Engineer in Charge.

#### ENGINEER MAINTENANCE OF WAY SUBMITS PROGRESS REPORT FOR MONTH OF JUNE.

One hundred and seventy-four piles aggregating 10,397 lineal feet, were rafted in to Anchorage from Turnagain Arm during the month of June, and 173 piles were driven in the construction of the new Anchorage dock, during the same period, according to the report of F. A. Hansen, engineer of maintenance of way, submitted to William Gerig, engineer in charge of the Anchorage Division of the Government Railroad. Piledriving on the new approach trestle to the new dock was begun June 5 and bents Nos. 199 to 217, inclusive, were driven, totaling 77 piles. These piling were capped and track was laid. Piling were also driven and capped in the permanent approach trestle from bents Nos. 218 to 227, inclusive. Six piling only were driven in bent No. 218, seven in bent No. 219 and nine in bent No. 220.

Nineteen thousand three hundred and twelve cubic yards of rock and gravel were produced by steam shovel No. 7 working in Mile 85 in the Turnagain Arm district and at Sunshine in the Talkeetna district during the month of June, according to the report. The yardage produced in the Turnagain Arm district was used for riprapping purposes in that district and the gravel excavated by the shovel at Sunrise was used in ballasting track and bank widening between Montana and Talkeetna. This shovel was cut out at Mile 85 June 20 and was sent to Sunshine June 22. Thirteen thousand four hundred and six cubic yards of material were produced by steam shovel No. 1 in the month of June. This shovel was sent to Girdwood June 9 to dig gravel for filling bridges No. 138, No. 139 and No. 142 on the Seward Division. On June 17 the shovel was moved to Kern, but encountered material too hard for steam shovel digging and was returned to Girdwood June 25.

The ditcher during the month of June was employed in removing snow slides in Mile 76 and in Mile 71½. The slides were removed by June 7 and at this date work was commenced in clearing ditches between Girdwood and Bird. Approximately 6060 cubic yards of rock and mud which had fallen into the ditches, were removed.

Ten thousand five hundred and eighty-seven railroad ties were loaded during the period from June 16 to June 30 by extra gang No. 2 in charge of Frank Shea, working in the Turnagain Arm district.

Bridge and building gang No. 6, Charles Barricklow, foreman, was organized in Anchorage and sent to Talkeetna June 18 to dig wells for temporary water supplies at Sunshine and Talkeetna and to place bridges North of Talkeetna in condition for work by the tracklayer. The track-laying gang, extra gang No. 3, was sent from Anchorage to Talkeetna June 25 and preparatory to laying steel, lined and surfaced the track between Montana and Talkeetna.

George Chantes & Co., composed of 13 men, were sent to Mile 233 on the Government Railroad June 18 to commence work on a grading contract.

#### RESIDENTS OF COOK INLET DISTRICT GATHER TO CELEBRATE NATION'S NATAL DAY.

Twelve hundred persons, it is conservatively estimated, attended the Fourth of July celebration held at Athletic Park last Friday morning when the citizens of Anchorage and vicinity gathered to pay homage to the American Flag and by their presence express their loyalty to the Government.

The celebration was opened at 10 o'clock by a parade which formed at the Anchorage school house and disbanded



at the park. The American Flag occupied the honor place in the parade and was followed by the band, led by Charles Glaze. In order named came the detachment of United States soldiers under command of Lieut. Charles P. Knights; school children in charge of Mrs. Clarence Mossman; Order of Pioneers, followed by floats representing the Shriners, Sundberg Grocery, North Pole Bakery, Parker Grocery, Frye Cafe, Twins Hotel, Blue Birds, Eska Coal Miners and fire departments. Then came the Loyal Order of Moose in marching order, followed by the Moose float representing the "Big Bertha," the captured German gun which was used in firing on Paris. Following the Order of Moose appeared the float of the Alaskan Engineering Commission which depicted on a flat car the methods and materials used in the construction of the Government Railroad. A decorated automobile entered by Mr. John Callin closed the ranks of the parade.

The exercises at the park consisted of the pronouncing of the invocation by Rev. E. W. Hughes, the reading of the Declaration of Independence by Mr. J. L. Waller, the singing of patriotic songs by Mrs. William B. Clayton, and the delivery of a brief address by Mr. John F. Coffey.

The following was the program of sport events with the names of the winners in the various contests:

100-yard dash, open—Albert Norris first, Harold Beeson second; time, 10 2-5.

50-yard dash, girls—Bernice Allen first, Mary Jackson second.

35-yard dash, boys—Philip Gill first, Allen Bondreau second.

50-yard dash, boys—Thoralf Peterson first, Roy Lee second.

50-yard dash, girls—Ethel Peterson first, Helen Welch second.

Egg race, girls—Mary Jackson first, Bernice Allen second.

Potato race, boys—Paul Prather first, Lawlor Seely second.

One-mile run, open—Albert Norris first, Harold Beeson second.

Pie-eating contest, boys—Won by a native, with Lawlor Seely second.

Sack race, boys—Victor Gill first, Paul Prather second.

Three-legged race, boys—Victor Gill and Lawlor Seely first, Thoralf Peterson and Roy Lee second.

Three-legged race, girls—Carol Bayer and Edna Allen—ough first, Mary Jackson and Edith McIntosh second.

Three-team quarter-mile relay race for boys was won by the team captained by Selby Seely, who ran with Paul Beeson, Philip Gill and Robert Thompson. There were three teams in the race; two from Anchorage and one from Eska.

The greased pig was captured by Selby Seely after an exciting chase extending over a period of 20 minutes.

A baseball game was played by teams representing the Elks and Masons in the afternoon and was won by the Elks by a score of 7 to 5.

#### EXAMINATIONS FOR POSITIONS IN ALASKA LIGHTHOUSE SERVICE ANNOUNCED.

The United States Civil Service Commission announces open competitive examinations for the positions of master, mate, pilot and marine engineer, quartermaster corps, lighthouse service, bureau of fisheries, March 1 to September 1, 1919. As a result of these examinations, certification will be made to fill vacancies in the positions speci-

fied in the different branches of the federal classified service in Alaska, unless it should be found to be in the interest of the service to fill any vacancy by reinstatement, transfer, or promotion.

No educational test will be given and applicants will not be assembled for a mental examination. The examination will consist of the subjects mentioned below, which will have the relative weights indicated.

Subjects	Weights
1. Physical ability .....	40
2. Training and experience .....	60
Total .....	100

All statements relating to training and experience are accepted subject to verification. No applicant will be eligible for appointment who fails to attain a rating of at least 70 per cent in the subject of training and experience and a rating of at least 70 per cent in the subject of physical ability. Applicants should name in their application as references, employers or other persons who are competent to furnish information relative to the applicants' fitness for the positions sought, and these persons will be communicated with. Unless answers are received from these persons within a reasonable time the applications may be canceled.

The following physical defects will debar applicants from any examination: Insanity, tuberculosis, paralysis, epilepsy, seriously defective sight which can not be corrected by glasses, loss of both arms or both legs, loss of arm and leg; badly crippled or deformed hands, arms, feet, or legs; uncompensated valvular disease of the heart, locomotor ataxia, cancer, Bright's disease, and diabetes. Other physical defects will render applicants ineligible for any particular service or position when, in the judgment of the commission, such defects would disqualify them for the duties required.

An applicant who is unable to write may have his application filled in by another and sign it by mark, which must be properly witnessed.

Age limits for the different services: Quartermaster corps, 20 to 55 years; lighthouse, 21 to 45 years; bureau of fisheries, 20 years or over. The age limits are waived in the case of persons honorably discharged from the military or naval service of the United States by reason of disability resulting from wounds received or sickness incurred in the line of duty.

In filling vacancies on boats permanently located in Alaskan waters, eligibles examined in Alaska will be given preference in certification. While an Alaskan vessel is located at Seattle, certification will be made regardless of the place of examination.

Applicants should indicate in full the experience that they have had in Alaskan waters. Proper license from the U. S. Steamboat Inspection Service will be required for all services.

This examination is open to all citizens of the United States who meet the requirements.

For application and examination blank, form 1800, address the secretary of the board of civil service examiners, Juneau, Nome or Ketchikan, Alaska, or the district secretary at the address below.

Applications will be accepted when properly executed and filed with the district secretary between March 1 and September 1 of each year.

P. C. PRESTON, District Secretary,  
11th U. S. Civil Service District,  
303 Post Office Bldg., Seattle, Wash.

### SHIPMENTS OF MERCHANDISE FROM ALASKA DURING MONTH OF MAY.

Five hundred and sixty-six thousand three hundred and ten dollars' worth of merchandise was shipped from Alaska to Pacific coast towns during the month of May, 1919, according to figures compiled and recently made public by John W. Troy, United States Collector of Customs, with headquarters at Juneau, Alaska.

The report of Collector Troy for the month of May follows:

Bones, hoofs, horns, etc. ....	\$50
Curios .....	675
Fresh fish, other than salmon.....	386,988 lbs. 37,299
Dried fish, smoked or cured.....	1,662,300 lbs. 56,792
Kipperd herring .....	20,784 lbs. 4,113
Pickled fish .....	321 bbls. 5,388
All other salmon .....	99,004
Clams .....	37,878
Furs and furskins .....	15,649
Jewelry .....	250
Copper ore .....	1,134,272 lbs. 176,129
Lead ore .....	101,231 lbs. 5,075
Stone, including marble .....	27,276
*All other articles .....	9,817

Total value of products of Alaska .....	\$475,386
Articles the growth, produce, or manufacture of the United States returned .....	73,236
Total value of foreign merchandise .....	17,688

Total value of shipments of merchandise .....\$566,310  
\*Items included in "All other articles":

Manufactured furs .....	\$450
Platinum, 9 ounces .....	900
Palladium, 72 ounces .....	8,230
Lead bullion, .....	187

Total .....	\$9,817
All shipments of principal products to Seattle except:	
To Tacoma:	
Marble, tons .....	1,080
Copper ore (gold and silver), tons.....	2,241
Fish, fresh other than salmon, lbs. ....	147,799
Salmon (except canned salmon), lbs. ....	32,280
To Bellingham:	
Fish, pickled (salt cod), lbs. ....	19,600
To Anacortes:	
Fish, pickled (salt cod), lbs. ....	28,000
To San Francisco, California:	
Fish, dried or cured (salt cod), lbs.....	1,659,000
Salmon, except canned salmon, lbs. ....	68,640

### OUTSIDE STEAMER ARRIVES WITH FREIGHT FOR ENGINEERING COMMISSION.

The steamer Admiral Watson arrived in Anchorage from Seattle on her 39th voyage at 9.55 a. m. July 3 with 19 tons of freight for the Alaskan Engineering Commission, 127 tons for Anchorage merchants, 77 first class passengers, and departed on her Southbound voyage at 2.55 p. m. on July 4. Eighteen of the first-class passengers were round-trippers and 18 were bound for Kodiak, at which port the steamer called after sailing from Anchorage.

The power boat J. J. arrived July 2 from Susitna at

9 a. m. and the cannery tender Willard B. with barge No. 401 in tow from Kenai, loaded with 5039 cases of salmon for outside shipment, arrived at 6.30 p. m.

On July 3 the steamer Tyonic arrived in port from Seldovia with barge No. 101 and barge No. 107 loaded with 100 tons of coal. The power boat Grizzly, owned and operated by the Kachemak Saltery and Canning company arrived from Snug Harbor the same day at 7.45 o'clock in the evening.

### MANHATTAN ISLAND WAS AT ONE TIME PURCHASED FOR TWENTY-FOUR DOLLARS.

A man bought Manhattan Island for \$24.

The point to this story is that he had the \$24.

There are scores who complain vociferously and frequently that the road to wealth is always blocked.

Yet when a small opportunity opens up, the capital necessary to take advantage of it is lacking.

Where is the man so poorly paid in the United States today that he can not save a fraction of his earnings.

Are you a paying investment to yourself? If not, why not? If you either eat, drink, wear, or otherwise use all you earn, you are not gaining ground—you are not a paying investment to yourself.

Buying the Thrift Stamp or its big brother, the War Savings Stamp, solves this difficulty. It helps you to become financially worth while, and as the whole country is made up of you and the rest of us, anything we do to make ourselves profitable to ourselves helps the country, adds to its credit, its strength, and its buying power.

This means more roads, more ships, more railroads, more bridges, or it may mean tractors or better tools or sewing machines or any of the things that make life move more smoothly and effectively.

The Thrift Stamp costs but a quarter, but it leads directly to life's comfort and security.

War Savings Stamps pay 4 per cent interest compounded quarterly and are safe as any other Government bond (absolutely loss-proof.)

### ENGINEER IN CHARGE OF FAIRBANKS DIVISION REPORTS MONTHLY PROGRESS.

Two and seventy-four hundredths miles of track were laid on the Government Railroad North of Nenana during the month of June, according to advices received from Frederick D. Browne, engineer in charge of the Fairbanks Division.

Seventy-pound rail on a narrow-gauge track was laid as far as Mile 417.98. Grading was completed between Mile 452 and Mile 453.48, and is under way between Mile 417.98 and Mile 452.

Several of the main piers in the bridge over the Nenana River at the old 43 Mile Crossing, which is at Mile 373.25 on the Government Railroad, and six bents of piling were carried away by the flood waters of the Nenana River on June 11, according to advices received. The damage, according to Assistant Engineer Ike P. Taylor, was caused by the water undermining the piers and piling and not, as was first supposed, by the great quantities of driftwood that was carried down by the flood. Approximately 350 feet of the bridge structure has been carried away by the water. It was impossible to estimate the damage, as the waters, according to the latest advices, were continuing to rise.

### FINAL CERTIFICATES HAVE BEEN GRANTED TO HOMESTEAD ENTRIES BY LAND OFFICE.

Ten applications for land in the vicinity of the Government Railroad have been filed recently in the land office at Juneau. Three homesteads were relinquished.

Final certificates have been issued to the following persons: C. J. Cannon, Albert Church, Edward A. Dunklee, Joseph S. Hoffman, Carl E. Martin, Martin D. McMahon, Emanuel Nelson and Clyde C. Thorpe.

### NEW PROCEDURE ADOPTED BY INTERIOR DEPARTMENT OF U. S. GOVERNMENT.

Franklin K. Lane, Secretary of the Interior, announces that the following procedure has been adopted in connection with claims arising under the Act of March 2, 1919, known as the Minerals Relief Act:

"The findings of the Minerals Relief Commission will be made and thereafter 20 days will be allowed claimant to file typewritten or printed brief based upon the record already made, making such comment on the Commission's findings as may be desired. At the end of 20 days the case will be finally submitted to the Secretary of the Interior. No new facts will be considered, those which have been given to the Commission only being given consideration. No oral argument will be heard.

### JUNE WEATHER FOR ANCHORAGE.

Date	Temperature			Rain Inches	Wind	Day
	Max.	Min.	Range			
June 1.....	67	37	30	.....	West	Clear
June 2.....	64	31	33	.....	West	Clear
June 3.....	71	33	38	.....	West	Clear
June 4.....	69	47	22	.....	SW	Cldy.
June 5.....	56	43	13	.....	W. Pt.	Cldy.
June 6.....	57	41	16	.....	W. Pt.	Cldy.
June 7.....	62	42	20	.....	West	Clear
June 8.....	61	32	29	.....	NW	Clear
June 9.....	68	41	27	.....	SW	Pt.Cldy.
June 10.....	69	34	35	.....	West	Clear
June 11.....	62	46	16	.....	SW	Clear
June 12.....	65	39	26	.....	NW	Clear
June 13.....	68	50	18	.....	West	Clear
June 14.....	69	35	34	.....	SE	Pt.Cldy.
June 15.....	64	40	24	.....	NW	Clear
June 16.....	65	49	16	.....	W. Pt.	Cldy.
June 17.....	70	49	21	.....	SE	Cldy.
June 18.....	64	49	15	.....	SE	Cldy.
June 19.....	60	44	16	0.07	West	Clear
June 20.....	63	37	26	.....	NW	Clear
June 21.....	63	46	17	0.08	SW	Cldy.
June 22.....	67	44	23	.....	S	Pt.Cldy.
June 23.....	65	45	20	.....	West	Clear
June 24.....	67	41	26	0.01	West	Clear
June 25.....	65	33	32	.....	West	Clear
June 26.....	64	43	21	.....	West	Clear
June 27.....	63	39	24	.....	NW	Clear
June 28.....	61	50	11	.....	West	Clear
June 29.....	63	41	22	.....	SW	Cldy.
June 30.....	61	53	8	0.08	South	Cldy.

SUMMARY—Temperature: Mean maximum, 64.43; mean minimum, 41.80; mean, 53.115; maximum, 71, June 3; minimum, 31, June 2; greatest daily range, 38 degrees. Precipitation: Total, 0.24 inches; greatest in 24 hours, 0.08, June 21 and 30. Number of days with .01 inch or more precipitation, 4; clear, 18; partly cloudy, 6; cloudy, 6.

### WEEKLY FORCE REPORT.

#### Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, June 28, 1919, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	5	3	9
Bridge Engineer .....	1	1	0	2
Drafting .....	0	4	0	4
Land and Industrial .....	0	2	0	2
M. of W. Shops and Yards .....	2	5	35	43
Track, Bridge and Ballast .....	2	8	360	370
Receiving and Forwarding Agt... ..	1	4	16	21
Machine Shop and Round House ..	1	2	56	59
Marine Ways .....	1	1	42	44
Stores and Material Yard .....	1	11	59	71
Employment Bureau and Ter- minal Mess .....	1	2	14	17
Transportation .....	1	11	35	47
Disbursing Office .....	1	5	0	6
Accounting .....	1	10	0	11
Base Hospital .....	1	1	8	10
Townsite .....	0	1	7	8
Telegraph and Telephone .....	1	6	30	37
Mining .....	2	5	105	112
Location Surveys, Broad Pass ...	1	2	33	36
Total .....	19	87	803	909
Mile 235—Stationmen .....				13

Grand total all employees .....

922

### RESIDENT MINING ENGINEER MAKES REPORT FOR MONTH OF JUNE.

Thirty-three hundred short tons of coal were mined during the month of June at the Eska coal mine, operated by the Alaskan Engineering Commission and 80 persons were employed, according to the report of Sumner S. Smith, resident mining engineer, in charge of coal mining operations.

The Shaw West and David East gangways were both driven approximately 75 feet during the month.

Three holes were completed with the Star drill—hole No. 39 from 145 feet to 175 feet; hole No. 40 one hundred feet, and hole No. 41 one hundred and twenty-five feet, making a total of 336 feet for this period. In hole No. 41 the drilling showed about three feet of coal at a depth of 15 feet.

One hundred and twenty short tons of coal were produced and 32 employees were on the payroll at the Chickaloon mine during the same month, according to the report.

Seventy-five per cent of the work of cutting a station on the second level was completed during the month and the return airway was timbered. Ladders were also placed in the airway.

A six horse-power Foos gas engine and a No. 4 Western Blower fan were installed near the portal of the slope and a 12-inch line of Flexoid tubing carried down the slope to supply ventilation while driving chutes and making the connection between the station and the old airway.

The boy who owns Thrift Stamps now will be a man who will always own property.



## PERSONAL

Richard Smith, in charge of section No. 34, and A. Chimento, in charge of section 35 at Talkeetna, were visitors in Anchorage during the past week.

Daniel Leech, assistant superintendent of construction, with headquarters at Sunshine, was in Anchorage over the Fourth, returning to his duties on Sunday's work train.

Miss Edna G. Turner has accepted a position as clerk in the mechanical department. Miss Turner is a recent arrival in Anchorage, coming here from Spokane, Washington.

Mr. Chester M. Murphy, timekeeper at Sunshine and Mrs. Murphy came down from their home on last Thursday's train and returned on the special work train Sunday morning.

E. F. Bauer, assistant engineer of the maintenance of way department, who was recently married in Seattle, returned with Mrs. Bauer on the steamer Admiral Watson, which arrived in Anchorage July 3.

Mr. Harry S. Brown, Mrs. Brown and their son Frederick Brown, are visitors in Anchorage, coming down from Talkeetna for the Fourth of July celebration. Mr. Brown is deputy United States marshal at Talkeetna.

Christopher Woodhouse, of the medical staff of the Alaskan Engineering Commission, with headquarters at Sunshine, and Mrs. Woodhouse, were visitors in Anchorage over the Fourth. Dr. Woodhouse returned on the work train which departed from Anchorage Sunday. Mrs. Woodhouse will remain over until tomorrow's train.

William Gerig, engineer in charge of the Anchorage Division of the Government Railroad, accompanied by F. A. Hansen, engineer of maintenance of way, and E. P. Hedberg, master mechanic, made an inspection trip last week of the track in the Turnagain Arm district, going as far South as Mile 54. The trip was made by means of a gasoline speeder.

F. A. Hansen, engineer of maintenance of way, accompanied by E. P. Hedberg, master mechanic, using Mr. Hansen's gasoline speeder, left Anchorage at 5 o'clock this morning for Talkeetna for the purpose of inspecting the new construction work on the Government Railroad between Montana and Mile 220. Mr. Hansen will return to Anchorage Thursday afternoon.

William M. Peltier, storekeeper in charge of the stores in the Talkeetna district with headquarters at Deadhorse Hill, is in Anchorage and while here primarily to attend to work in connection with his department, was an interested spectator of the Fourth of July celebration. Mr. Peltier will return on tomorrow's train to Talkeetna, taking the power boat Betty M. there for his headquarters at Deadhorse Hill.

## Anchorage Division Notes.

One telephone was installed and three were disconnected in Anchorage during the week ended June 28, according to the report of J. J. Longacre, acting superintendent in charge of the telegraph and telephone department of the Alaskan Engineering Commission. One-fourth of a mile of line was moved at Mile 86½ to give clearance for the crane and ditcher. The construction crew which is stringing three circuits between Houston and Talkeetna, has completed the work to Mile 188. The salvaging of the temporary line is complete to Mile 187. Two hundred and twenty-five insulators were recovered and used in the new line. Seven meters were "cut in" and eight "cut out" in Anchorage during the week by the electric light and power

branch of the department.

The following telephones were installed by the department during the month of June: The Rose Bowl, business; E. R. McFarland, residence; A. O. Adams, residence; Mrs. M. Thompson, residence; Dr. F. M. Boyle, business; W. C. Steinmetz, residence; T. and T. garage, extension; Lathrop Apartments, business extension; Charles Brown, residence; Dick's Kitchen, business; C. A. Berge, residence; George M. Campbell, residence; Dr. H. A. Kirkham, residence; A. P. Rasmussen, residence, and Wm. Sunderbruch, residence.

## ANCHORAGE CITIZEN APPOINTED ATTORNEY-GENERAL OF TERRITORY OF ALASKA.

Mr. J. C. Murphy, assistant United States District Attorney, was yesterday appointed Attorney-General for the Territory of Alaska by Governor Thomas Riggs to fill the unexpired term of George B. Grigsby, who was recently elected Delegate to Congress from Alaska.

Mr. Murphy is well known throughout the Territory of Alaska and has taken an active part in political circles both on the Coast and in the Interior.

Since coming to Alaska Mr. Murphy has practiced his profession in many of the interior towns. He came to Knik in 1913 and resided there until July of 1915, at which time he changed his residence to Anchorage. He was appointed Assistant United States District Attorney with headquarters at Anchorage by Hon. William A. Munley in 1918, which position he has filled since that time.

## EMPLOYEES OF COMMISSION WILL RECEIVE BACK WAGES IN FEW DAYS.

"Back wages and salaries will be paid by the Alaskan Engineering Commission within the course of the next few days or as soon after President Wilson signs the appropriation measures as possible," said William Gerig, engineer in charge of the Anchorage Division of the Government Railroad. As soon as President Wilson signs the appropriation measures which have been passed by both houses of Congress and which carry approximately \$4,000,000 for use of the Engineering Commission, funds will become available and an immediate pay day will be declared.

In anticipation of the immediate availability of funds, checks covering the back wages have been drawn by the office of the Special Disbursing Agent R. D. Chase and as soon as funds are credited in Washington to the Engineering Commission the work of paying off will commence.

## FORMER EMPLOYEES OF ENGINEERING COMMISSION DIED IN TRAINING CAMP.

The following who have been employed by the Alaskan Engineering Commission at various points on the Government Railroad, gave their lives while in service for their country and their names are now enrolled on the Honor Roll in the War Department at Washington, D. C. The names are:

Harold Anderson. Parents, Mr. and Mrs. Herman Anderson, Nenana.

Alik Kalisoff. Mother, Mrs. Marina Kalisoff.

M. E. Meagher. Parents, Mr. and Mrs. M. Meagher, Lenox, Mass.

John E. Nye. Father, Mr. O. J. Nye, Bay City, Mich.

Mike Saroff. Brother, Mr. Tom Saroff, Nenana, Alaska.

They were reported as having died of influenza while in training at Camp Dodge, Iowa.

# ALASKA RAILROAD RECORD



VOL. III. ANCHORAGE, ALASKA, TUESDAY, JULY 15, 1919.

NO. 36

## SATISFACTORY PROGRESS IS BEING MADE IN TRACK-LAYING NORTH OF TALKEETNA.

Twenty thousand five hundred and twenty-six feet of track were laid in the Talkeetna district North of Talkeetna during the week ended July 12, according to the report of F. A. Hansen, engineer maintenance of way, submitted to William Gerig, engineer in charge of the Anchorage Division of the Government Railroad. Eighteen hundred feet of side track were laid on July 11 at Mile 232½, at which mile the track-laying outfit is now spurred out.

Ten thousand nine hundred and eight cubic yards of gravel were produced during the week ended July 12 by steam shovel No. 1, working two shifts, and operating at Girdwood. Of this yardage 6682 cubic yards were dumped in Bridge No. 138, 408 cubic yards in the siding at Mile 75, 544 cubic yards were used for ballast between station 3628 and station 3646; 3072 cubic yards were dumped for filling in bridge No. 132, "Twenty-Mile River," and the balance of the material was left on hand on the cars. Of the yardage produced the first shift produced 6828 cubic yards, and the second shift 4080 cubic yards. Difficulty in digging was experienced on account of the high bank. Steam shovel No. 7, working at Sunshine in the Talkeetna district, produced during the same period of time 10,555 cubic yards of gravel, which was used in ballasting track and bank widening between Montana and Talkeetna.

Twenty-six piling, aggregating 1448 lineal feet, were brought to Anchorage from the South shore of Turnagain Arm during the week by the power boat Alaska. Forty-six piling were driven for the new Anchorage dock during the week in bents No. 3 to No. 10 inclusive.

Six thousand eight hundred and twenty-eight railroad ties were loaded by the tie-loading gang in the Turnagain Arm district during five working days. On July 11 the gang was brought in from the Turnagain Arm district and on July 13 was sent to Knik river bridge to load ties at this point.

Approximately 2220 cubic yards of material were cast over by the ditcher operating in Mile 85 between station 1902 and station 1941.

Section gangs were engaged on lining, surfacing and gauging, and numerically remain practically the same as the previous week.

The power boat Betty M., operated by the Alaskan Engineering Commission, made one round trip during the week between Talkeetna and Indian River. The freight carried consisted of supplies for Camp 239, recently com-

pleted, and Indian River and stationmen's rails for use at Camp 259.

## ENGINEER IN CHARGE OF SEWARD DIVISION SUB- MITS WEEKLY REPORT.

The driving of fender piles and the placing of bull rails on the new Seward dock extension was practically completed during the week ended July 7, according to the report of W. J. Weir, engineer in charge of the Seward Division of the Government Railroad. Five permanent and six temporary bents were driven on the "B" line during the week.

Approximately 300 lineal feet of track in the engine yard were relaid with 70-pound rail.

A bridge carpenter gang in the Seward terminal yards spent the greater part of the week on preliminary work and started the framing of 121-foot spans. A few carpenters worked in the mess hall in warehouse "C."

The grubbing of the East half of block 34 in Seward was completed.

Holmlund & Co., contractors in Mile 53, started work during the week. Porter & Co., contractors, were engaged during the week in erecting camp in Mile 53. A bridge gang has been engaged in wrecking and clearing bridges between Mile 59 and Mile 65, and in constructing additional facilities at camps in Mile 52 and Mile 54.

Marion steam shovel No. 3, operating in Mile 67, job No. 22, moved 3088 cubic yards during the week, of which 1072 cubic yards were placed in bridge No. 138, Mile 68; 736 cubic yards in bridge No. 142, in Mile 68 and Mile 69, and 1280 cubic yards in Mile 66 as riprap. The job was completed July 1.

Several carloads of equipment stores supplies were moved to Mile 52 with Marion steam shovel No. 3. Bucyrus shovel No. 4 with bunk cars from Mile 63 and mess, bunk and dining cars from Mile 57, were moved to Mile 52. Ten carloads of materials and supplies at Kern were also loaded for shipment to Mile 52.

Light running repairs to engine Nos. 10, 20 and 285 were made by the mechanical department during the week. The shop boiler plant was shut down for two days when the boilers were given a hydrostatic test of 137 pounds in preparation for starting the Rand air compressor to furnish air pressure for the shop and framing yard use. The compressor was piped up and given a preliminary tryout. The permanent air line was installed in the machine shop and the engine shed and a temporary line was laid to the framing yard.

One camp bunk car was finished and is now in service.

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.18.

A new camp cook car was finished and is now in the hands of the painters. Fifteen flat cars from the barge Baroda shipment were set up and will be placed in service as soon as they receive journal packing.

Light repairs were made to the hoisting engine and rigging on the barge Henry Villard. General work orders from the stores department were fairly heavy and consisted of repairs to contractors' work equipment, tools and supplies.

A Browning crane was engaged in handling lumber for the stores department, in ballasting track for the yards and in assembling flat cars.

The payroll force on the Seward Division for the period reported numbered 548.

#### GOVERNOR OF TERRITORY REPORTS ON PUBLIC LAND IN ALASKA.

During the year 1918, 16 townships, whole and fractional, of the Seward Meridian, and 10 townships, whole and fractional, of the Fairbanks Meridian, were surveyed by the General Land Office in Alaska, according to the report of Governor Thomas Riggs, jr.

The report, in so far as it deals with the question of public land in Alaska, is as follows:

"There have been surveyed to date the following township surveys, whole and fractional, viz, Seward meridian 71, Fairbanks meridian 32, and Copper River meridian 13.

"The survey should be further extended in the Susitna and Tanana Valleys. The necessity of surveying other sections is also apparent. There are approximately 100 square miles of agricultural land in the Chilkat River Valley, and there are at least 50 homesteaders, some of them having as much as 30 acres under cultivation. Their products are shipped to all parts of Southeastern Alaska and even to Seattle, Wash.

"There are also a number of settlers in the Eagle River Valley, where the advantages of settlement are equally as good as in the Chilkat Valley. On Kodiak island it has been demonstrated that stock can be profitably raised, for there is an abundance of red top and other nutritious grasses. Similar conditions prevail on the islands of the Aleutian and Alexander Archipelagoes and in many of the valleys of the coast of Southwestern and Southeastern Alaska. There is some demand for surveys in the valley of the Kuskokwim.

The method of making surveys in Alaska is as follows: The department directs that a certain survey be made; the surveyor general is requested to prepare and issue instructions for its execution, and these are handed to the assistant supervisor of surveys to be handed by him to the United States surveyor he designates. Upon the completion of the survey the returns are filed with the surveyor-general.

"By an act approved June 28, 1918, a settler who has used his homestead right in a State or other Territory is no longer barred from making homestead entry on surveyed or unsurveyed land in Alaska. The same act provides that when an entryman has shown satisfactory evidence of compliance with the terms of the homestead law the surveyor-general will issue instructions for the survey of the land entered, not later than the next succeeding surveying season, without expense to the entryman. The act of course applies only to public lands. A settler within the confines of a forest reserve must first have his land clear-listed by the Forestry Service to the General Land Office, a process which is now carried through with reasonable dispatch. It

is to be regretted in this connection that the national forests of Alaska can not be merged with the public lands, as there is no function of the Forestry Service being performed in Alaska in connection with the forests which can not be performed by the General Land Office without duplication of expense.

"Much could be gained by the reorganization of the Land Service in Alaska to the end that the duties now performed by the four distinct branches of that service, operating in this Territory, may be handled by one officer. This bureau is now operating in the Territory through a surveyor general, an assistant supervisor of surveys, chief of field division, and three local offices, located at Juneau, Nome, and Fairbanks, respectively, each of which latter offices are presided over by a register and receiver. All of these branches are independent of one another and deal directly with the General Land Office in Washington, frequently about the same matter, without the other being aware of what is taking place.

"The consolidation of this work under one head would make an immediate saving in salaries, permit of the greater availability of field and office force of these various branches, make possible a more economical utilization of office space with a consequent reduction of rent, the keeping of one set of records instead of four, etc. Aside, however from any matter of financial consideration, the paramount benefit of the proposed reorganization is the efficiency that would be secured by responsible local control. The people in the Territory are far away from Washington and their problems are so distinct from those in the States that they are entitled to a single officer with whom they can deal, who can speak authoritatively for the General Land Office, instead of the present divided authority, which makes practically every land claim the subject of consideration by four distinct branches of the bureau. When it is realized that 99 per cent of this Territory belongs to the Federal Government, and to a large extent is under jurisdiction of the Land Department, the vital necessity of an efficient, centralized organization for that service becomes apparent.

#### OFFICIAL OF ALASKAN ENGINEERING COMMISSION RESIGNS POSITION.

Mr. Temple L. Murphy, receiving and forwarding agent for the Alaskan Engineering Commission, has resigned his position and sailed for Seattle on the S. S. Alameda, which departed from Anchorage July 11.

Mr. Murphy was appointed to the position of receiving and forwarding agent by Commissioner F. Mears in 1916, coming to Anchorage from San Francisco, California, where he was in the employ of the San Francisco Board of Trade. With the exception of the few years of employment by the board of trade Mr. Murphy has been continuously engaged in the steamship business and devoted his talents chiefly to the receiving and forwarding branch of the business. For a number of years he was stationed at various points in the interior of Alaska in charge of the freight business of transportation and supply companies.

Previous to his departure for Seattle Mr. Murphy was presented with a traveling club bag by the employees of the receiving and forwarding office, and was tendered a farewell banquet by the B. P. O. Elks, of which he was an officer.

Upon his arrival in Seattle Mr. Murphy will be engaged in business in connection with the operation of steamships.



### ENGINEER IN CHARGE OF FAIRBANKS DIVISION MAKES INSPECTION TRIP OVER LINE.

Trains will be operated through from Nenana to Fairbanks by the end of the present construction season, according to advices received from Frederick D. Browne, engineer in charge of the Fairbanks Division, who has recently returned from an inspection trip over the railroad between Nenana and Fairbanks.

During the week ended July 12 track was laid North of Nenana to Mile 418.14 and in the Happy district to Mile 453.00. During the week in the two districts .52 miles of track were laid, of which .03 were laid in the Nenana district and .49 in the Happy district.

New work was more or less retarded during the last days of June, owing to unfavorable weather conditions, but recent reports indicate that this handicap has been removed and progress is being made at all points where construction work is being done.

Surveys along the Tanana Valley Railroad, projected for the purpose of rehabilitating that road, have been practically completed and the work of making the road bed of this railroad more permanent will be commenced in the immediate future. The work as planned includes the construction of eight large trestles and many smaller ones. From Happy Junction to a point below Chena Junction toward Fairbanks, the roadbed is to be reconstructed on a location already selected. The new location will carry the road above any glacial action in the winter and the flood waters in the summer of St. Patrick Creek.

The entire distance from Happy Junction to Fairbanks will be prepared for heavy traffic. Three rails will be laid in order to place in service standard and narrow-gauge rolling stock. Upon the completion of the bridge across the Tanana River, the entire line between Nenana and Fairbanks will be converted to standard gauge.

### ANALYSIS OF ALASKAN-GROWN SUGAR BEETS SHOWS HIGH SUGAR CONTENT.

Sixteen and nine-tenths per cent is the amount of the sugar content in sugar beets grown at the Government experimental farm at Matanuska during the season of 1918, according to the statement made by Prof. C. C. Georgeson, a recent round-trip passenger aboard the S. S. Alameda, and head of Government experimental farms in Alaska, to William Gerig, engineer in charge of the Anchorage Division of the Government Railroad.

The beets were grown at the experimental station located a few miles Northwest of the town of Matanuska and under the supervision of Mr. F. E. Rader, and were sent last September to Sitka and later to the Bureau of Chemistry at Washington, D. C., where the analysis was made.

Sugar beets grown in the most favored spots in the United States show a sugar content less than 17 per cent and the average sugar beets grown in commercial quantities in the States show a considerably less sugar content than the samples of these grown near Matanuska, according to Professor Georgeson.

After the sugar has been extracted from the beets the residue forms a valuable food for stock, said Professor Georgeson, who believes that within the next few years great strides will be made to make the section along the right-of-way of the Government Railroad between Matanuska and Talkeetna produce abundant yields of sugar beets. From the experiments conducted at the Matanuska

station it is estimated that between seven and eight tons per acre of sugar beets may be grown under favorable conditions.

The beets last year were sent to Sitka and there prepared for final shipment to the Bureau of Chemistry at Washington and as a result arrived in comparatively poor condition. To avoid this the shipments this year will be made direct from Matanuska station to the bureau at Washington.

Professor Georgeson, on account of the short stay in port made by the steamer Alameda, was unable to visit the experimental farm. He returned to his official headquarters at Sitka, Alaska.

Mr. William Gerig shares the enthusiasm expressed by Professor Georgeson regarding the potential possibilities of this industry and believes that within the course of the next few years, when agricultural development has assumed a more permanent form, the growing of sugar beets will constitute a large part of the farming activity in this district.

### WEEKLY FORCE REPORT.

#### Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, July 5, 1919, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Land and Industrial .....	0	2	0	2
Engineer in Charge .....	1	5	3	9
Bridge Engineer .....	1	1	0	2
Drafting .....	0	4	0	4
M. of W. Shops and Yards .....	2	6	36	44
Track, Bridge and Ballast .....	2	8	355	365
Receiving and Forwarding Agt... ..	1	4	25	30
Machine Shop and Round House .....	1	3	55	59
Marine Ways .....	1	1	41	43
Stores and Material Yard .....	1	11	50	71
Employment Bureau and Ter- minal Mess .....	1	2	14	17
Transportation .....	1	10	40	51
Disbursing Office .....	1	5	0	6
Accounting .....	1	10	0	11
Base Hospital .....	1	1	9	11
Townsite .....	0	1	7	8
Telegraph and Telephone .....	1	6	30	37
Mining .....	2	5	102	109
Location Surveys, Broad Pass ...	1	2	32	35
Total .....	19	87	808	914
Mile 235—Stationmen .....				13

Grand total all employees ..... 927

### DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements for the Anchorage office for the week ended July 7, 1919, were \$4149.63. Salaries and wages were \$127.76; purchases, \$78.18; construction contracts, \$85.08; compensation, \$25.00; other expenses, \$3,816.11; special deposit account, \$17.50.

There is not much use in starting on the right road unless you keep on moving. Save regularly and get ahead with your War Savings Stamp fund.

# 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.

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

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.

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

## OFFICIAL CIRCULARS.

### Anchorage Division.

#### ACTING RECEIVING AND FORWARDING AGENT IS APPOINTED.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, July 10, 1919.

Circular No. 289:

TO ALL CONCERNED:

Effective June 11, 1919. Mr. Wm. C. Cunningham is appointed Acting Receiving and Forwarding Agent, succeeding Mr. T. L. Murphy, Receiving and Forwarding Agent, resigned.

WM. GERIG, Engineer in Charge.

#### ENGINEERS IN CHARGE RECEIVE COMMENDATION FROM HEAD OF DEPARTMENT.

Anchorage, Alaska, July 10, 1919.

#### HEADS OF DEPARTMENTS:

It is with pleasure that I quote from a telegram from the Secretary of the Interior, Hon. Franklin K. Lane, which explains itself.

I hope to have your hearty cooperation in working out the problem that is before us, occasioned by the necessarily restricted funds.

"Washington, D. C., July 9, 1919.

"Weir, Seward, Alaska.

"Gerig, Anchorage, Alaska.

"I have followed recent telegraphic communications between this office and you and appreciate fine work by you and your co-workers under difficult circumstances. Very much hope that new bill which will be introduced shortly asking for sufficient appropriation to complete road will be passed. In meantime proceed with work as outlined with necessarily restricted funds.

(Signed)

"FRANKLIN K. LANE."

WM. GERIG, Engineer in Charge.

#### NUT LOCKS TO BE SHIPPED TO ANCHORAGE.

Department of the Interior,  
Alaskan Engineering Commission  
Maintenance of Way Department  
Anchorage, Alaska, July 8, 1919.

Circular No. 60:

TO ALL SECTION FOREMEN:

You are directed to send to the General Storekeeper,

Anchorage, all nut locks which you have, except a sufficient quantity to supply your present needs.

Advise this office by letter, date of shipment and number of pounds shipped.

Show on your monthly material report the disposition of the nut locks shipped.

JAS. HANAHAN,

Asst. Supt. in Charge of Track.

#### FORMER EMPLOYEE OF ALASKAN ENGINEERING COMMISSION RETURNS FROM OVERSEAS.

Lieut. Chauncey M. Wressell, who departed from Anchorage in March, 1918, to join the Thirty-first engineers at Fort Leavenworth, Kansas, and who was later, upon recommendation of Col. Frederick Mears, transferred to the Four Hundred and Second engineers, has returned from France and is now employed in the Anchorage Disbursing Office of the Alaskan Engineering Commission.

Lieut. Wressell as a member of the Four Hundred and Second Engineers, was sent to the front line trenches immediately upon his arrival in France, being stationed in the Verdun sector. The first engagement in which he played his part, lasted 18 days.

Lieut. Wressell was wounded in action in October, 1918, and was invalided home as soon as he was able to stand the trip across the Atlantic. He recuperated at a hospital in Washington City.

#### COMMISSIONER OF BUREAU OF PENSIONS IN ADDRESS REVIEWS WORK OF HIS DEPARTMENT.

Two hundred and twenty-two millions of dollars in pensions, the largest sum ever paid in one year, was paid during the last fiscal year to 640,000 pensioners by the Pension Bureau, according to a statement made by Hon. Gaylord M. Saltzgaber, commissioner of the Bureau, in a speech delivered May 29 at the Interior Department Exposition held in Washington, D. C.

The speech of the Commissioner gives a broad and a clear insight into the workings of the Pension Bureau, and is as follows:

"The Pension Bureau was established in 1833. Before that pensions for disabilities were provided for by the Continental Congress as early as 1776.

"All of the documents connected with pension claims since the beginning of the Federal Government have been placed in the Pension Bureau. It is now a vast storehouse of information relating to the military history of the Republic and of the individuals who saw service. Here are found the annals of its wars; the stories told by themselves of the acts of its heroes.

"About 3,000,000 claims have been filed and papers relating thereto have been preserved. Patriotic societies like the D. A. R., S. A. R., societies with reference to the War of 1812, the various Indian wars, the war with Mexico, and others, here find valued knowledge of the brave deeds of their ancestors. Here are preserved letters and documents from famous men like Washington, Patrick Henry, Lafayette, Thomas Jefferson, and other eminent heroes of the Revolution. Likewise here also are found written statements from famous men of other periods in the history of our Government, all of which will be highly esteemed while the Government endures and which will have added value by the lapse of time.

"The last survivor of the Revolution was named Daniel F. Bakeman, who died at Freedom, Cattaraugus County, N.

April 5, 1869, aged 109 years, 6 months and 8 days. The last widow pensioner of that war was Esther S. Damon, of Plymouth Union, Vt., who died November 11, 1906, aged 92 years. The last surviving pensioned soldier of the War of 1812 was Hiram Cronk, of Ava, N. Y., who died May 13, 1905, aged 105 years and 16 days. There are yet 83 widows of the War of 1812 on the roll. One soldier living in California was legally married to ten different wives, the largest number on record. They have great men in California.

"The oldest pensioner on the roll is Thomas J. Edwards, who served in the Civil War as second lieutenant, Co. H, Fifth Wisconsin Infantry. He was enrolled May 10, 1861, and resigned August 12, 1863. He was born in Cooper County, Missouri, February 16, 1816, and has reached the ripe age of 103 years.

#### Course of a Pension Claim.

"The work incidental to a pension claim is not generally comprehended. To state it briefly, I may say that a claim goes first to the mail division, where it is stamped with the date of its receipt, which is afterwards accepted as conclusive of that fact; then it goes to the law division, which determines whether there is a valid claim; from there it goes to the record division, where it is recorded, numbered, jacketed and forwarded to the proper adjudicating division. As required by Congress, an elaborate card system is kept in the Record Division, showing the names of the soldiers alphabetically; also according to political subdivision and with reference to military organization, all of which make for ready reference. There are now accumulated the immense number of 5,845,601 cards.

"The adjudicated divisions at present are the Civil War division and the Army and Navy division. Here all of the proofs are gathered and applied and an examiner determines the merits of the claim. After such action the claim goes to the board of review, where, after consideration of all the evidence, the reviewer passes upon the merits of the claim; then the claim goes to the reviewer, who again considers all of the evidence and likewise passes upon the merits of the claim; thus every claim before it is allowed or rejected requires the concurrent action of at least three persons who are experts in that line of work.

"One of the most interesting cases of attempted fraud was that of "Rickety Dan." This cause will rank in interest with the celebrated Tichborne trial. The records of the War Department show that William Newby, from White County, Illinois, was killed at Shiloh, April 6, 1862, and buried on the battle field by his friends and tentmates. His family had grown up and his wife had moved to Texas, when some time in 1891 a stranger walked into the streets of Carmi and announced himself as William Newby. He gave what seemed a satisfactory account of his absence, explaining that his wound upon the head had made him insane. His wife was sent for, and, after examining him declared he was the missing Newby. She had been pensioned as his widow for nearly thirty years. Immediately she ceased to draw her pension and Newby himself applied. His stake was a large one, inasmuch as, if allowed, his claim would yield from \$15,000 to \$20,000. Unfortunately for him, however, the United States found discrepancies between the alleged Newby and the real one. For instance, Newby, the soldier, should be 69 years old, while this man was but 49. Newby's eyes were blue, while this man's were dark.

"Patiently exploring his history, it was shown that the man was Dan Benton, or "Rickety Dan," who had emigrated with his parents from White County, Illinois, when he was

about 8 years of age. He had never been in the Army at all; he raised a family in Tennessee and lived about in poorhouses, serving terms occasionally for horse stealing and other felonies. The United States was able to account for his location every year save one. Public sentiment divided. Even the press of the State of Illinois took sides. A "Newby" league was formed and counsel engaged in his behalf. At the trial the defense took to the United States court at Springfield, Illinois, 140 witnesses, while the United States called 60 from Tennessee, and Newby's widow declared he was her husband, and one son stoutly supported her. Newby's daughter and brother repudiated him and told of marks not shown on the defendant. A spirited trial ensued and feeling ran high, but the jury was out only ten minutes, returning with a verdict of 'guilty.' Intense excitement prevailed and the United States attorney, the jury, and the special examiner were threatened with violence.

"The finance division has charge of the pension roll, endorses thereon all new allowances, makes up and administratively examines the large pension roll. The disbursing division makes payment of pensions in accordance with the roll prepared by the finance division and certified by the commissioner. Various other functions are performed by each of the several divisions, all of which is supervised by the chief clerk and his assistant, and by the commissioner and his deputy, and the whole is under the direction of the Secretary of the Interior.

"The system now in operation has been built systematically from the beginning and has the benefit of the added wisdom of nearly a century of experience. It carries out the various laws of Congress. No pension is allowed except in pursuance of law and none is withheld which the law allows.

"Under this administration there have been no scandals connected with the Pension Bureau. Because of the excellence of its organization, it could expand and take on new pension work to any extent required by Congress without confusion or lack of efficiency. It could easily perform the task connected with the compensation feature of the War Risk law, and also administer a law for Civil Service Pension if provided for.

"Because of the laudable desire of the Secretary to furnish opportunity to the soldiers of the late war to make homes for themselves, and for that purpose to give them land from the public domain, it may be of interest to know that land warrants have been granted under different Acts of Congress for 68,793,870 acres to 598,701 persons. These were issued on account of services in the War of the Revolution, the War of 1812, Indian wars, Mexican war and other services enumerated in the statutes. All of these warrants were issued through the Pension Bureau, and, among the distinguished persons whose applications for such warrants are on file, there is one from Abraham Lincoln, who served as a captain in the Black Hawk Indian War, and one from Jefferson Davis, who served as a Colonel in the Mississippi Rifles in the Mexican War.

"On the 30th day of April there were on the pension roll a total of 628,076 pensioners, of whom there were 276,114 Civil War veterans and 296,336 Civil War widows; the remainder were pensioners on account of the war with Spain, the war with Mexico, Indian wars, the regular Army, and the world war up to October 6, 1917. Pensions are paid to individuals in every State in the Union, in each of our Insular possessions, and in 75 foreign countries. Payments to countries with which the United States was at war were suspended because of lack of mail fa-



ilities, but will be resumed and accumulations paid as soon as mail facilities are restored.

"In May, 1865, 54 years ago, when the battle-scarred veterans of the Civil War marched in grand parade 200,000 strong down Pennsylvania Avenue, before the President and his Cabinet, there was seen along the front of the Capitol a huge banner inscribed with the legend 'The only National Debt we can never pay is the debt we owe our victorious soldiers.' They had preserved the Union.

"We have just passed through a great war. The feeling was universal that no reward would be too great for the heroes who bared their breasts to the foe. In response to such sentiments Congress has made generous provision, and the Pension Bureau executes the Nation's will as expressed in the law. It gives aid to the helpless veteran, dries the widow's tear, and stills the orphan's cry. It enters thousands of American homes bringing relief which argues that republics are not ungrateful, and nerves the arm of its men when the nation again calls to duty.

#### SOIL EXPERT MAKES DETAILED REPORT ON SOILS IN COOK INLET DISTRICT.

The Knik loam is the most extensive and important soil of the Kenai lowland benches and is likewise the most extensive and important soil of the entire Cook Inlet plain or lowland country, according to Hugh H. Bennett, who has recently completed his report on a reconnaissance of the soils, agriculture and other resources of the Kenai Peninsula region of Alaska.

The report, in part, follows:

Locally this type of soil is known as "bench land," volcanic ash" and, in the Matanuska Valley, as "Matanuska loam" and "Matanuska soil." It was given the local name Knik loam because it was first studied in 1914 in the vicinity of Knik, Alaska.

In texture this soil varies from loam to silt loam. Much of it will analyze a definite loam and much a definite silt loam, and in a detailed soil survey the latter would be mapped as Knik silt loam; but the difference in content of silt, ranging up to as much as 15 or 16 per cent more silt in the silt loam than in the loam, does not seem to be of very great importance here in so far as affecting the growth of plants. Everywhere the soil contains enough fine and very fine sand to impart a distinctly mellow or loamy nature to the material, giving it that texture and structure possessed by a typical loam type of soil. Variation in depth to the underlying gravel is of much more importance than variation in the silt content, and therefore the soil will be considered as one type in this report.

Aside from the variation in physical composition and in depth to gravel, the Knik loam possesses certain characteristics of marked uniformity. There is nearly always present a thin surface covering beneath the leaf mold or moss, consisting of gray loam or silt loam, less than an inch to 3 or 4 inches thick, and beneath this is always found a brown mellow loam or silt loam which becomes lighter below and passes abruptly into yellowish-brown greenish-brown, or pale-olive gravelly loam or first into pale-olive or greenish-brown fine sandy loam or loamy fine sand and then into gravelly loam. The gravelly stratum usually becomes coarser and looser with increase in depth, until a mass of fine and coarse gravel and in places cobblestones with an admixture of sand is reached. In the deeper substratum larger boulders are not uncommon. The gray surface layer is not found in some places as in portions of the burned-over areas and in those places where an ex-

ceptionally moist condition has favored the accumulation of dark-colored mucky material at the surface. In these places the gray layer may simply have been obscured by staining or by an admixture of ashes and soil or by oxidation caused by the fire. The brown material, the color of which resembles parched coffee or coffee grounds, is most commonly encountered in rather moist situations, on northern slopes, on the higher benches, and in those places where there is a deep covering of moss or leaf mold.

The depth to the coarser textured subsoil or substratum ranges from about 5 inches to 4 feet, but by far the greater part has the coarser material at depths of less than 3 feet, and there are many shallow areas, some of them extensive, where the gravelly material is reached at 5 to 12 inches. In the country examined most of the soil has the gravel at depths ranging from about 10 to 20 inches. There are also many bodies of the deep phase, having the gravelly stratum at depths ranging from about 20 to 36 inches, with occasional areas in which it is deeper than 3 feet. Much of the soil in Matanuska Valley is 3 feet deep or more, and the same deep soil was found in the Kenai lowland at Point Possession, between Kenai River and the lower end of Tustumena Lake, and in a few other places. The variations having the shallow and the medium-deep soils were found in all parts of the Kenai lowland visited, but there are extensive tracts where the one or the other is largely predominant. For example, very little shallow Knik loam was found between the big southerly bend of Kenai River and Tustumena Lake, the medium deep soil occurring here in almost solid tracts 3 to 4 miles across, interrupted only by small bodies of the shallow and deep phases and by a few narrow strips of Muskeg. The greater part of the beach land fronting on Cook Inlet from Homer Spit to Point Possession consists of a moderately deep loam, although there is much fine sand in the surface soil over a considerable part of a strip occurring immediately along the bluffs, some of this consisting of Knik fine sandy loam and very fine sandy loam. On most of the low, flat benches along the streams, such as Kenai and Kasilof Rivers and about Kenai, Skilak and Tustumena Lakes, the shallow phase predominates, and associated with this are some quite sandy areas.

A notable development of the shallow phase of the Kenai loam is that on the Knik Arm lowland on the east side of the Government Railroad from Campbell Creek to Eklutna River. On the high benches, such as those between Skilak Lake and the Northern end of Tustumena Lake, both the shallow and medium-deep variations are found up to an altitude as high as 2500 feet above sea level. Here the soil is generally dark brown in color, and the subsoil brown or greenish brown, and there are many large gravel and cobblestones in the lower part. There is also considerable of the black loam—the Chickaloon loam—associated with the Knik soils on the higher benches.

The Knik loam occupies flat and undulating bench lands, ridges, hillocks, and well-drained depressions, such as those in the hillocky areas. The soil occurs frequently on the steep slopes of hills and on the escarpments between benches but such areas are not extensive. There are some sections in which the land has a choppy surface, characterized by irregularly distributed low hills or hillocks with numerous depressions which give rise to a topography unfavorable to cultivation. Many of these depressions are like potholes and probably the result of unevenly melting ice beneath the glacial outwash material after its deposition.

In the main the soil is topographically well suited to

Cultivation; even the steeper slopes can usually be plowed safely, since erosion is not likely to be a serious problem on land of this kind by reason of its great absorptive capacity. As a rule, the smoother areas are those on the lower benches near Cook Inlet, around the lakes and along the streams. Over the interior part of the Kenai lowland—that next to the mountain slopes on the higher benches—the surface does not average so smooth in the country seen, as that nearer the Inlet. The most favorably situated part of the type for farming is that lying below an elevation of about 1000 feet, owing chiefly to accessibility and the more favorable climate.

The drainage in general is good and inclined to be excessive in case of those bodies having a shallow soil. Satisfactory underdrainage is assured by the underlying gravelly stratum, so that where the seepage from adjacent slopes is not large the land is well drained, except in a few very low-lying flats and depressions without adequate drainage outlets. Even these areas are rarely so moist as to prevent the growing of crops. The soil also holds moisture well, except where the loose gravel comes near the surface; and probably crops would not suffer seriously in such situations if the soil were kept properly supplied with humus. The permeable nature of this mellow soil, so favorable to good drainage, is also favorable to good internal circulation of air.

It is on this type of soil that the most extensive forests of spruce and birch are found. The larger trees are on the deeper soil; white spruce attains a diameter upward of 24 to 26 inches and birch up to about 18 or 20 inches. Some medium to large-sized aspen and large cottonwood trees are found locally in these spruce-birch forests. Associated with these trees is usually an undergrowth in which high-bush cranberry, currant, buckbrush, devil's club, wild rose, huckleberry, alder and willow are very common. In places this undergrowth attains tropical density and luxuriance. Other common plants in the woods are sphagnum moss, bunchberry, joint grass, redtop, low-bush cranberry, and fern. In the open places or natural glades through the forest the growth of redtop is dense and rank, and frequently associated with this are fireweed, wild celery, red-berry elder, and tall lupin. In the burned-over areas fireweed, Hudson Bay tea, sphagnum moss, moss berry, low-bush cranberry, wild rose, small willow, aspen, and lupin are abundant. In places bunch grass is found in these open situations, especially at the higher elevations. The shallow phase of this type has a characteristic growth of black spruce, much sphagnum moss, Hudson Bay tea, and low-bush cranberry. The black spruce trees are mostly less than six inches in diameter, and the floats over which they occur as practically an exclusive growth are locally known as "G pole flats." Aspen is also abundant in many places on the shallow soil, occurring often over extensive tracts with but a light intersprinkling of birch and spruce.

The medium deep and deep phases of the Knik loam represent the most valuable land of the region for farming purposes. It is upon this soil that the ranchers of Matanuska Valley have attained such good results with potatoes, turnips, cabbage, and other vegetables, oats and barley. The physical composition is the best, from the standpoint of crop production, of all the soils of this region. The soil is easy to clear and to plow. Most of the trees fall and turn up their roots when the land is burned over in the spring. It is troublesome, of course, to pile the trees and branches for burning, still the land can be cleared with comparative ease because of the shallow root systems of the trees—much easier than most lands in the United

States. Large areas were seen on the Kenai lowlands where practically all of the timber had been destroyed by fires, including roots, branches, and trunks, leaving the land so clear that in many places it was ready for the plow without any clearing whatever. Generally, however, in these burns, the trunks of the trees have not been destroyed, though as often as not they have reached an advanced stage of decay and can easily be broken out or cut and piled for burning.

There are usually present, also, saplings of aspen and birch and some small willows that require some labor in removal. In burning over the land it will not be necessary to burn the merchantable logs, as the first fire only causes the trees to fall. The soil is so mellow that a single horse and moderately light plow are effective, though a two-horse heavy turning plow or disk plow would be preferable in the preliminary breaking of the land, especially where there are many roots, small stumps, and bushes to turn up.

#### LANDS IN ALASKA SUBJECT OF EXECUTIVE ORDER OF PRESIDENT OF UNITED STATES.

##### EXECUTIVE ORDER.

Haines Townsite, Alaska.

It is hereby ordered that Lot 17, in Block 13, in the Townsite of Haines, Alaska, as delineated on the official plat of said townsite, be, and the same is, hereby set apart and withdrawn for the use of the Bureau of Education as an addition to the native school reserve in said townsite.

WOODROW WILSON.

The White House,  
24 May, 1919.

#### RIVALRY BETWEEN STEAM SHOVEL CREWS IN ANCHORAGE DIVISION BECOMES KEEN.

Ten thousand five hundred and fifty-five cubic yards of material were produced by steam shovel No. 7 working on a single shift at Sunshine, in the Talkcetna district, during the week ended July 12, and during the same period working a double shift at Girdwood, in the Turnagain Arm district, steam shovel No. 1 produced 10,908 cubic yards.

The maximum daily yardage, amounting to 1668 cubic yards was produced by steam shovel No. 1 in charge of Engineer Jeffries on July 8, while the maximum for steam shovel No. 7 in charge of Engineer Patton amounted to 2,064 cubic yards and was produced on July 9.

#### PRESIDENT OF UNITED STATES SIGNS DEFICIENCY BILL CARRYING RAILROAD FUNDS.

"As a result of the President signing the deficiency bill, which carries approximately two million dollars for use of the Alaskan Engineering Commission for railroad maintenance and construction, funds will be placed to the credit of the Engineering Commission within the course of the next few days and as soon as notice of this credit has been received by the Anchorage disbursing office the salaries and back wages of the employees on the Anchorage Division will be paid," said Wm. Gerig, engineer in charge of the Anchorage Division of the Government Railroad.

Paying off will be commenced sometime during the present week, it is expected.

Make your money "work or fight." If it is not fighting for you in the industrial field, put it to work in War Savings Stamps.

## PERSONAL

F. A. Hansen, engineer of maintenance of way, made an inspection trip last week over the main line of the Government Railroad from Girdwood in the Turnagain Arm district, to Mile 233 North of Talkeetna, in the Talkeetna district.

I. W. Pilcher was a passenger on last Wednesday's train for Wasilla, from which point he will outfit for a six weeks' prospecting trip into the hills in the Willow Creek country. Mr. Pilcher expects to return to Anchorage about September 1.

Mrs. Christopher Woodhouse, the wife of Mr. Christopher Woodhouse of the medical staff of the Alaskan Engineering Commission, who was a visitor in Anchorage during the past 10 days, returned last week to her home at Sunshine.

Mrs. C. M. Eckmann, wife of C. M. Eckmann, baggage master at the Anchorage depot, and Mrs. A. A. Lewis, wife of A. A. Lewis, conductor in the transportation department, were round-trip passengers last week to Girdwood. They departed Wednesday morning and returned in the afternoon.

James Hanahan, assistant superintendent in charge of track, who has been stationed at Talkeetna where he has been supervising the operations of ballasting and surfacing track between Montana and Talkeetna, was a visitor in Anchorage over Sunday. Mr. Hanahan returned to Talkeetna yesterday.

Mrs. J. H. Bell, wife of Mr. J. H. Bell, engineer on the track-layer working on the main line of the Government Railroad North of Talkeetna, accompanied by her son and daughter, departed from Anchorage July 9 and will make her home in Talkeetna while her husband is employed in that vicinity.

Mr. Walter B. Heisel, special agent of the United States Land Office, with headquarters at Juneau, Alaska, is a recent arrival in Anchorage. Mr. Heisel will depart this week for Chickaloon on departmental business and after spending a few days in the Matanuska Valley, will make a brief visit to Talkeetna. He expects to return to his headquarters about August 15.

Godfrey Mueller, who was a member of the Thirty-first Engineers in overseas service, landed in Boston June 8 and immediately after landing was sent to Camp Lewis where he has been discharged from the army, according to letters received from Mr. Godfrey by Anchorage friends. Mr. Godfrey will return to Anchorage about the middle of August.

Harold Beeson, son of Dr. and Mrs. John B. Beeson, and Arthur Frodenburg, son of Mr. and Mrs. A. H. Frodenburg, both of whom have been employed North of Talkeetna in the engineering party headed by Max J. Kuney, departed from Anchorage yesterday morning for Seward, where they will take passage on the first Southbound steamer for the States. Mr. Beeson will enter the Naval Academy at Annapolis, Maryland, and Mr. Frodenburg will enter the Army Academy at West Point. The young men departed from Anchorage on a gasoline speeder and every facility for a speedy trip was accorded them by Mr. William Gerig, engineer in charge of the Anchorage Division, in order that they may connect with the steamer at Seward.

## Anchorage Division Notes.

Pile driver No. 6 is being changed into a derrick car and the work is now 45 per cent complete, according to a report of E. P. Hedberg, master mechanic.

A total of 151 wheel-barrow loads of ashes were removed during the week from the power plant and the daily average coal consumption during this period approximated 10 tons. The daily coal consumption at the townsite pumping station averaged during the week approximately four tons. Eight feet of water were maintained in the sump and 18 feet in the townsite tank during the same period.

Engine service furnished during the week ended July 12 was as follows: Mixed train service: Engine No. 620, three days; engine No. 275, two days. Work train service: Engine No. 242, five days; engine No. 266, six days; engine No. 277, six days; engine No. 224, six days; engine No. 264, five days; Engines No. 224 and 242 double-shifting, five days. Switch engine service: Engine No. 225, six days. Running repairs were made during the week to engines Nos. 221, 224, 242, 247, 275, 266 and 277.

One telephone was installed, two were disconnected and one was moved in Anchorage during the week ended July 5, according to the report of J. J. Longacre, acting superintendent of the telegraph and telephone department of the Alaskan Engineering commission. Three long-distance telephones were installed, two were moved and three were changed during the week, according to the report. The permanent wire has been completed as far North as Mile 192. Poles have been set and cross-armed to Mile 192½ and holes have been dug to Mile 193. Five meters were "cut in" and 10 were "cut out" during the same period by the electric light and power branch of the department.

## STEAMER FROM SEATTLE ARRIVES WITH THIRTY-FIVE FIRST-CLASS PASSENGERS.

With thirty-five first class passengers for Anchorage and 13 round-trip passengers and 146 tons of freight for the Alaskan Engineering Commission and the merchants of Anchorage, the S. S. Alameda arrived in Anchorage at 9.05 p. m. July 10, and sailed for Seattle on her 161st voyage at 6.50 a. m., July 11. Of the 146 tons of freight, 21 tons were consigned to the Alaskan Engineering Commission and the balance to local merchants. The outgoing passenger list numbered 50.

The S. S. Curacao arrived in port on her 51st voyage with 127 tons of merchandise on July 8 and sailed for Seattle on July 9. The cargo consisted of 50 tons of grocery supplies for the Alaskan Engineering Commission, and the balance, consisting of oil and gasoline, for Anchorage merchants.

The Anne W., with the barge Lawrence in tow on voyage No. 5, departed from Anchorage for Seward July 10 loaded with 83 tons of coal, 177,000 feet of bridge timber and 120 tons of general railroad supplies and equipment.

The steamer Tyonic sailed for Seldovia at 1.30 a. m. July 8 and the power boat Grizzly at 1.50 a. m. for Tyonic. The cannery tender A. B. Carpenter arrived in Anchorage from Kenai on July 10 and departed for the same place on July 11. The launch J. J. left for Susitna at 6.15 a. m. July 11.

## HOMESTEAD APPLICATIONS FOR LESS THAN FORTY ACRES NOT TO BE RECEIVED.

As a result of the elimination of land in the vicinity of Anchorage from the Chugach Forest Reserve, homestead applications for tracts of land of less than 40 acres, unless they are lot designations, will not be received by the General Land Office, according to instructions received from the office of the General Land Office at Juneau, by the Land and Industrial Department of the Alaskan Engineering Commission.



# ALASKA RAILROAD RECORD

VOL. III. ANCHORAGE, ALASKA, TUESDAY, JULY 22, 1919.

NO. 37

## ENGINEER IN CHARGE OF ANCHORAGE DIVISION REVIEWS WORK IN BROAD PASS DISTRICT.

By doing a small amount of rock work at Hurricane Gulch in the Broad Pass district and building a few bridges across small streams near this point on the Government Railroad, a splendid wagon road can be constructed during the present working season between Indian River and the Summit of Broad Pass, according to the report of William Gerig, engineer in charge of the Anchorage Division of the Government Railroad, to William C. Edes, chairman of the Alaskan Engineering Commission. The wagon road as marked holds close to the accepted railroad located line with the exception of a couple of miles at the Indian River Canyon, at which point it holds about one mile to the East of the line, according to the report. By working a gang of 15 or 20 men at Hurricane Gulch in grading the road down and out of the Gulch, a winter road suitable for double enders or narrow bob sleds could be constructed without difficulty. About 18 horses now in use in packing supplies to the Secrest Locating Party could be spared from this work at this time, continues the report.

Preliminary and location lines were run from station 11923 to station 12060 during the month of June by the locating party now in the Broad Pass district. The topographical survey of "E" line crossing of the Susitna River was finished during the month and a wagon road blazed to Chulitna Pass and Honolulu Creek. Forty-eight stations of preliminary line were run up the Middle Fork River during the same period.

The following work was accomplished in the drafting department of the Alaskan Engineering Commission at Anchorage during the month of June:

Daily weather report copied and forwarded and platted; location of buildings in Talkeetna townsite; tracing No. 6 Standard switch layout; platting and estimating quantities of line change South of Hurricane Gulch; tracing profile crossing of Susitna Crossing South of Gold Creek, T. W. Secrest's survey of June, 1919; tracing train sheet; making up bill of material for 100 lineal feet of snowshed; plans for new wharf and trestle approach to same; plans for section house suitable for all divisions; platting pipe lines on terminal map and making 1209 square feet of blue prints and 18 square feet of Van Dyke prints. The following is work uncompleted: Plans for stable, Anchorage terminal; right-of-way and track maps; map showing buildings in Anchorage townsite; yard revision, Anchorage terminal, and plans for new caboose car.

In the marine ways during the month two barges were

repaired, painted and launched. The barge Lawrence was painted, partly caulked and new fenders were put on it. The launch Alaska was hauled out, a new shaft installed, re-babbited, calked, painted and launched. The power boat B. & B. No. 2 was partially replanked and calked. Running repairs were made to the power boats Matanuska and Betty M. and to barges Nos. 106, 202, 204, 402, and 601. The tide gauge and weather conditions were observed. Stages were made for the telegraph and telephone department and for the maintenance of way department. Rolls were made for the saw mill at Mile 73, and repairs were made to motor cars and gasoline pumps. Private work was also performed by this department during the month.

## ENGINEER MAINTENANCE OF WAY MAKES REPORT OF PROGRESS IN HIS DEPARTMENT.

Fifty-two pilings were driven in the construction of the new Anchorage ocean dock during the week ended July 21, according to the report of F. A. Hansen, engineer maintenance of way, to William Gerig, engineer in charge of the Anchorage Division of the Government Railroad.

Nine thousand three hundred and seventy-eight railroad ties were loaded during the week by the tie-loading gang working at Matanuska, according to the report. About 1000 railroad ties were piled along the Government Railroad right-of-way near the Knik River bridge by this gang during the week.

No track was laid in the Talkeetna district during the week by extra gang No. 3. This gang was engaged in grading between station 10310 and station 10390. The portion of the grade worked on during the week has been completed and is ready for steel. Bridge and building gang No. 6 was engaged in repairing and providing temporary crossings between station 10310 and station 10360.

Chantes & Co. finished their grading contract at Mile 233 on July 20.

A preliminary line between station 10480 and station 10624 was completed and the location line run between station 10472 and station 10504 by the engineering party, which during the week worked out from its headquarters at Mile 239.

Fourteen thousand nine hundred and fifty-two cubic yards of gravel were produced by steam shovel No. 1, working two shifts at Girdwood, in the Turnagain Arm district. The material was used in filling bridge No. 131.

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.18.

and bridge No. 132 in the Seward Division in Mile 65. Of the yardage produced the first shift produced 7691 cubic yards and the second shift 7258 cubic yards. Steam shovel No. 7, working at Sunshine in the Talkeetna district, produced during the week 7560 cubic yards of gravel, which was used in ballasting and bank widening between Montana and Talkeetna.

#### FIVE DOLLAR SCHOOL TAX IMPOSED UPON RESIDENTS OF ALASKA BY LEGISLATURE.

A school tax of \$5.00 has been imposed upon all male persons between the ages of 21 and 50, except soldiers, sailors in the United States Navy or Revenue Cutter Service, volunteer firemen, paupers, insane persons and territorial charges. The money raised by this tax is to be used exclusively for the schools in the Territory of Alaska. The tax must be paid on or before August 1, 1919.

Mr. Fred A. Martin, game warden for the Anchorage District, has been appointed by Governor Thomas Riggs, jr., as tax collector for the Seward-Anchorage district outside of incorporated towns and school districts.

Mr. Martin has commenced the collection of the tax, and to this end has made a trip over the main line of the Government Railroad North of Anchorage. In order that all employees of the Alaskan Engineering Commission and other persons residing along the route of the railroad may have the opportunity of paying this tax before the first Monday in August, Mr. Martin will make another trip over the entire line of the railroad. He expects to depart from Anchorage tomorrow.

The act, which was enacted by the Territorial Legislature at its last session, is as follows:

"Be it enacted by the Legislature of the Territory of Alaska:

"Sec. 1. That there is hereby made, imposed and levied upon each male person, except soldiers, sailors in the United States Navy or Revenue Cutter Service, volunteer firemen, paupers, insane persons, or territorial charges, within the Territory of Alaska or the waters thereof, over the age of 21 years and under the age of 50 years, an annual tax in the sum of five dollars (\$5.00), to be paid and collected in the manner provided in the following sections of this Act, and to be deposited by the Treasurer of the Territory of Alaska in a separate fund called the 'School Fund' and used for no other than school purposes.

"Sec. 2. It shall be the duty of the common council of each incorporated town in the Territory of Alaska to provide by ordinance for the collection of the tax imposed by this Act within the limits of such incorporated town, and for this purpose to designate a competent person to act as School Tax Collector, who shall perform the duties and receive the compensation hereinafter provided.

"It shall be the duty of the School Board in each School District outside of incorporated towns in the Territory of Alaska to designate a member of such Board, or some other competent person, to act as School Tax Collector who shall perform the duties and receive the compensation hereinafter provided in this Act.

"Sec. 3. Every School Tax Collector shall, on or before the first day of April in each year, publish in at least one newspaper of general circulation, published within his school district, or if there be no newspaper published therein, then post in five (5) public places within his school district, a notice setting forth that the tax imposed by this Act is due and payable between the dates here-

inafter designated and that the payment thereof will become delinquent as provided in this Act, and warning all persons to pay the same and that in case of failure, the penalties provided in this Act will be imposed.

"It shall be the duty of every person, subject to such tax, to pay the same to the School Tax Collector within the time which such notice specifies.

"The notice herein prescribed shall be published at least once a month during the period within which the tax is payable or posted at least once a month, as herein provided, during the same period.

"Sec. 4. The tax for which provision is herein made shall be payable between the first Monday in the month of April and the first Monday in the month of August in each year; PROVIDED, that all persons subject to the tax who are in the Territory of Alaska on the first Monday in the month of April shall pay said tax on or before the first day of May in the same year, and all persons arriving in the Territory of Alaska after the first Monday in the month of April shall pay said tax within thirty (30) days after such arrival; PROVIDED, further, that all persons subject to said tax shall pay the same within ten (10) days after a written or oral demand by the said School Tax Collector made within the period between the first Monday in April and the first Monday in August in each year.

"Sec. 5. All taxes shall become delinquent if not paid within the time prescribed in the last preceding section or within ten (10) days after demand by the School Tax Collector, as above prescribed, and each person delinquent in the payment of his tax, as aforesaid, shall be subject to a penalty of two dollars (\$2.00) in addition to the amount of the tax.

"Sec. 6. Any person who shall fail, neglect or refuse to pay his tax, as herein provided, shall be deemed guilty of a misdemeanor and, upon conviction thereof, shall be punished by a fine of not more than twenty-five dollars (\$25.00) or by imprisonment in the federal jail not to exceed one (1) month. All fines collected under this section shall be converted into the Territorial treasury and become a part of the "School Fund."

"Sec. 7. It shall be the duty of the School Tax Collector to receipt to each person, upon payment of the tax herein provided for, and such receipt shall be the only evidence of payment.

"Sec. 8. It shall be the duty of the School Tax Collector to demand, and it shall be the duty of every person, firm or corporation, employing labor in the Territory of Alaska, to furnish to such collector upon demand, a list of the employees of such person, firm or corporation subject to the tax imposed herein, and for this purpose the Territorial treasurer shall furnish to each School Tax Collector suitable blank forms for the making of such lists, which blank forms shall be delivered by the School Tax Collector to the employers of labor aforesaid. Every such person, firm or corporation having in his or its employ persons subject to said tax who neglect to pay the same within the time within which the same is due and payable, as provided in section four (4) hereof, shall be liable for the payment of the same and it shall be the duty of every such person, firm or corporation to deduct from the wages of each of its said employees, who are subject to said tax, the amount thereof, unless such employee furnishes proof of the payment of the same, and to pay, upon the first day of each month, during the period within which the tax herein imposed is due and pay-



able, all amounts so deducted and collected to the School Tax Collector, together with a list of the persons from whom the same are collected, taking a receipt from the School Tax Collector for the amount of each tax so paid, and to deliver such receipt to the employee from whom the same was collected.

"If any person, firm or corporation fails, neglects or refuses to comply with the provisions of this section, such person, firm or corporation shall be deemed guilty of a misdemeanor and, upon conviction thereof, shall be punished by a fine of not less than fifty dollars (\$50.00) nor more than five hundred dollars (\$500.00).

"Any person, firm or corporation becoming liable for the tax of another, as provided in this section, may be proceeded against in a civil action prosecuted in the name of the Territory for the payment of the same, and there shall be added to the judgment in all such cases the sum of twenty-five dollars (\$25.00), penalty for each tax said person, firm or corporation has failed to collect and pay, as in this section provided.

"Sec. 9. The School Tax Collector is hereby authorized and empowered to collect said tax herein imposed from any person owing the same when the same shall become delinquent, or from any person, firm or corporation whose duty it is made by this Act to pay any tax from his or its employees, by a seizure and sale of any personal property belonging to such delinquent or to such person, firm or corporation, of sufficient value to pay such tax, penalty and costs of sale, that may be found in the district in which said tax is due and payable.

"It shall be the duty of the United States Commissioner to issue a warrant for such seizure and sale of personal property upon a verified complaint being filed by the School Tax Collector, and it shall be the duty of the United States Marshal, or any deputy, to execute the same. All property seized under the provisions of this Act shall be sold by said marshal or deputy marshal after first giving five (5) days' notice of sale to the owner of such property by posting a notice of the time and place of sale of such property in three (3) conspicuous places in the district in which said tax is due, for at least five (5) days prior to such sale.

"The fees and costs of the commissioner and marshal under this section shall be the same as provided by law in the case of levy and sale of personal property on execution. From the proceeds of any property sold as aforesaid, the marshal shall deduct the amount of the tax due, penalties, fees and costs, and deliver the remainder, if any, to the owner of such property.

"Sec. 10. The treasurer of the Territory of Alaska shall, before the first Monday in the month of April in each year deliver to each School Tax Collector in the Territory of Alaska blank receipts, in book form, with stubs numbered the same as the receipts, of one hundred (100) in each book, and in sufficient number for each school district or incorporated town.

"Sec. 11. The School Tax Collector shall keep an accurate account of all moneys collected by him under this Act and shall, on the first day of each month during the period within which the tax herein provided for is due and payable, transmit all such moneys in his hands to the treasurer of the Territory of Alaska, with a list of persons from whom collected. Such statement shall be verified by the affidavit of the School Tax Collector to the effect that the same is in all respects a full and true statement of all moneys received by him under the pro-

visions of this Act. After the first Monday in the month of August in each year, the School Tax Collector shall, at least once in three (3) months, file an additional statement setting forth any taxes and penalties collected by him under the provisions of this Act during said period of three (3) months, and shall transmit said moneys to the Treasurer of the Territory. Such supplemental statement shall be made and verified as herein provided for the first statement.

"Sec. 12. The School Tax Collector, for services rendered under the provisions of this Act, shall receive as full compensation fifty cents (50c) for each tax collected, whether the same be collected without suit or be collected either by criminal action, civil action or seizure and sale of personal property.

"Sec. 13.—The tax imposed by this Act shall be due and payable, as to all persons within the Territory subject to said tax at the time of the passage of this Act, immediately upon its passage and approval and, as to all persons arriving in the Territory after the passage of this Act, as elsewhere in this Act provided. For use during the year 1919 it shall be the duty of the Territorial Treasurer, as soon as notified of the selection and appointment of a School Tax Collector in accordance with the provisions of this Act, to furnish such School Tax Collector with the blank forms and receipt books provided for in Sections eight (8) and ten (10) of this Act.

"Sec. 14. The Governor of Alaska shall have the power to appoint a person to act as School Tax Collector, where necessary, in any portion of the Territory of Alaska without the limits of any incorporated town or school district. Such person shall furnish a bond as required by this Act of other School Tax Collectors, which bond shall be approved by the nearest United States Commissioner and filed with the Territorial Treasurer, and all of the provisions of this Act shall apply to the School Tax Collector so appointed.

"Sec. 15. Any School Tax Collector who shall fail to carry out the provisions of this Act shall be deemed guilty of a misdemeanor and, upon conviction thereof, shall be fined not less than one hundred dollars (\$100.00) nor more than five hundred dollars (\$500.00), and shall be removed from office.

"Sec. 16. An emergency is hereby declared to exist, and this Act shall take effect from and after its passage and approval.

"Approved May 1, 1919."

#### ONE HUNDRED AND EIGHTY-SIX PATIENTS ARE TREATED IN JUNE IN ANCHORAGE HOSPITAL.

One hundred and eighty-six patients were treated during the month of June in the Anchorage Hospital, according to the report of Dr. J. B. Beeson, chief surgeon of the Alaskan Engineering Commission. These patients spent an aggregate of 195½ days in the hospital during the month. There were no deaths at the hospital during the month reported.

Of the cases treated 29 were members of families of employees of the Engineering Commission and 43 were private cases. One hundred and three are reported as dispensary cases and seven as having entered for examination. Of the employees of the Alaskan Engineering Commission who entered the hospital during the month four were treated for injuries and one for illness.

Buy War Savings Stamps—make interest earn interest.



## 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.

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

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.

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### OFFICIAL CIRCULAR

#### Anchorage Division.

#### CONCERNING TERMINAL FIRE DEPARTMENT.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, July 16, 1919.

Circular No. 391:

TO ALL CONCERNED:

Effective August 1, 1919, supervision of terminal fire department will be assumed by the maintenance of way department.

The chief of the terminal fire department on and after that date will report to Mr. F. A. Hansen, engineer maintenance of way and structures.

WM. GERIG, Engineer in Charge.

#### WAR SAVINGS STAMPS ARE NOW HANDLED THROUGH ANCHORAGE DISBURSING OFFICE.

An arrangement has been made between the Alaskan Engineering Commission and E. McPhee, postmaster at Anchorage, whereby R. D. Chase, special disbursing agent for the Alaskan Engineering Commission, on behalf of Mr. McPhee, can now accept remittances for purchase of War Savings and Thrift Stamps. Under this arrangement receipts will be issued in Mr. McPhee's name for the amount received and the stamps will be held at the local post office until the surrender of the receipt. These receipts are not transferable and the stamps will be delivered only to the person in whose name the receipt is issued.

This plan will permit employees who are working at points not readily accessible to Anchorage to purchase War Savings Stamps and have them kept at the post office until such time as the purchasers are in a position to keep them safely for themselves.

The price of War Savings Stamps this month is \$4.18.

#### DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements for the Anchorage office for the week ended July 14 were \$1090.32. Salaries and wages were \$593.66; purchases, \$58.50; compensation, \$66.67; special deposit account \$35.00, and other expenses, \$336.49.

#### MASTER MECHANIC REPORTS ON PERSONNEL OF ENGINEMEN IN ANCHORAGE DIVISION FOR JUNE.

Eight engineers and ten firemen were in engine service on the Anchorage Division of the Government Railroad during the month of June, according to the report of E. P. Hedberg, master mechanic, submitted to William Gerig, engineer in charge of the Division.

The names of the engineers and firemen are as follows and are listed in order of seniority of service: Locomotive engineers, B. C. Elmes, Charles Balhiser, F. W. Brayford, Charles Mathison, J. L. MacCaulay, W. F. Clark, H. Howard and D. S. Daxon. Firemen, J. L. MacCaulay, W. F. Clark, L. Stipp, Thomas Peterkin, Charles Diamond, Thomas Callahan, Thomas Sheehan, J. S. Bailey, L. B. Cole and A. Monsen.

Engineer E. L. Stipp and Fireman Carlson were in service on the Seward Division during the greater part of the month of June. Engineer J. M. Wilson during the entire month was in hostling service in the Turnagain Arm district. Fireman Morgan has been assigned permanently to the hostling service at the Anchorage round house. The names of Engineer A. H. Hansen and Fireman A. Strandberg have been taken from the list of enginemen in the Anchorage division.

None of the enginemen who were released for military service have reported for duty.

The general average efficiency of all enginemen in service has been very good, according to the master mechanic's report. There were no train delays and no engine failures during the month chargeable to the personnel of the enginemen.

#### WEEKLY FORCE REPORT.

##### Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, July 12, 1919, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	5	3	9
Land and Industrial .....	0	2	0	2
Bridge Engineer .....	1	1	0	2
Drafting .....	0	4	0	4
M. of W. Shops and Yards .....	2	6	38	46
Track, Bridge and Ballast .....	2	8	409	419
Receiving and Forwarding Agt. ....	1	3	26	30
Machine Shop and Round House .....	1	3	57	61
Marine Ways .....	1	1	42	44
Stores and Material Yard .....	1	10	59	70
Employment Bureau and Ter- minal Mess .....	1	2	14	17
Transportation .....	1	10	52	63
Disbursing Office .....	1	6	0	7
Accounting .....	1	10	0	11
Base Hospital .....	1	1	9	11
Townsite .....	0	1	7	8
Telegraph and Telephone .....	1	6	31	38
Mining .....	2	5	108	115
Location Surveys, Broad Pass....	1	2	30	33
<b>Total .....</b>	<b>19</b>	<b>86</b>	<b>885</b>	<b>990</b>
Mile 235—Stationmen .....				13
<b>Grand total all employees .....</b>				<b>1003</b>

FIGURES SHOWING TOTAL AMOUNT OF WORK ARE  
COMPILED BY ENGINEER IN CHARGE.

Construction work accomplished in all of the districts of the Anchorage Division of the Government Railroad is outlined in the monthly report of William Gerig, engineer in charge of the Division. The report shows the total amount of work accomplished up to and including June 30, 1919, as well as the work accomplished during the month of June 1919. The kind and character of work follows:

	Total to June 30	Total for June, 1919
Clearing, acres .....	3,049.92	.....
Grubbing, acres .....	701.01	.....
Excavation—Prism of Cut:		
Common, cu. yds. ....	1,424,199	1,800
Loose rock, cu. yds. ....	638,467	.....
Frozen material, cu. yds. ....	550,391	200
Solid rock, cu. yds. ....	2,040,292	.....
Excavation—Borrow, Ditches, Etc.:		
Common, cu. yds. ....	1,775,940	25,976
Loose rock, cu. yds. ....	336,247	3,980
Frozen material, cu. yds. ....	331,724	.....
Solid rock, cu. yds. ....	788,958	9,900
Embankment:		
Swell, cu. yds. ....	685,613	1,980
Total equiv. emb'kment, cu. yds. ....	8,571,831	43,836
Prism of embankment, cu. yds. ....	6,871,571	34,856
Waste or shrinkage, cu. yds. ....	1,700,260	8,980
Total, cu. yds. ....	8,571,831	43,836
Overhaul, 1000 cu. yds. hauled 100 ft. ....	13,768.53	.....
Trestle—Temporary:		
Piles, lin. ft. ....	134,438	3,783
Lumber, 1000 ft., b. m. ....	929.5	7.6
Iron, lbs. ....	62,211	1,833
Trestles—Permanent:		
Piles, lin. ft. ....	429,860	5,761
Lumber, 1000 ft., b. m. ....	7,528.5	13.0
Iron, lbs. ....	2,548,615	3,630
Steel in bridges, tanks, etc., lbs. ....	43,500	.....
Lumber, 1000 ft., b. m. ....	41,092	124
Hardware, lbs. ....	172,997	.....
Excavations in Foundations—Wet:		
Common, cu. yds. ....	3,347	.....
Loose rock, cu. yds. ....	318	.....
Solid rock, cu. yds. ....	435	.....
Frozen material, cu. yds. ....	3,796	.....
Excavation in Foundations—Dry:		
Common, cu. yds. ....	22,333	.....
Loose rock, cu. yds. ....	3,005	.....
Solid rock, cu. yds. ....	1,951	.....
Frozen material, cu. yds. ....	837	.....
Masonry—Concrete, Class A, cu. yds. ....	2,873.8	.....
Masonry—Concrete, Class B, cu. yds. ....	149.0	.....
Masonry—Riprap, cu. yds. ....	6,281	.....
Timber Culverts, Bulkheads and Crib:		
Logs, lin. ft. ....	289,869	.....
Piles, lin. ft. ....	28,050	.....
Lumber, 1000 ft., b. m. ....	298.8	.....
Iron, lbs. ....	79,851	.....
Rock filling, cu. yds. ....	24,595	.....
Track—Spurs, Sidings, Etc.:		
Ballast, cu. yds. ....	151,610	.....

	Total to June 30	Total for June, 1919
Ties, No. ....	170,342	120
56-lb. rail, lin. ft. ....	114,670	450
70-lb. rail, lin. ft. ....	623,074	.....
Track—Main Line:		
Ballast, cu. yds. ....	296,078	.....
Ties, No. ....	399,870	.....
70-lb. rail, lin. ft. ....	1,523,206	.....
Telegraph line—temporary, lin. ft. ....	391,776	.....
Telegraph line—permanent, lin. ft. ....	803,309	.....
Water pipe, lin. ft. ....	12,058	.....
Sewer pipe, lin. ft. ....	7,951	.....
Back fill, lin. ft. ....	7,424	.....
Wagon road, lin. ft. ....	49,134	.....
Foundation posts, lin. ft. ....	14,661	.....
Brush material, lin. ft. ....	7,800	.....
Coyote holes, lin. ft. ....	3,309	.....
Logs in temporary bridges and buildings, lin. ft. ....	235,034	.....
Blind drains, lin. ft. ....	1,101	.....

FORMER EDITOR OF ALASKA RAILROAD RECORD  
ACCEPTS POSITION IN SEATTLE.

David B. Tewkesbury, former editor of the Alaska Railroad Record, and acting manager of the Anchorage townsite, has accepted a position in Seattle with the Post-Intelligencer, according to advices received by William Gerig, engineer in charge of the Anchorage Division of the Government Railroad.

Mr. Tewkesbury was forced to remain in Seattle as a result of illness in his family. He came to Anchorage in the summer of 1917 and for 10 months was editor of the Anchorage Daily Times. He succeeded Mr. Charles W. Jones as editor of the Alaska Railroad Record in April, 1918, and in August of the same year was appointed acting manager of the land and industrial department of the Engineering Commission, which position carried with it the management of the Anchorage townsite. He performed the duties incident to the management of the land and industrial department and the Anchorage townsite together with the editorship of the Alaska Railroad Record, until June 1, 1919, at which time he departed from Anchorage for Seattle.

ENGINEER IN CHARGE OF SEWARD DIVISION OF  
GOVERNMENT RAILWAY REPORTS PROGRESS.

Thirty-nine permanent and 13 temporary bents, containing approximately 4500 lineal feet of piling were driven on the "B" line trestle across Lowell Creek in the town of Seward during the week ended July 12, according to the report of R. J. Weir, engineer in charge of the Seward Division. Six hundred and sixty feet of stringers were also placed in position during the week on this structure. Satisfactory progress is being made by the carpenter gang at work in the Seward yard in framing truss bridges and the work of grading the East half of Block 34 in the Seward townsite is being continued.

Grand & Co., contractors in Mile 26, have completed about 70 per cent of the gravel cut between station 1376 and station 1382. Franson & Co., in Mile 30, have started operations on the North end of the rock cut between station 1570 and station 1575.

Enstrom & Co., have completed their clearing con-



tract in Mile 30 and Mile 31.

Sakenoff & Co., in Mile 32, are making satisfactory progress with their work between station 1664 and station 1667.

Marion steam shovel No. 5, which was "cut in" in Mile 42 on July 3, has produced 9130 cubic yards of material, which has been placed in embankments between Mile 40 and Mile 43.

Chris George & Co. have completed their contract for channel change in Mile 62.

Four station gangs are now engaged in enlarging tunnels No. 2, No. 3, No. 4 and No. 7, and one additional gang will begin enlarging tunnels No. 5 and No. 6 next week.

Five station gangs are actively executing grading contracts between mile post 47 and mile post 52 and two additional gangs will begin work on contracts next week.

The piling of bridge 107-B was driven complete during the week and a part of the decking was placed and bolted. The old Alaskan Northern bridges between mile post 46 and mile post 54 were inspected and put in condition for operation of light equipment. All stores and construction supplies formerly at Kern Creek were moved to Mile 52 during the week. Camps at Mile 52 and Mile 55 are being enlarged for additional forces.

Running repairs were made by the mechanical department to engines No. 10, No. 20, No. 278 and No. 285. Heavy repairs to engine No. 11 were completed and it is now in the paint shop. The shop air compressor was given a tryout and with the exception of a few minor changes, is working satisfactorily. A cook car was finished and placed in service during the week. A shop carpenter gang was engaged during the week in building a 16-foot extension to the coal bunkers, in erecting overhead lumber storage facilities in the shop warehouse, in putting in iron racks for sheet iron, and in setting up hand-cars and push cars.

The Browning crane was used during the week in handling lumber for the stores department and the framing yard.

The number of employees on the payroll for the week totaled 581.

#### PROBLEMS OF UNITED STATES SHIPPING BOARD OUTLINED BY CHAIRMAN OF BOARD.

Following is a copy of the letter from Chairman E. N. Hurley of the United States Shipping Board to Representative James W. Good, chairman of the House Committee on Appropriations:

Hon. James W. Good, Chairman Committee on Appropriations, House of Representatives, Washington, D. C.  
My Dear Congressman:

In presenting you the request of the United States Shipping Board for funds, I feel it my duty to give you an outline of our shipping problem as a whole. The interrelation of the shipbuilding and ship-operating industries is very close, and the unprecedented conditions which the war has imposed upon both of them cannot safely be adjusted to normal without carefully considered action by the Government, at whose call they abandoned the normal limitations of commercial organization and adjusted themselves to the abnormal conditions of war. Moreover, the importance of those two great industries to the prosperity of the American people is so great that the necessity for establishing them upon a healthy commercial basis is widely recognized as a prime matter of national policy.

During the nineteen months in which our country was

actively engaged in the war, the United States Shipping Board Emergency Fleet Corporation expanded the shipbuilding capacity of the United States from an unimportant position among the world's producers of ocean-going tonnage to first place. At the same time it has increased the overseas merchant fleet of the United States from a negligible quantity to second place. Our program has been molded, and its closing out has been planned, with the idea of leading the two industries Congress consigned to our administration during the war up to the point at which they may strike out and develop on a commercial basis. The consummation of our efforts is dependent upon and now awaits the action of Congress in granting our request for funds, and in directing the manner in which we shall dispose of the Government fleet. Congress has authorized \$3,671,000,000 and appropriated \$2,625,451,000. We shall need all the money which has been appropriated, and in addition we shall require \$673,368,301. However, the sum of these two amounts (\$3,298,819,301) is \$372,180,699 less than the amount Congress already has authorized us to spend.

The shipbuilding program has been greatly reduced since the signing of the armistice. We have suspended or cancelled contracts for 754 ships aggregating 3,797,825 deadweight tons, which would have cost \$797,564,276 to complete. The cost of cancelling these contracts will be about \$202,853,456, and the saving effected by cancellations will approximate \$594,710,820.

The following is an account of our financial operations to date:

Actual expenditures and net commitments for shipyard construction, housing, transportation, etc., amount to \$270,482,975, and it was estimated that the salvage will be \$81,272,700. This means that we shall have to charge off from our shipyard, housing and transportation investment, \$189,210,275, which is 5.6 per cent of the total amount Congress has appropriated and is requested to appropriate.

On March 31 we had spent in the administration of the home office, the field establishment, and the district offices \$24,175,000. By July 1 this item will reach 29,500,000. It will require an additional sum of \$15,500,000 to complete the program. This makes a total administration outlay of \$45,000,000, or 1.37 per cent of the total amount Congress has appropriated and is requested to appropriate.

The three net expenditures described in the last four paragraphs total \$437,063,731. The subtraction of this amount from \$3,298,819,301, the total appropriations made and requested, leaves \$2,861,755,570 to be accounted for in ships. For this sum we have built and expect to build 2434 vessels aggregating 13,885,106 deadweight tons. On its face, this ratio of tonnage to monetary outlay would indicate a cost of \$206 a deadweight ton. However, the actual cost of the ships to the Government is considerably less than this amount for the following reasons:

Some shipbuilders have paid into the United States Treasury income and excess profit taxes aggregating \$40 a deadweight ton on the vessels they have constructed. Others have paid the equivalent of \$30 a ton. It is estimated that at least \$25 a deadweight ton has been returned to the Treasury in this manner by all shipbuilders. This \$25 does not include any taxes paid by the hundreds of subcontractors who manufactured the steel, the boilers, the the machinery and the many other things which go into the ships; but when multiplied by 13,885,106 deadweight tons, it indicates a rebate of \$347,127,650, which when subtracted from \$2,861,755,570, leaves \$2,514,527,920, or \$180 a deadweight ton as the actual cost to the Government of the



fleet which played an essential part in the winning of the war, and which is now a permanent commercial asset of the American people.

Only yesterday we sold one of our 7500-ton freighters to the National Shipping Corporation of New York for \$210 a deadweight ton, and we have received from the Skinner & Eddy Shipbuilding Corporation an offer to buy at present construction costs four 8000-ton freighters which the Skinner & Eddy Corporation itself is building. Today we sold one of our 5075-ton freighters to the Omega Steamship Company of New York for \$210 a deadweight ton, and we have received from another firm an offer to buy four ships at the same price.

In giving you this picture of our finances, I have confined myself to facts and figures. I have made no mention of the unusual conditions under which our work was planned and carried out. However, it is interesting to note that the cost of our steel and machinery was three times its normal cost, and that the wages we paid to labor were based on double the normal rate. Also, it is interesting to consider in connection with the foregoing figures the fact that we expanded the shipbuilding industry tenfold in ten months with high-priced materials, and under the handicaps of transportation delays which made work very costly. In the prosecution of our work, we have made many blunders, and finally, when we were compelled by the signing of the armistice, suddenly to stop and reverse the ponderous machinery we had been driving at full speed, we found ourselves confronted with new problems, through the mazes of which we are happy to report that we can now see our way clearly.

Sincerely yours,

E. N. HURLEY, Chairman.

Washington, D. C., June 4, 1919.

#### ONE HUNDRED AND SEVENTY-THREE THOUSAND DOLLARS PAID OUT IN BACK WAGES.

One hundred and seventy-three thousand dollars in checks were paid out to employees of the Anchorage Division of the Government Railroad last week by the Anchorage Disbursing Office of the Alaskan Engineering Commission, according to a statement made by R. D. Chase, special disbursing agent for the Commission.

Immediately upon receipt of information that funds had been placed to the credit of the Alaskan Engineering Commission as a result of the signing by the President of the United States of the deficiency bill, the local disbursing office commenced the work of paying off for the months of March, April and May.

Chauncey M. Wressell, of the disbursing office, was sent to Chickaloon, and D. R. Adams, of the same office, was sent to Kern for the purpose of paying off. R. S. Temme, of the accounting department, was sent to the Talkeetna district with the checks for the employees in this district and went as far North on the main line as Mile 239, returning to Anchorage late Saturday evening.

The salaries and wages for the month of June will be paid within the next 10 days, according to R. D. Chase, special disbursing agent. The passage of the sundry civil bill by Congress and the signing of it by the President, places the additional sum of approximately \$2,000,000 at the disposal of the Engineering Commission. As soon as an additional credit is placed, the work of paying off the June payroll will commence.

#### MASTER MECHANIC MAKES WEEKLY REPORT OF PROGRESS IN MECHANICAL DEPARTMENT.

A jib crane is being constructed by the machine shop for installation in the roundhouse air equipment repair room and a lye vat for engine repair work in the new roundhouse, according to the report of E. P. Hedberg, master mechanic, submitted to William Gerig, engineer in charge of the Anchorage Division of the Government Railroad for the week ended July 19.

Pile driver No. 6 which is being converted into a derrick car, is 75 per cent complete; the assembly of the new Panama locomotive No. 601 is 50 per cent complete, and the work of overhauling engine No. 265 is 85 per cent complete, according to the report.

Engine service furnished during the week was as follows: Mixed train service: Engine No. 620, four days; engine No. 275, two days. Work train service: Engine No. 264, seven days; engine No. 277, seven days; engine No. 266, seven days; engine No. 224, seven days; engine No. 242, five days; engine No. 22, two days. Engine 221 in work train service double-shifted three days; engine 224, seven days; engine 242, four days. Switch service, engine No. 225, five days; engine No. 221, one day. Running repairs were made during the week to engines 221, 224, 225, 242, 264 275, and 620.

A total of 158 wheel-barrow loads of ashes were removed from the power plant during the week ended July 19 and the daily average coal consumption was approximately 10 tons. The daily average coal consumption at the townsite pumping plant was approximately four tons. Eight feet of water was maintained in the sump and 18 feet in the townsite tank.

#### EXECUTIVE ORDER.

Alaska.

It is ordered that the tract of 0.19 of an acre within the Protestant Episcopal Mission Reserve, at Fort Yukon, Alaska, reserved by executive order No. 1974 of July 2, 1914, for the use of the U. S. Bureau of Education be, and the same is, hereby, eliminated from said Executive Order No. 1974 and made subject to disposition under the land laws applicable to Alaska. The tract is described as follows:

Beginning at a post in the Northeast boundary of said Mission Reserve as described in canceled U. S. Survey No. 715, approved April 2, 1908, whence Cor. 4 thereof bears N. 53 degrees 5 minutes W., 0.86 ch.; extending thence S. 36 degrees 55 minutes W., 1.24 chs.; thence S. 53 degrees 5 minutes E., 1.52 chs.; thence N. 36 degrees 55 minutes E., 1.24 chs.; thence N. 53 degrees 5 minutes W., 1.52 chs. to the place of beginning, embracing 0.19 of an acre. The said U. S. School Reserve is described in canceled U. S. Survey No. 1102, approved December 16, 1916.

The White House,

WOODROW WILSON.

30 April, 1919.

#### INFORMATION CONCERNING WHEREABOUTS OF HOMESTEADER WANTED BY RELATIVES.

The whereabouts of Hans Wold, who made application for a homestead location near Seldovia in 1916 is the subject of a letter of inquiry received from S. J. Hannevig by the land and industrial department. Any person knowing about Mr. Wold is requested to communicate with Mr. S. J. Hannevig at 497 Dolores Street, San Francisco, California.

**PERSONAL**

Mrs. A. Chimento, wife of A. Chimento, section foreman and in charge of the terminal mess at Talkeetna, is visiting at Talkeetna.

Mr. Fred A. Martin, game warden for the Anchorage district, and special school tax collector, made an official trip over the main line of the Government Railroad between Anchorage and Talkeetna last week.

Mrs. Frank Martin was a passenger on last Wednesday's train for Talkeetna, where she visited with friends during the week. Mr. Martin is employed with the Alaskan Engineering Commission at Anchorage.

C. G. Cameron, an employee of the maintenance of way department, accompanied by Mrs. Cameron, departed from Anchorage Saturday morning for Kern, at which station Mr. Cameron will be employed as timekeeper.

C. M. Murphy, mechanical foreman at the Eska coal mine operated by the Alaskan Engineering Commission, was a visitor in Anchorage last week. Mr. Murphy came down from his headquarters on official business on Saturday's train and returned on Monday.

C. H. Thompson is a returning passenger aboard the S. S. Admiral Watson, due in Anchorage July 26, and upon his arrival will resume his connection with the Anchorage hospital as hospital steward. Mr. Thompson has been visiting his family in Portland.

Miss Josephine Niemi, telephone operator at the central office of the telegraph and telephone department of the Alaskan Engineering Commission, who, on July 6, was thrown from her saddle horse and who suffered a dislocated elbow, returned yesterday to her duties. Miss Niemi has fully recovered the use of her arm.

Mrs. W. R. Manning, wife of W. R. Manning, general storekeeper; Mrs. Barbara McDonald, matron of the Anchorage hospital; Mrs. R. D. Thompson, wife of R. D. Thompson, accountant in the general office of the Alaskan Engineering Commission, and Mrs. John Nash, mother of Mrs. Thompson, made the trip to Talkeetna last week on the regular Wednesday train. Mrs. Manning and Mrs. Thompson remained over at Talkeetna as guests of Mrs. Chester M. Murphy, whose husband is timekeeper of steam shovel gang No. 2, while Mrs. McDonald and Mrs. Nash returned to Anchorage on Thursday's train.

Lee Frazer, who has been absent from Anchorage since July 5, returned Sunday evening on the power boat Alaska. Mr. Frazer departed from Anchorage for the Susitna Station country for the purpose of locating piling for use in the construction of the new ocean dock at Anchorage. After several days spent along the Susitna River South of Susitna Station Mr. Frazer cruised the district in the vicinity of Kachemak Bay, on the East side of Cook Inlet. The result of his cruising was successful and during the time spent away from Anchorage several tracts of timber suitable for piling were located.

**Anchorage Division Notes.**

Seventy-one thousand six hundred and five pounds of freight were received at the Anchorage depot from various points along the line of the Government Railroad, and 25,143 pounds were forwarded to stations outside of Anchorage, during the week ended July 21, according to figures compiled by G. E. Jennings, station agent in charge of the Anchorage depot. During the same period of time 105 pieces of baggage were forwarded and 110

pieces of baggage were received.

One local telephone was installed in Anchorage and one was disconnected during the week ended July 12, according to the report of J. J. Longacre, acting superintendent of the telegraph and telephone department of the Alaskan Engineering Commission. Two long distance telephones were installed, four were changed and one was disconnected during the same period by the department. One hundred and fifteen holes were dug by the construction crew between Mile 193 and Mile 196, 108 poles were set, completing the permanent line to Mile 193, and nine miles of new line were staked out ahead of the construction crew between Mile 192 and Mile 201. Three metallic circuits were strung from Mile 192 to Mile 194½. Six meters were "cut in" and four were "cut out" in Anchorage during the reported period.

Three hundred short tons of coal were mined at the Eska coal mine, operated by the Alaskan Engineering Commission, and 77 men were on the payroll of the mine, during the week ended July 5, according to the report of Sumner S. Smith, resident mining engineer in charge of coal mining operations. The work at the mine consisted in a continuation of the driving of the David East and the Shaw West. During the week reported there was no coal mined at the Chickaloon mine and work was continued in driving No. 2 West Gangway and the cutting of East Slope Station and Airway. There were 32 men on the payroll during the week at the Chickaloon mine. Five hundred and ninety-three short tons of coal were mined at the Eska mine and 82 men were on the payroll during the week ended July 12, and 29.4 short tons were mined at the Chickaloon mine and 33 men were reported on the payroll. Work in driving the David East and the Shaw West was continued at the Eska mine. At the Chickaloon mine work in driving No. 2 West Gangway, No. 5 West Gangway, "F" West Gangway and cutting East Slope Station and Airway was continued during the week ended July 12.

**TWENTY-TWO THOUSAND FIVE HUNDRED AND TWELVE CUBIC YARDS OF GRAVEL MOVED.**

Fourteen thousand, nine hundred and fifty-two cubic yards of gravel were produced by steam shovel No. 1, working a double shift at Girdwood in the Turnagain Arm district during the week ended July 21. The greatest daily yardage was 1522 cubic yards, which was produced on July 17. Engineer Jeffries is in charge of shovel No. 1.

Seven thousand five hundred and sixty cubic yards of gravel were produced by steam shovel No. 7 with one shift, in charge of Engineer Patten, working at Sunshine, in the Talkeetna district, during the same period of time. The highest daily output of this shovel was 1764 cubic yards, which was produced on July 16.

**TRACK-LAYING OPERATIONS CONTINUE IN THE FAIRBANKS DIVISION OF RAILROAD.**

Track was laid to Mile 418.7 on the Government Railroad on the Nenana end of the Fairbanks Division and to Mile 452.67 on the Happy end, according to advices received from Frederick D. Browne, engineer in charge of the Fairbanks Division. Ninety hundredths of a mile of track was laid in the Fairbanks Division during the week ended July 19, of which 0.57 of a mile was laid on the Nenana end of the track and 0.33 of a mile on the Happy end.



# ALASKA RAILROAD RECORD



VOL. III. ANCHORAGE, ALASKA, TUESDAY, JULY 29, 1919.

NO. 38

## OVER SIX THOUSAND LINEAL FEET OF PILING RAFTED TO ANCHORAGE FROM TURNAGAIN ARM.

One hundred and five piling for use in the construction of the new ocean dock at Anchorage, aggregating 6083 lineal feet, were rafted to Anchorage from the South shore of Turnagain Arm during the week ended July 28, according to a report of F. A. Hansen, engineer maintenance of way, submitted to William Gerig, engineer in charge of the Anchorage Division of the Government Railroad. The piling were brought to Anchorage in two rafts. One raft was brought in on July 22 and the second on July 26.

Additional piling will be cut near Bird Creek in the Turnagain Arm district of the Anchorage Division by a gang of 20 men under the foremanship of L. O. Nyberg. This gang was sent out from Anchorage July 27. Another gang under Foreman Lee Fraser will be organized and sent to the country in the vicinity of Beluga River, where a considerable quantity of long timber suitable for piling has been located.

Two thousand six hundred and six railroad ties were loaded by the tie-loading gang at the Knik River bridge during the week. At the same place the gang piled 9250 railroad ties out of reach of high water.

Thirteen thousand five hundred and fifty-four cubic yards of gravel were produced by steam shovel No. 1 working at Girdwood during the week. The material was used in filling bridges in the Seward Division South of Mile 68. The yardage was produced by two shifts. Shift No. 1 with Engineer Jeffries in charge produced 6392 cubic yards and shift No. 2 with Engineer Hovey in charge produced 7162 cubic yards. Steam shovel No. 7, Engineer Patten in charge, produced 9064 cubic yards of gravel working in Mile 233 during the week. The material produced was used in bank widening and filling between Montana and Talkeetna.

Three thousand three hundred and forty cubic yards of rock and mud were cast over by the ditcher working in the Turnagain Arm district South of Indian.

Bridge and building gang No. 2 under Foreman Pollock is constructing a gravity water supply system at Chickaloon. A six-inch pipe line will be used.

## PROMINENT MINING MEN AND CAPITALISTS FROM THE STATES VISIT ANCHORAGE.

Colonel D. C. Jackling and a party of mining men and capitalists from various sections of the United States,

were round-trip passengers aboard the S. S. Admiral Watson, which arrived in Anchorage early Monday morning.

The party besides Colonel Jackling was composed of Dr. Harold Brun, Dr. H. W. Allen, Mr. C. N. Black, Mr. J. Frank Judge, Dr. F. N. Carrier, Mr. Victor Culbertson and Mr. Frank Parsons.

The visitors were the guests of Mr. William Gerig, engineer in charge of the Alaskan Engineering Commission and the Anchorage Chamber of Commerce. While in port the party was shown the work of the Alaskan Engineering Commission in the terminal yards and as guests of the Chamber of Commerce were given an automobile ride about town.

The party returned to Seattle aboard the Admiral Watson.

## WAGON ROAD TO BE CONSTRUCTED FROM INDIAN RIVER TO HURRICANE GULCH.

The construction of a wagon road from Indian River to Hurricane Gulch in the Broad Pass district will be commenced as soon as a gang of men which will be sent from Anchorage on tomorrow's train reaches Indian River.

The gang will consist of 16 members of the Nick Davis station gang and will be in charge of Frank Daniels, now located at Talkeetna. The men will leave Anchorage on tomorrow's train, going as far as Talkeetna by rail, and will take the power boat Betty M. at Talkeetna as far as Indian River.

The construction of this road will be completed this season.

## CONDITIONS IN NORTHERN RUSSIA DESCRIBED IN LETTER BY FORMER ANCHORAGE RESIDENT

A graphic description of the trip from France to Murmansk in Northern Russia and of the conditions existing in Russia at the present time, is given in a letter from Sergeant A. D. Collins, a member of the Northern Russia American Expeditionary forces, to Sumner S. Smith, resident mining engineer for the Alaskan Engineering Commission. Sergeant Collins was formerly employed by the Engineering Commission in the townsite office and later in the office of Mr. Smith at the Eska mine. He departed from Anchorage in March, 1918.

The letter from Sergeant Collins follows:

"When the armistice was signed practically all of the American boys in France fully expected that their de-



parture for home would be made on as many days as there are fingers and toes. Later developments have shown this to be a fanciful dream, except for the seriously wounded, men suffering from incurable ailments or others whom we were wont to refer to as creatures born under a lucky star, etc. Although hostilities had ceased there were no changes in our duties. We continued our work on the railroads sending supplies to the front and as far as our duty was concerned we worked just as hard as when we were pushing the Hun. It was somewhat difficult to feel satisfied on this job, especially since our object had been attained, but we were inclined to forget that there were food supplies to be sent to the army of occupation and also the fact that if we were taken away from our work steamship facilities were not available to transport us to the states and lastly a more important feature which we overlooked and that is that a hasty departure of all the A. E. F. boys might annul the great victories accomplished by such an enormous loss of life, as German diplomacy would certainly take advantage of our withdrawal and renew her reign of terror. With this fact in mind we continued on our duties with renewed energy and decided to continue on our war pace until our time came for debarkation to the States.

"There were all kinds of rumors afloat as to the signing of peace and the return home of large divisions. A new one in the way of rumors happened along one day and that was that the War Department intended to send a railroad regiment to Russia in order to help in the withdrawal of the troops already in that country; that they expected to call for volunteers to go, etc. This story was confirmed next day by the receipt of an official communication from the high authorities, calling for volunteers, requesting that each give his name and experience, etc. The list of names was to go forward that same evening so that very little time was given for consideration. However, that did not matter, as there were plenty of names on the list by 6 o'clock and so Russia was the main topic of discussion in the barracks that evening. Two days later a telegram came from headquarters in Tours calling on several of the volunteers to prepare themselves to leave their present unit and report to Camp DeGrasse, Tours, at once. I was very much elated when I found that I was among those chosen to go to Russia because having spent a few years in Alaska it sounded almost like going home. So, on February 27, we left La Rochelle, France, and arrived in Tours next morning.

"There were men from all parts of France who volunteered for the Russian service, and we anxiously awaited being assigned to our companies and organized for departure. Our time at Camp De Grasse was entirely occupied in getting a new outfit of clothing except on March 7 when we had a little diversion in the way of standing in review for General Pershing, who gave the boys a nice talk on the good work that we had done in France. Our next movement occurred on Monday, March 10, when we arose at 4 a. m. and proceeded to load our supplies on board American box cars made in France. Upon completion of this detail we pulled out of the yards at St. Pierre Des Corps at 1 p. m. for Le Havre.

"Owing to congestion of traffic very slow progress was made and consequently we did not arrive in Le Havre until Saturday, about 2 p. m. The ride from Tours to Le Havre proved to be quite enjoyable, inasmuch as we were afforded an unobstructed view, from the door of our box-car Pullman, and enjoyed good food, as our train

carried what we term a rolling kitchen. These kitchen cars have become very popular owing to the efficient service and good food rendered. Incidentally we have wished and wished that we had brought this car along with us, but that was out of the question. At Le Havre the dock was about one mile and a half from the railroad yards. This meant lots of work in unloading our supplies aboard trucks and getting them on board the boat, which turned out to be a steamer from the Fall River Line, the "Nopatin," and was manned by an American crew. Several thousand British troops were on their way to Blighty. Many of them had seen service in France and others underwent hardships at Salonica. However, they were in good spirits and felt free enough to relate to us many of their experiences for the past four years.

"We are now aboard the boat and anxiously awaiting the hour when we shall pull into the docks in England, but there is something in store for us on the boat. Any of you who have crossed the channel will guess what I mean. It is not much of a trick to cross the Atlantic and escape seasickness but crossing the Channel without feeding the fishes is quite the exception. At least it proved that way with our boys. Practically every one of us contributed liberally, and when the boat pulled into South Hampton docks at 7 o'clock next morning there was a big sigh of relief and a great desire to get off the boat and forget about the night before. Meanwhile we had worked up a ravenous appetite and this was satisfied by the N. A. C. B., a British institution something on the order of our Y. M. C. A., who served cake and 'tay'. We considered cake and 'tay' as affording little in the way of nourishment. However, later experiences with British army dainties, such as hard tack, served to remind us that the cake and tay was not the worst after all. The Americans are not tea drinkers and never will be. Some of our boys must have 'rubbed the lamp', for shortly afterwards three or four Red Cross girls appeared on the scene with a large supply of coffee and doughnuts, chocolate, cigarettes and chewing gum. They were accorded a big reception and the smell of that hot coffee was what stopped their cheering and 'Yoing' for the Red Cross.

"Our trains were made up and we pulled out about 1 p. m. for Park Royal. The British have some very fine equipment in the way of passenger trains and while we were not riding in the King's Limited it looked just as good to us after our experiences with box cars in France. We arrived at Park Royal about 4.30 p. m. Park Royal is about 30 minutes from Trafalgar Square. This park or camp was one of the first camps which the British used for mobilization in 1914. In pre-war days it was used as a racing stable. The barracks are somewhat smaller than those we were accustomed to in France. However, they are very cozy. Our time in Park Royal was spent in receiving additional clothing and implements of war. A couple of the boys and myself made the acquaintance of an English sergeant major who very kindly consented to guide us through London, showing us all the particular points of interest. We saw their national game of football which is 'deucedly exciting'.

"St. Patrick's Day is considered a big day for Ireland, but it also proved one of interest to us for on that morning we arose bright and early and boarded train for Hull, our port of debarkation for Russia. After traveling a couple of hours our train stopped at Leicester, where we were treated royally by the American Red Cross with coffee, cookies and chocolate and cigarettes. We pulled in

To Grimsby Docks, which is just across the river from Hull, about 3 p. m., and there boarded His Majesty's ship Stephens. Detachments of British, Italian and French troops were also on board. The experiences which many of the boys had crossing the Channel were sufficient to make them wobble at the knees when they saw H. M. S. Stephens. However, we decided to grin and bear it, as they say, and the first three or four days were devoted to contributing to the fishes, although not as liberally as our previous donations, after which we gained our pep and commenced taking interest in our whereabouts. Thus on March 21 we were in latitude 61. On the 22nd we were skimming along the coast of Norway. The waves were somewhat violent and a considerable drop in the temperature was noticeable. On the 24th we were in latitude 72 and passed Cape North. The temperature continued to drop so much that it was necessary that we have additional clothing. So we were issued a sheepskin-lined overcoat, heavy German sox, fur hat and a pair of white canvas boots with leather soles, known as Shackleton Boots. The clothing served a good purpose aboard the boat but proved to be somewhat inconvenient for marching. On the morning of the 24th we pulled into the Kola Inlet which is some 800 miles North of Archangel and yet is navigable the entire year. About 5 p. m. that day we pulled in at Murmansk which is known as Russia's new ice-free port. Murmansk is located on the East shore of the Kola Inlet, about 30 miles South of the Arctic Ocean. It is the Northern terminus of the Murman railway, a war baby, built by the Russians in 1916, for the purpose of establishing a base to combat the Germans. There appeared to be considerable features about the place to remind one of Anchorage, Alaska, in that it is new, its townsite location is ideal and the possibilities of Murmansk becoming a big city are undeniable. There are perhaps four or five thousand Russians living here. The houses are made of logs and the Russians are artists when it comes to trimming logs. There are detachments of British, Italian and French troops here. The Americans are liked by the Russians and they give expression of this in their utterance 'Americansky, Dobra!' that is, Americans are good.

"The food situation in Russia, as everyone knows, is very serious and what little there is is not even sufficient for proper nourishment. Money is very plentiful and the people will pay fabulous prices for any article of food. There are many varieties of money, that is, the Nicoli, (in use during the reign of the Czar), Kerensky, Lenine and the English ruble. This latter money is backed by the Bank of England and is the currency in which the American and British soldiers are paid. Laborers working for the British or Americans are paid in this ruble. The value of the ruble in pre-war days was around 56 cents. The value of the British ruble is 12 cents. In the interior of Russia a package of cigarettes will bring 100 British rubles. A can of jam will bring 300 rubles. The Russians have not lost their taste for spirits and a quart of whisky or rum will bring thousands. It is prohibited to sell them liquor, but they are able to get it through divers means. Prices for commodities such as I have mentioned are not quite so high in Murmansk, but they are enormous nevertheless. What amazes an American is where all the money comes from and how can the Russians be so extravagant? In pre-war days the peasants were getting about one or two rubles per month for farm labor and they worked 16 and 18 hours. I am unable to

learn the pay for farm labor today. However, men working at labor on the dock get from 40 to 50 rubles per day (\$6.00) which would be considered a living wage in the States—at least before I left there.

"One would naturally suppose that such a thing as recreation for these poor oppressed people was entirely forgotten in their struggle for political freedom. This is not so. We have visited them in their homes and have spent many pleasant evenings enjoying their entertainments. There is one thing the Russians do, or, rather, one of the many things which command our admiration for them, and that is their dancing. They dance very gracefully, and with perfect composure. Dancing is their favorite pastime; they dance from childhood, and are ever ready to do some of their clever steps. Then, too, they have their ballroom affairs. Through the kindness of some Russians we were invited to an informal affair one Saturday night. The only difference noted from our own socials was the lack of décolleté by the women folks, which is something we expect to see in affairs of that kind at home. The spirit, however, was there, and one could hardly imagine how these lovely people could find occasion to forget the trials and troubles with which they were confronted daily.

"Of course we want to go home, but all of us feel very kindly toward this cause—it means a great deal for the Russians of the future and besides it means a great deal for America, which is a by-word with the Russians—the good Russians. They have implicit faith in the motives of the American people. They realize in their own way that our mission is one without selfish thoughts and believe that the day is not far off when America will establish for Russia what she has been trying to do for years—a government by and for the people.

"I cannot help but feel that America will benefit commercially in Russia after this trouble is readjusted. All of us know of her undeveloped resources. They cannot remain idle much longer. The Russian soldier will have to be employed and the government will no doubt consider the proposition of opening these undeveloped areas. There is a golden opportunity in store for the Americans and we must not let it go by—it is there for the taking.

"I did not intend to go into the economic or social side of Russia, because I am not at all familiar with it except insofar as it appears to me from observations made at the particular point where we are located and from talks had with people who have been outside of this area.

"COLLINS."

#### TWENTY-TWO THOUSAND SIX HUNDRED AND EIGHTEEN CUBIC YARDS OF MATERIAL MOVED.

Thirteen thousand five hundred and fifty-four cubic yards of gravel were produced by steam shovel No. 1 operating on a double shift at Girdwood, in the Turnagain Arm district during the week ended July 26. Thirteen hundred and sixteen cubic yards was the greatest daily yardage production and was produced on July 23. Engineer Hovey is in charge of steam shovel No. 1.

Operating on a single shift at Talkeetna, steam shovel No. 7, in charge of Engineer Patten produced 9064 cubic yards during the same period of time. The greatest daily yardage amounted to 1972 cubic yards and was produced on July 24.

The total yardage produced during the week by the two steam shovels amounted to 22,618 cubic yards.

## 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.

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

For delivery in other countries, to which the paper must be forwarded under foreign postal rates, a charge of 30 cents is added for postage, making the subscription \$1.50 per year.

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### OFFICIAL CIRCULAR

#### Anchorage Division.

#### WEEDS ON RIGHT-OF-WAY MUST BE CUT.

Department of the Interior,  
Alaskan Engineering Commission  
Maintenance of Way Department  
Anchorage, Alaska, July 26, 1919.

Circular No. 62:

#### TO ALL SECTION FOREMEN:

At several places along the line the growth of weeds and underbrush is so high that it comes in contact with the telegraph and telephone wires, thus interfering with the service.

You are hereby directed to examine the wires on your respective sections, and should you find such interference you will immediately have the undergrowth cut.

When such work is done you will show it in each case on your labor distribution in your time books.

JAS. HANAHAN,  
Asst. Supt. in Charge of Track.

#### OCEAN-GOING VESSEL TIES UP FOR FIRST TIME AT ANCHORAGE DOCK.

At 7.30 o'clock yesterday morning the S. S. Admiral Watson steamed into port and tied up at dock No. 2, immediately South of the marine ways. This is the first time in the history of Anchorage that an ocean-going vessel has made use of the terminal docks and has successfully landed passengers and freight.

While en route between Seward and Anchorage the S. S. Admiral Watson lost one blade of her propeller. The repairs to the propeller were made by the ship's crew, assisted by the marine ways department of the Alaskan Engineering Commission, and were completed yesterday afternoon.

The passengers were able to step from the deck of the steamer to the main section of Dock No. 2 and the freight was loaded direct from the hold of the vessel into box cars that were run out on the dock.

There were 26 first-class, 5 steerage and 17 round trip passengers aboard the Admiral Watson, and 193 tons of freight. Of this freight tonnage 50 tons were consigned to the Alaskan Engineering Commission and 143 tons to the merchants of Anchorage.

The S. S. Anyox, a freight steamer, arrived in An-

chorage from Seattle July 26 loaded with 1200 tons of freight for the Alaskan Engineering Commission, of which 800 tons were steel rails, 50 tons, powder and 350 tons, general railway equipment and supplies.

The power boat Islander will be launched at the marine ways Thursday and will be used in rafting piling to Anchorage from the Beluga River district. The power boat Alenco will be placed in service as a camp tender and will operate between the Beluga River and Anchorage.

#### EIGHT MILES OF TRACK WERE LAID AND LINED IN ELEVEN WORKING DAYS.

Eight and seven-tenths miles of track or 45,950 lineal feet were laid and lined on the main line of the Government Railroad, between station 10011 plus 70 and station 10471 plus 20 by extra gang No. 3 during eleven working days between July 2 and July 28, according to a report submitted by F. A. Hansen, engineer maintenance of way, to William Gerig, engineer in charge of the Anchorage Division of the Government Railroad.

Track on the main line of the railroad is now laid as far North as Mile 236.1, which is approximately nine miles North of Talkeetna.

The following table gives the daily operations of the track laying gang and the amount of track laid in lineal feet:

Date	Station	Station	Lin. ft.
July 2	10011-70	to 10045-00	3330
July 3	10045-00	to 10104-40	5940
July 7	10104-40	to 10163-80	5940
July 8	10163-80	to 10223-20	5940
July 9	10223-20	to 10249-27	2607
July 10	10249-27	to 10291-66	4239
July 11	10230-00	to 10248-00	*.....
July 21	10291-66	to 10346-74	5508
July 22	10346-74	to 10408-28	6154
July 25	10408-28	to 10457-78	4950
July 28	10457-78	to 10471-20	1342

\*Side track, 1800 feet.

#### STATION ON LINE OF GOVERNMENT RAILROAD NAMED IN HONOR OF ANCHORAGE GIRL.

Nanchase is the name of a railroad station on the main line of the Government Railroad North of Anchorage at Mile 231 and was named in honor of Miss Nancy Chase, aged 12 years, daughter of Mr. and Mrs. R. D. Chase, according to an announcement made by William Gerig, engineer in charge of the Anchorage Division of the Government Railroad.

When told of the fact that a station had been named in her honor the first thing little Miss Chase did was to make preparations to visit the place and to this end is keeping her parents busy planning for the trip.

Mr. Chase, her father, is special disbursing agent for the Alaskan Engineering Commission, with headquarters at Anchorage.

#### DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements for the Anchorage office for the week ended July 21, 1919, were \$227,911.34. Salaries and wages were \$227,569.94; purchase orders, \$99.44; special deposit account, \$10.00, and other expenses, \$231.96.



# SOIL NEAR ANCHORAGE CORRESPONDS TO SOIL ON THE KENAI LOWLANDS.

North of Chickaloon Bay, on the East side of Knik Arm, which is the northernmost extension of Cook Inlet, there is a strip of lowland that corresponds to the Kenai lowland, one of the most fertile sections of Alaska, according to a report of Hugh H. Bennett, soil expert for the United States Department of Agriculture.

Mr. Bennett's report on the soil near Anchorage is as follows:

"This strip is, in fact, an extension of the Kenai lowland and a part of the great Cook Inlet-Susitna plain. It extends from the inlet back to the Chugach Mountains, which here represent the northern extension of the Kenai Mountains. This strip is approximately 15 miles across in the widest place, from Point Campbell to Rabbit Creek; and it narrows northeastward practically to the point of disappearance at Knik River, where the mountains come down very nearly to the waters of the arm. Across the arm and the delta of Knik and Matanuska Rivers at this point the same character of land is found, and this continues northeastward up the Matanuska Valley and westward to the Muskeg and lowlands of the Susitna Valley. The area represented in the strip of lowland East of Knik Arm is approximately 50 square miles, exclusive of about three miles of mud flats.

"This area includes soils like those occurring in the Kenai lowlands; that is, bench lands (Knik soils), stream bottoms (Susitna soils), and Muskeg. It has topographic and drainage features and a geologic history corresponding to the features and geologic history represented in the main portion of the Kenai lowland. It consists of bench lands underlain by gravel, narrow strips of bottom land along the streams that flow across the lowland to the inlet, and considerable number of areas of Muskeg.

"Most of the shore line is marked by steep escarpments between the bench lands and the beach or mud flats, the highest ranging probably from about 40 or 50 feet to 150 feet or more. There are mud flats about the mouths of most of the streams, such as Chester and Ship Creeks, and Eagle (Yukla) River and a large body of mud flats from about the mouth of Peters Creek to beyond the mouth of Eklutna River. The surface varies from level to hilly, topography of the latter nature being especially characteristic of the country near the foot of the mountains. There are differences in elevation from place to place, in some instances represented by ridges and hills and in others merely by rises through escarpments from one level or nearly level flat bench to another.

"The deepest soil of the prevailing bench land type, Knik loam, is that found in a strip following the outer edge of the lowlands; that is, along Knik Arm and Chickaloon Bay. Some deep loam occurs between this strip and the mountains, but the greater part of this inner portion of the lowlands consists of the shallow Knik loam, much of it being the type locally known as "G-pole flats." The deeper Knik loam seldom is more than 18 or 20 inches deep (medium-deep Knik loam) over the gravelly material, while the shallow phase ranges from 4 or 5 inches to about 8 or 10 inches. The town of Anchorage is built on a level bench of Knik loam having a depth of gravel of about 8 to 12 or 14 inches.

"The deeper soil supports the best timber, consisting

mainly of spruce and birch. The best of this has been cut for ties and piling for the Government Railroad, at least the best from those areas close to the road. The shallow soil supports, predominantly, either a growth of black spruce, seldom exceeding six inches in diameter, or a growth of aspen or mixed aspen, birch, and white spruce, all of small size. The Muskeg is like that of the Kenai lowland and supports the same vegetation.

"The Government Railroad comes around the North side of Turnagain Arm, crosses the Knik Arm lowland from Potter Creek to Anchorage, then continues through the lowland to Knik River near its mouth, and thence proceeds across this stream and Matanuska River to Matanuska Junction, about a mile North of Matanuska River. From this point one branch swings northeasterly to the coal fields of Matanuska Valley, while another branch turns to the northwest through the Susitna Valley. The Susitna Valley line is to be the main line to Fairbanks.

"Owing to the railroad this Knik Arm strip will probably be opened up more rapidly than the Kenai lowland country, but not having as deep a soil as the Matanuska Valley, the strip is not likely to be so fully developed as the Matanuska Valley farming section, at least not at first. The agricultural development here will be more spotted, probably, according to the location of the better soil. If fertilizers can be had cheaply, it may not be impossible to farm successfully even the shallow Knik loam, and upon this possibility much depends in the matter of agricultural development through this area.

"Having about the same climate as the Kenai lowlands, with apparently a little more sunshine and less wind, and the same soils and native vegetation, it follows that the Knik Arm strip is adapted to the same crops. Many parts of the Kenai lowland embrace better soils—deeper soils—than the average of the soil in this strip, but this is a feature that affects yields rather than crops.

"A considerable number of homesteaders are growing potatoes, cabbage, turnips, lettuce, and the other vegetables that succeed in the region within the limits of this area. Some of these products are sold at Anchorage and others at the camps along the Government Railroad.

"Dairy cows are kept and hogs and chickens are raised about Anchorage. The cows and hogs are pastured in summer, but given some feed in addition to that obtained in pasture. In winter they are fed on imported concentrates, native hay, and, in the case of hogs, kitchen refuse.

"There is an abundance of native redtop on the mountain slopes near the timber line, and areas of it occur locally through the lowland. There is much good pasture and hay grass on the higher mud flats, such as that along Knik Arm between Peters and Eklutna Creeks. From some of the Muskeg areas hay has been cut, consisting chiefly of slough grass."

## ENGINEER IN CHARGE REVIEWS WORK ON SEWARD DIVISION OF GOVERNMENT RAILROAD.

The bridge across Lowell Creek in the town of Seward was completed except for the placing of the guard rail and ties, during the week ended July 21, according to a report of R. J. Weir, engineer in charge of the Seward Division. The ties for this bridge are being cut at the sawmill in Mile 21.

Two thousand one hundred and ninety-six cubic yards of material were excavated from Lowell Creek during the week by Marion steam shovel No. 3. The material was

used for filling in the Seward terminal yards.

A pile driver and carpenter gang are re-driving creosoted piles in the Seward dock which was damaged by the U. S. S. Saturn. Teams were engaged throughout the week in grading the East half of block 34. Five hundred feet of temporary track were laid in the Seward yard.

Grand & Co., in Mile 27, have discontinued work on their gravel cut and have started operations on their rock work.

Sakinoff & Co., in Mile 32, have the fill on the South end of their work 80 per cent completed and have started drilling on the North end of the cut.

Marion steam shovel No. 5 was cut out of the gravel pit in Mile 42 on July 15 and has been engaged on rock work between station 2145 and station 2148. This cut was completed on the evening of July 19, with a total excavation of 1300 cubic yards.

Five station gangs are executing contracts for enlarging tunnels Nos. 2 to 7, inclusive; six station gangs are executing contracts for grading the road bed and seven station gangs are building camps preparatory to grading. The Bucyrus 45-ton steam shovel in the gravel pit in Mile 51 is moving material for use in filling in the yard in that mile and also the trestle approach to bridge No. 79. Piling in bridge No. 107-A was driven complete during the week. A small portion of the decking was placed. Pony bents on a temporary trestle between bridges No. 107-A and 107-B were erected.

A water tank and pumphouse in Mile 51 are under construction. A warehouse 30 feet by 75 feet was constructed at Mile 52 during the week.

In the mechanical department during the week light running repairs were made to engines Nos. 10, 20, 21 and 278 and to Marion steam shovel No. 3. The McCann spreader is undergoing repairs in the machine shop to the wing sockets and the air pump. Emergency repairs were started and will be completed during the next 15 days to engine No. 21. A Browning crane was in service during the entire week for the framing yard, the stores department and in assembling flat cars, 10 of which have been set up. The work of converting an old Alaska Northern flat car into a caboose was started during the week.

The force on the Seward Division numbered 576 for the week.

#### HIGH TEMPERATURES PREVAIL IN COOK INLET COUNTRY AND SUSITNA VALLEY.

High temperatures prevailed throughout the Cook Inlet country and along the line of the Government Railroad from Kern at Mile 71 to Indian River at Mile 266 during the past four days, according to reports received at the office of the land and industrial department of the Alaskan Engineering Commission. Temperatures ranging from 90 degrees F. to 116 degrees F. in the sun were reported at Talkeetna between July 25 and July 27.

On July 27 the maximum temperature at Anchorage registered 72 degrees F. in the shade. The maximum temperature in the sun for the same day was reported as 109 degrees F.

At Indian River the maximum temperature was reached in 89 degrees in the shade on July 28.

It is to your best interest to put your Liberty Bond interest in War Savings Stamps.

#### ANCHORAGE TIDE PREDICTIONS.

The tide predictions at Anchorage for the month of August, 1919, are given in the following table:

Date	Time and height of low and high water.			
Friday, August 1	4.23	10.32	4.49	10.53
Saturday, August 2	0.4	28.8	2.0	30.1
Sunday, August 3	5.13	11.21	5.35	11.39
Monday, August 4	1.3	27.0	4.6	28.8
Tuesday, August 5	6.04	12.17	6.25	12.31
Wednesday, August 6	3.3	25.1	7.1	27.1
Thursday, August 7	0.29	7.05	1.15	7.19
Friday, August 8	27.7	4.7	24.4	9.1
Saturday, August 9	1.23	8.07	2.14	8.27
Sunday, August 10	26.6	5.3	23.9	10.2
Monday, August 11	2.17	9.69	3.12	9.34
Tuesday, August 12	26.3	4.9	23.3	10.1
Wednesday, August 13	3.15	10.69	4.08	10.32
Thursday, August 14	26.6	5.6	25.4	8.9
Friday, August 15	4.08	11.00	4.59	11.20
Saturday, August 16	27.5	1.8	26.9	7.2
Sunday, August 17	4.57	11.49	5.46	11.30
Monday, August 18	28.8	-0.1	28.5	6.30
Tuesday, August 19	0.11	5.44	12.33	6.30
Wednesday, August 20	3.1	30.1	-1.9	30.1
Thursday, August 21	0.50	6.28	1.15	7.10
Friday, August 22	3.0	31.4	-0.1	31.5
Saturday, August 23	1.36	7.11	1.57	7.48
Sunday, August 24	1.6	32.1	-3.6	32.1
Monday, August 25	2.18	7.52	2.37	8.25
Tuesday, August 26	-0.2	32.8	-3.4	33.0
Wednesday, August 27	2.55	8.34	3.17	9.01
Thursday, August 28	-1.9	32.6	-3.1	33.0
Friday, August 29	3.41	9.18	3.59	9.39
Saturday, August 30	-1.3	31.7	-0.6	32.5
Sunday, August 31	4.20	10.08	4.42	10.20
Monday, August 1	-1.9	30.3	1.7	31.5
Tuesday, August 2	5.12	11.07	5.30	11.10
Wednesday, August 3	0.0	29.1	4.3	30.3
Thursday, August 4	6.06	12.14	6.27	12.14
Friday, August 5	1.3	26.7	6.8	26.7
Saturday, August 6	0.16	7.09	1.23	7.30
Sunday, August 7	20.0	2.5	25.7	8.6
Monday, August 8	1.28	8.19	2.30	8.45
Tuesday, August 9	25.2	3.0	25.6	9.1
Wednesday, August 10	2.36	9.26	3.33	9.52
Thursday, August 11	28.1	2.4	26.3	7.0
Friday, August 12	3.39	10.28	4.31	10.52
Saturday, August 13	28.8	1.0	27.7	5.9
Sunday, August 14	4.38	11.22	5.23	11.45
Monday, August 15	20.9	-0.6	23.9	3.1
Tuesday, August 16	5.31	12.10	6.10	12.10
Wednesday, August 17	31.2	-2.0	30.8	6.53
Thursday, August 18	0.32	6.21	12.55	6.53
Friday, August 19	1.0	32.2	-2.9	32.0
Saturday, August 20	1.11	7.08	1.33	7.34
Sunday, August 21	-1.0	32.8	-3.2	32.7
Monday, August 22	1.51	7.51	2.18	8.09
Tuesday, August 23	-2.2	32.8	-2.6	32.9
Wednesday, August 24	2.39	8.32	2.54	8.49
Thursday, August 25	-2.5	32.2	-1.5	32.1
Friday, August 26	3.21	9.14	3.37	9.26
Saturday, August 27	-2.1	31.0	0.3	31.1
Sunday, August 28	4.03	9.57	4.19	10.02
Monday, August 29	-0.9	29.1	2.6	29.0
Tuesday, August 30	4.42	10.13	5.02	10.39
Wednesday, August 31	9.7	27.5	5.0	28.4

The tides are placed in order of occurrence, with their times on the first line and heights on the second line of each day. A comparison of consecutive heights will indicate whether it is high or low water. Heights are reckoned from mean lower low water, which is 0, and the datum of soundings on the Coast and Geodetic Survey charts for this region. The depth of water may accordingly be estimated by adding the tabular height of the tide to the soundings, unless a minus (-) sign is before the height, in which case it is to be subtracted. The time is legal standard established by act of the United States Congress for the meridian 150 degrees West. All hours later than 12 noon appear in bold-faced type; ante meridian figures are given in the ordinary light-faced type.

#### CORRECTIONS FOR TURNAGAIN ARM POINTS AS COMPARED WITH ANCHORAGE.

Location	Time of Tide	High Water
Pine Island	35 min. earlier	3.0 ft. lower
Porter Creek	35 min. earlier	0.4 ft. higher
Sheep Creek	32 min. earlier	0.7 ft. higher
McHugh Creek	30 min. earlier	0.9 ft. higher
Rainbow Creek	28 min. earlier	1.2 ft. higher
Falls Creek	25 min. earlier	1.4 ft. higher
Indian Creek	18 min. earlier	1.6 ft. higher
Bird Creek	8 min. earlier	1.9 ft. higher
Bird Point	15 min. later	2.5 ft. higher
Sunrise	25 min. later	2.8 ft. higher

Heights of low water are approximately the same. Heights are reckoned from Mean Lower Low Water at Anchorage.

# DETAILED STATEMENT COVERING EXPENSES FOR JUNE ISSUED BY TOWNSITE OFFICE.

One thousand five hundred and thirty-five dollars and eighteen cents is the amount of money required to meet the maintenance and operation charges for the Anchorage townsite for the month of June, according to figures compiled at the Anchorage townsite office.

The total maintenance and operation charge for the Anchorage townsite for the period from July 1, 1918 to June 30, 1919, is \$21,950.12.

The detailed report from the townsite office is as follows:

## Administration:

Total to May 31, 1919 .....	\$ 3,452.90	
Salaries .....	125.79	
Stationery and supplies .....	11.10	
Fuel, light and telephone .....	10.72	
Maintenance bldgs. and grounds .....	24.72	\$ 3,624.93

## Fire Protection:

Total to May 31, 1919 .....	10,343.78	
Salaries .....	527.80	
Maintenance, team and equipment .....	57.92	
Maint'nce, hydrants, water rent .....	175.47	
Fuel, light and telephone .....	9.00	11,113.97

## Maintenance of Streets and Alleys:

Total to May 31, 1919 .....	2,100.10	
Month of June, 1919 .....	63.35	2,163.45

## Sanitation:

Total to May 31, 1919 .....	4,518.81	
Disposal of garbage .....	483.66	
Maintenance of sewers .....	25.40	
Inspection .....	1.75	
Superintendence .....	18.15	5,047.77

Total .....\$21,950.12 \$21,950.12

Cannot set your boy up in business at 21? Then teach him now to buy Thrift Stamps.

# WEEKLY FORCE REPORT.

## Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, July 19, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	5	3	9
Land and Industrial .....	1	1	0	2
Bridge Engineer .....	1	1	0	2
Drafting .....	0	4	0	4
M. of W. Shops and Yards .....	2	6	44	52
Track, Bridge and Ballast .....	2	8	410	420
Receiving and Forwarding Agt. ....	1	3	9	13
Machine Shop and Round House .....	1	3	58	62
Marine Ways .....	1	1	40	42
Stores and Material Yard .....	1	10	59	70
Employment Bureau and Ter- minal Mess .....	1	2	14	17
Transportation .....	1	10	52	63
Disbursing Office .....	1	6	0	7
Accounting .....	1	10	0	11
Base Hospital .....	1	1	9	11
Townsite .....	0	1	7	8
Telegraph and Telephone .....	1	6	32	39
Mining .....	2	5	107	114
Location Surveys, Broad Pass....	1	2	30	33
Total .....	20	85	874	978
Mile 233—Stationmen .....				13

Grand total all employees ..... 992

An EFFICIENT dollar is one invested in War Savings Stamps.

Saving is not a dull duty. It is a ticket to the land of prosperity. Buy War Savings Stamps.

## CLIMATOLOGICAL DATA, JUNE, 1919.

STATIONS	Mile on Railroad	Approximate Elevation, feet	Temperature in Degrees, Fair.								Precipitation Inches			Number of Days			Prevailing Direction of Wind.
			Mean Maximum	Mean Minimum	Mean	Highest	Date	Lowest	Date	Greatest Daily Range	Total	Greatest in 24 Hours	Total Snowfall, Inches	Clear	Partly Cloudy	Cloudy	
SEWARD							10										
E. L. Sweek, Obs.	0	20	60.9	44.3	52.6	71	25	33	2	29	1.13	0.43	...	14	—	16	E
ANCHORAGE																	
D. D. Vint, Obs.	115	40	64.43	41.8	53.11	71	3	31	2	38	0.24	0.08	...	18	6	6	W
MATANUSKA							3										
F. E. Rader, Obs.	151	200	64.7	42.5	53.6	71	25	32	2	37	0.87	0.31	...	4	14	12	SW
							26										
CHICKALOON																	
J. E. Manning, Obs.	188	910	62.7	38	50.35	72	30	28	1	36	0.75	0.30	....	6	5	19	E
TALKEETNA																	
J. F. Coffey, Obs.	227	366	64.45	45.45	55.45	73	26	33	2	36	1.48	0.60	....	16	4	9	N
INDIAN RIVER																	
A. F. Stowe, Obs.	266	735	63.36	40.63	51.99	73	2	29	25	43	1.66	0.31	....	9	10	11	SW



## PERSONAL

Mrs. Frank Martin returned to Anchorage on Thursday's train from Talkeetna, where she has been visiting friends during the past week.

Frank Kelly, in charge of the clerical forces at the Eska coal mine, was a visitor last week in Anchorage. Mrs. Kelly is a patient at the Anchorage hospital.

A son was born to Mrs. Carl Martin, the wife of Carl Martin, water foreman at the Anchorage townsite, at the Anchorage hospital July 21, with Dr. J. B. Beeson in attendance.

Walter B. Heisel, special agent of the General Land office with headquarters at Juneau, made an official trip to Willow Creek and the country in the vicinity of Wasilla last week. Mr. Heisel's object in visiting this section of the country is to pass upon the merits of claims of homesteaders who desire to make final proof of homestead entry.

F. A. Hansen, engineer maintenance of way, made a brief trip to the district between Burnt Island and Signal Point on the South shore of Turnagain Arm for the purpose of cruising for timber for use in the construction of the new Anchorage ocean dock. Mr. Hansen departed from Anchorage Thursday evening at 7 o'clock aboard the power boat Alaska and returned early Saturday morning.

Max J. Kuney, accompanied by Mrs. Kuney and son, arrived in Anchorage Saturday from Mile 239, at which point Mr. Kuney has been located, engaged in making surveys in connection with the new construction work on the main line of the Government Railroad North of Talkeetna. Mr. Kuney will leave Anchorage tomorrow and will be employed in engineering work in the Turnagain Arm district during the remainder of the season.

A party of employees of the Alaskan Engineering Commission and members of their families took advantage of the first train to be operated this season between Anchorage and Seward and made the round trip to Portage, which is at Mile 63 on the Government Railroad. The train departed from Anchorage at 10.30 a. m. Sunday. The party consisted of Henry Levy, telephone accountant and Mrs. Levy; R. D. Chase, special disbursing agent, Mrs. R. D. Chase and daughter Nancy; Thomas S. Brown, airbrake repairman and Mrs. Brown and son; Moses Shinn, machinist; W. O. Hunziker, clerk in the material yard office and Mrs. Hunziker; Mrs. H. A. Schell and son, members of the family of H. A. Schell, clerk in the employment bureau; Miss Opal Dow and Victor Dow, members of the family of J. S. Heckey; J. M. Clarke, sheet metal worker; Einar Erickson, machinist and Mrs. Erickson; Mrs. H. H. Hook and son, members of the family of H. H. Hook, baggageman; F. H. Chapin, assistant bridge engineer, and Mrs. Chapin; Charles Balhiser, locomotive engineer and Mrs. Balhiser; M. J. Bucey, crane-man and Mrs. Bucey; E. R. Arbuckle, draftsman, and Mrs. Arbuckle and son; Jack Mayne, clerk in the stores department; Mrs. C. W. Hitchcock and daughter; Miss Alice Nyberg, clerk in the office of the examiner of accounts and mother; L. E. Hinkleman, clerk in the maintenance of way department and Mrs. Hinkleman, and Miss Laura Hanson, clerk in the maintenance of way department and Miss Edna Turner, clerk in the mechanical department.

## Anchorage Division Notes.

Green vegetables are being supplied to the terminal mess from the garden of the Anchorage hospital, according to Dr. J. B. Beeson, chief surgeon of the Alaskan Engineering Commission. The hospital garden is one of the best in Anchorage and for the past month has been supplying the needs of the hospital and is now furnishing most of the green vegetables to the mess in the terminal yards.

Seven hundred and sixty-five and seven-tenths short tons of coal were mined at the Eska mine and 80 men were reported on the payroll during the week ended July 19, according to a report of Sumner S. Smith, resident mining engineer, in charge of the coal mining operations of the Alaskan Engineering Commission. The work at the Eska mine consisted in the continued driving of the David East and the Shaw West and the churn drill operations.

Forty and six-tenths short tons of coal were mined at the Chickaloon mine during the week and 34 men were reported on the pay roll. Work consisted in the continued driving of the East Slope Station and Airway, No. 2 West Gangway, No. 5 West Gangway and "F" West Gangway.

Five local telephones were installed, one was disconnected and one was changed in Anchorage by the telephone branch of the telegraph and telephone department of the Alaskan Engineering Commission, during the week ended July 19, according to a report of J. J. Longacre, acting superintendent of the department. One long distance telephone was installed, two were moved and one was changed outside of Anchorage during the same period of time, according to the report.

The new telephone line between Mile 174 and Talkeetna was staked during the week to Mile 207 in advance of the construction crew. One hundred and twelve telephone pole holes were dug and 163 telephone poles were set. Three metallic circuits were strung from Mile 194½ to Mile 195. The work of constructing the pole line and stretching the wire is complete as far as Mile 199.

Two meters were "cut in" and six were "cut out" by the electric light and power branch of the department during the week.

Many employees of the Alaskan Engineering Commission and members of their families, took advantage of the delightful summer weather which prevailed Sunday and spent the day at Lake Spenard, where the B. P. O. Elks held their annual picnic. The largest crowd ever seen at Lake Spenard was gathered there Sunday and as many as 95 persons were counted on the bathing beach at one time. Several aquatic contests were staged and the Anchorage Band was engaged for the day.

## TRACK LAYING OPERATIONS IN TALKEETNA DISTRICT TEMPORARILY SUSPENDED.

Extra gang No. 3 which since July 2 has been engaged in track laying on the main line of the Government Railroad North of Talkeetna, was brought to Anchorage July 27 and the following day was sent to Girdwood. The gang will be used in raising track in the Seward Division.

Bridge and Building gang No. 6 which has been at work completing the temporary bridges between Talkeetna and the end of steel at Mile 236.1, was transferred from the Talkeetna district to the Turnagain Arm district and will be used in the construction of snowsheds at Mile 76½.

# ALASKA RAILROAD RECORD



VOL. III. ANCHORAGE, ALASKA, TUESDAY, AUGUST 5, 1919.

NO. 39

## SECRETARY OF INTERIOR AND MEMBERS OF CONGRESS WILL INSPECT GOVERNMENT RAILROAD.

Franklin K. Lane, secretary of the Department of the Interior, accompanied by members of the United States Senate and the House of Representatives, will depart from the national capital August 9, en route to Alaska where a personal inspection of the Government Railroad and the work accomplished by the Alaskan Engineering Commission between Seward and Fairbanks, the termini of the railroad, will be made.

The members of the official party which will visit Anchorage besides Secretary Lane, are Harry S. New, United States Senator from Indiana; Representative Dwell, of Indiana; Scott Ferris, Representative from Oklahoma; John M. Evans, Representative from Montana; Walter A. Watson, Representative from Virginia; Representative Davey, of Ohio; Representative Strong, of Kansas; Representative Brooks, of Pennsylvania, and John F. Miller and Albert Johnson, Representatives from Washington State. The complete personnel of the congressional party has not been announced.

The party will consist of 25 members, 12 of whom will make the trip from the end of steel on the main line of the railroad at Mile 236, through the Broad Pass to Fairbanks. The party of 12 making the interior trip will depart from Fairbanks over the Fairbanks-Chitina trail and will meet the other members of the party at Cordova, from which point, the steamer will be taken for the return trip to Seattle.

The coal fields in the Matanuska Valley will be visited by the party and several days will be devoted to the study of agricultural and mineral resources of the districts contiguous to the line of the railroad.

Extensive preparations are being made by William Gerig, engineer in charge of the Anchorage Division of the railroad, to afford every facility for a careful inspection of the entire railway project.

It was planned to have the congressional party depart from Washington city on August 2 and arrive in Anchorage on August 15, but at the request of President Wilson the departure from Washington was delayed in order that Secretary of the Interior Lane might have time to adjust several important matters of business and head the party to the Northland.

The party will sail from Seattle on the S. S. Alameda August 14, and will arrive in Seward August 21. A special train will meet the distinguished officials at Seward and will bring them to Anchorage, from which point

the side trips to the coal fields will be made. Special cars are being fitted up for the accommodation of the members during the period required for the inspection trip over the railroad.

## LONG PILING BEING BROUGHT TO ANCHORAGE FOR USE IN NEW DOCK.

Forty-five piles aggregating 2725 lineal feet, were rafted in to Anchorage from the South shore of Turnagain Arm for use in the construction of the new ocean dock, during the week ended August 2, according to the report of F. A. Hansen, engineer of maintenance of way, to William Gerig, engineer in charge of the Anchorage Division of the Government Railroad. Eighty-two piles were driven for the dock during the week and 37 were driven for the bulkhead which is being constructed for the purpose of affording protection to the mole, according to the report.

Ten thousand four hundred and twenty-two cubic yards of gravel were produced during the week by steam shovel No. 1 at Girdwood. The material was used for filling bridges in the Seward Division. Steam shovel No. 7, working in Mile 225, produced during the same period of time 10,072 cubic yards of gravel which was used for bank widening and filling between Montana and Talkeetna in the Talkeetna district. Shovel No. 7 has been moved to Mile 16 on the Matanuska branch and will be used to excavate material for use in protecting the grade at Mile 25, at which point the Matanuska River is washing out the embankment.

Three thousand cubic yards of rock and mud were cast over by the ditcher working in the Turnagain Arm district during the week at Indian.

Eleven cars of poles for use in the construction of snowsheds in the Turnagain Arm district were loaded by extra gang No. 2 at Mile 233. The gang was moved August 3 from Mile 233 to the Knik River bridge where railroad ties will be loaded for use in replacing ties between Mile 56 and Mile 71.

Extra gang No. 3 which has been engaged in surfacing track in Mile 77 in the Turnagain Arm district has been moved and will repair track in Mile 62.

For the purpose of getting out long piling for use in the construction of the new ocean dock at Anchorage an outfit in charge of Lee Frazer was sent on August 2 to the Beluga River district, where a camp will be established.

Foreman Ivor Nearhouse, in charge of a gang of men,

was sent to Mile 57 during the week and will do grading work. Slip scrapers and eight teams will be used in the work.

A contract for digging coyote holes between Mile 56 and Mile 58 has been let to Oscar Lake & Co.

The gravity water supply system at Chickaloon was completed during the week.

#### MONTHLY REPORT IS MADE OF WORK ACCOMPLISHED IN MECHANICAL DEPARTMENT.

One 1½-ton Jib crane was constructed and installed in the round house air room and one lye vat was built and installed in the roundhouse, during the month of July, according to the report of E. P. Hedberg, master mechanic, to William Gerig, engineer in charge of the Anchorage Division of the Government Railroad.

Engine service supplied during the month was as follows: Engine No. 221, sixteen days; engine No. 224, twenty days; engine No. 225, twenty-two days; engine No. 242, seventeen days; engine No. 247, three days; engine No. 264, twenty-seven days; engine No. 266, twenty-six days; engine No. 275, nine days; engine No. 277, twenty-four days, and engine No. 620, fourteen days. In addition engine No. 221 double-shifted nine days; engine 224, fifteen days, and engine 242, twelve days. Total engine days of service was 178. Total engine days available was 304. Per cent of power utilized 48.5.

The overhauling of engine No. 265 now in back shop is 85 per cent complete. Engines Nos. 1 and 280 were stored at Anchorage roundhouse. The assembly of new locomotive No. 601 is 65 per cent complete. Engine No. 620 is being wired preparatory to being equipped with an electric headlight. Repairs were made to all engines running into this terminal and necessary repair parts furnished for locomotives on line.

No engine failures were reported during the month.

Assignment of engines at this date is as follows: To mixed train service as relief engines, engines Nos. 275 and 620; to Anchorage switch service, engine No. 225; to work-train service, engines Nos. 221, 224, 242, 247, 264, 266 and 277.

Browning Crane No. 2 has been in the service of the maintenance of way department during the month as a crane-ditcher. Browning Crane No. 1 has been in the service of the stores department at Anchorage, and Bay City crane No. 3 has been picking up material on line for the maintenance of way department.

Eighty-nine freight train cars, 19 work train cars and five passenger train cars were repaired during the month. The repainting and overhauling of coach No. 5 is 25 per cent complete. The rebuilding of box car No. 819 which was damaged while in service was completed July 31.

One 20-yard dump car for the Seward Division was overhauled and one box car recently received from that Division has been repaired and is being held for numbering instructions. Ten Panama flats recently received from the Seward Division are being equipped with side boards for use in coal transportation service. Work has been commenced on the equipping of 12 additional Panama flat cars in use on the Anchorage Division with coal bodies. During the month two of the "400" and "900" series cars were re-numbered to the "2000" series.

Two of the "2000" series Panama flats which had been equipped with side boards, were re-numbered to the "4000" series. Eight of the "700" series cars, which had been equipped with side boards for coal transporta-

tion service were numbered in the "4000" series. Twenty-three coaches and 12 baggage cars were cleaned during the period reported. Eighteen box cars were inspected, cleaned out and used for powder shipments during the month. End gates were removed, aprons applied and 22 of the "1400" class cars fitted up for Lidgerwood service. Three of the "1400" class and six of the "1600" class cars were converted into center dumps.

Three hundred and fifty-eight and five hundredths tons of coal were burned at the power plant during the month of July. The coal consumed was shipped in 12 cars billed as 9 Eska, 1 Steam and 2 Maitland vein. The total weight of the ashes removed was 189,630 pounds, or 26.48 per cent of the coal consumed. The water consumption totaled 3,697,350 pounds with an evaporation rate of 5.16 pounds per pound of coal used.

During the month 23,454 kilowatt hours of energy were produced. Of this amount 74.7 per cent was alternating current and 25.3 per cent was direct current. Thirty and fifty-three hundredths pounds of coal were consumed and 157.64 pounds of water used per kilowatt hour of energy produced, according to the report.

One hundred and six tons of coal were burned at the townsite pumping plant during the month and 11,751,129 gallons of water were lifted. Of this amount of water lifted by the pumping plant 8,983,929 gallons or 76.45 per cent, were pumped into the townsite tank for commercial use, and 2,767,200 gallons, or 23.55 per cent, were pumped into the terminal tank for use of the Alaskan Engineering Commission. Three men were employed at the pumping plant during the month.

#### UNITED STATES SHIPPING BOARD MAKES GREATEST SALE IN HISTORY OF SHIPPING INDUSTRY.

The shipping board has just announced the sale of an even dozen of its wood ships at a flat price of \$450,000 each, representing a total sum of \$5,400,000, to the Nacirema Steamship Corporation of New York City. Five of the ships are of 4000 deadweight tons (2667 gross tons), the other seven of 4500 deadweight tons (3000 gross tons). This makes a total of 31 wood ships which the shipping board has disposed of. Of this number 27 were sold to the Nacirema company, three to the French-American Line and one to the Fidelity Trust Company of Boston. This latter one, the "Yahama," had been burned and it was the wreck which the Fidelity Company bought.

Almost immediately following the disposal of these 12 wood ships the board effected the greatest sale of steel ships ever made in the history of the shipping industry. To seven firms of ship operators it has sold nineteen of its new steel vessels at prices ranging from \$210 per deadweight ton up to \$225 per deadweight ton. The vessels range from 5350 tons up to 9600 tons. The amount of tonnage disposed of in this sale is 128,472. The purchase price aggregates \$27,821,120.

Thus the United States Government, which has taken rank as the leading shipbuilder of the world, is now the leading seller of ships. Moreover it is selling them at prices which show the keen demand for steel tonnage.

In commenting upon the sale, Chairman Hurley of the Shipping Board said:

"The United State Government is the only country in the world today where ships can be sold for spot delivery. The purchasers of these vessels will get immediate possession and will place them in trade routes without



delay. The operators who have taken them over are men of vision and experience. They recognize the incalculable advantage of being first in the field and with the opportunity of establishing connections at a time when so many are anxious to connect with reliable shipping firms."

Since the Shipping Board began selling ships a short time ago, it has disposed of 332,045 deadweight tons (221,363 gross tons). The total amount of these sales now aggregates \$51,856,620.

At the opening of the European war the very little seagoing tonnage operating under the American flag carried only 9.7 per cent of the exports and imports of this country. Today the American merchant marine comprises 46 per cent of all shipping plying between our own and foreign ports. Moreover, this new and rapidly increasing fleet now represents nearly one-fifth of the entire seagoing tonnage of the world.

Although a very large number of our ships are still absorbed by Army and Navy needs, there being on January 31 a total of 302 vessels diverted to Army requirements and 51 to the Navy, yet we had enough of shipping left to make an important showing in overseas commerce. Tables prepared by the Shipping Board's division of planning and statistics show that on January 31 there were employed in overseas service under the American flag a total of 752 vessels, aggregating 1,961,239 gross tons.

This fleet includes 351 freighters, 84 freight and passenger vessels, 3 freight and refrigerator vessels, 7 freight, passenger, and refrigerator ships, 6 colliers, 71 steam tankers, and 230 sailing vessels.

When the Army and the Navy return to the Shipping Board the 353 ships which they are now operating, the commercial fleet under the American flag will be augmented by 1,873,521 gross tons, equivalent to 2,434,017 dead-weight tons.

#### INTERESTING LETTER WRITTEN FROM FRANCE BY FORMER ANCHORAGE RESIDENT.

To be happy in the United States one must be broke, according to H. M. Rydholm, second lieutenant in the Transportation Corps of the American Expeditionary Forces in France, who writes to that effect from La Rochelle, France, to Mr. Verne Marshall, employed in the office of the engineer in charge.

Lieut. Rydholm was formerly employed by the Alaskan Engineering Commission as an accountant in the transportation department and departed from Anchorage in March, 1918, being sent to France shortly after leaving Alaska.

The letter from Lieut. Rydholm follows:

La Rochelle, France, June 9, 1919.

My Dear Marshall:

Received your letter a couple of days ago and also received letter with photo of Alaska boys leaving Anchorage. Passed it around to all the boys I ran in to. It made a fellow a little homesick but not for long, as business at that time was moving too fast to keep one thinking of Alaska very long. At the present time we are cleaning up preparatory to getting ready to go back to good old U. S. A. Don't know how long that will be but we are hoping in a month or two. Looks like the Alaska boys will have to hunt jobs in the States, according to the way things look at the present time up your way, but I guess we won't starve at that. I will try and give the boys the dope you ask for; it is rather hard to get in touch with all the boys as they are scattered all over the

P. O., but as I run across them I will tell them what you want.

Lt. George Jenkins is now at Angers as trainmaster, works the day shift. Suppose you heard that Duncan, Cullen, Collins and Donaldson went to Russia with Capt. Jones. Heard from Cullen as he was leaving England. Haven't heard from any of the fellows since they got there. Hinde, Merritt and myself are second lieutenants. Hinde is at Tours; got a letter from him a few days ago; said he had just got back from a lengthy trip into Italy, Spain and England. Didn't say what he was doing in these countries, but think he was looking up leave areas for the A. E. F. Merritt is at Camp Strathcona and Mt. Royal (Saumur); don't know what he is doing.

I am acting mess officer; guess that will tickle "Roly-Poly" Cummings, but I have it on him, as the mess sergeant furnishes all the brains and the cooks do the rest. I understand that Cummings has graduated from slinging slum at the boys. Give him my best and tell him not to hold any grudge against me for not writing. Anyway his cigars smoked fine. Jenks and I and also Dunc enjoyed them at Fort Leavenworth.

Tell Jake I received his letter, and was glad to hear from him. Do you know if Bill Gooch is still in the army, and where is he stationed? Also the present location of Wressel. I missed Wressel when he came through Saumur. Sharpless is top sergeant of this detachment. McCutcheon is at Montoir, right out from St. Nazaire. He is company clerk of the Fourth company; the dope on the last two fellows should be of interest to Tod Cunningham. Guess all the other fellows are doing all right. If they are like me they are broke and happy; you can't be happy in the Army unless you are broke.

Well, good-bye and regards to the boys.

H. M. RYDHOLM,  
Second Lieut. Trans. Corps.

#### TWO STEAM SHOVELS IN ANCHORAGE DIVISION MOVE 20,514 CUBIC YARDS OF MATERIAL.

Ten thousand four hundred and forty-two cubic yards of gravel were produced by steam shovel No. 1 working a double shift at Girdwood in the Turnagain Arm district of the Anchorage Division during the week ended August 2. The greatest daily yardage was produced on July 28 by Engineer Hovey working on the night shift and amounted to 1404 cubic yards.

Steam shovel No. 7, Engineer Patten, working a single shift at Mile 225 produced during the week 10,072 cubic yards. Of this yardage 2222 cubic yards were produced in one day on July 29 and represented the greatest daily shovel production for the week reported.

The total yardage produced by the two shovels during the week amounted to 20,514 and for the month of July to 92,005 cubic yards. Of this amount shovel No. 1 produced 52,412 and shovel No. 7, 39,593 cubic yards.

The working conditions prevailing at Mile 225 in the Tulkeetna district are more favorable than those obtaining at Girdwood in the Turnagain Arm district for the reason that the hauls are shorter and the material handled is more easily excavated. Considering the conditions under which the two shovel crews have been working, the total output during the month of July has been entirely satisfactory.

If you can't save the first dollar, you can't save the last. Invest every pay day in War Savings Stamps.

## 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.

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

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.

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### OFFICIAL CIRCULARS.

#### Anchorage Division.

#### ANCHORAGE DIVISION EXTENDED.

Department of the Interior,  
Alaskan Engineering Commission  
Seward, Alaska, July 30, 1919.

Circular No. 393:

TO ALL CONCERNED:

Effective August 1, 1919, the construction and operation of line south from Kern Creek (Mile 70.6) to Placer River (Mile 56.0) will be transferred to the Anchorage Division.

R. J. WEIR,  
Engineer in Charge, Seward Division.  
WILLIAM GERIG,  
Engineer in Charge, Anchorage Division.

#### CONCERNING "SHORT NOTICE" REQUESTS.

Department of the Interior,  
Alaskan Engineering Commission  
Maintenance of Way Department.  
Anchorage, Alaska, July 30, 1919.

Circular No. 77:

TO ALL CONCERNED:

Too many "short notice" requests for material and supplies are coming in. Extra expense is entailed when it is necessary to get material out on short notice. All requests for material and supplies to go out on the Wednesday trains should be in by Monday afternoon, so shipments can be handled in the regular routine manner. In case of an emergency, material will be gotten out on short notice, but you should plan your work ahead and get your regular orders in by Monday afternoon for Wednesday trains.

F. A. HANSEN,  
Engineer Maintenance of Way.

#### STEAMER ALAMEDA ARRIVES IN PORT WITH FREIGHT FOR ENGINEERING COMMISSION.

Sixty tons of freight were received by the Alaskan Engineering Commission from the S. S. Alameda which arrived in Anchorage port August 1 on her 162nd voyage and departed for Seattle at 9.25 a. m. on August 2. Of the freight received by the Engineering Commission 50 tons consisted of hay and 10 tons of general railway equipment and supplies.

Three hundred tons of 70-pound steel rails were re-

ceived by the Engineering Commission on July 30 when the steamer Anne W. with the barge Lawrence in tow arrived in Anchorage from Seward. Besides rails the barge Lawrence was loaded with eight flat cars, complete, and 150 tons of general railway equipment and supplies. The steamer Anne W. which arrived in Anchorage port at 7 p. m. July 30, departed for Frazer's camp on the South shore of Turnagain Arm at 3.55 a. m. on August 1, returning with piling in tow at 6.30 p. m. the same day.

The United States lighthouse tender Cedar arrived in port on July 31 and departed the same day. The cannery tender Willard B. from Kenai and the steamer Tyonic, owned by the firm of McNally & Maitland, from Seldovia, loaded with 90 tons of coal for the Anchorage market, also arrived in port July 31. The Willard B. returned the same day to Kenai.

#### SEVEN HUNDRED DOLLARS COLLECTED AT ESKA FOR ERECTION OF SCHOOL HOUSE.

Seven hundred dollars have been collected from the employees of the Eska mine for the purpose of building a school house to be used during the coming school term, according to Sumner S. Smith, resident mining engineer in charge of coal mining operations of the Alaskan Engineering Commission at Eska and Chickaloon. The school building will be 36 feet by 24 feet in dimensions and will be so constructed as to permit, should later demands require, of the addition of a second story.

Two thousand and seven hundred short tons of coal were mined at the Eska mine during the month of July, and 80 persons were on the mine payroll, according to Mr. Smith's report.

The David East tunnel was driven about 40 feet during the month of July. Work was temporarily stopped in the David East tunnel and the entrymen transferred to the Emery East, which was driven approximately 20 feet. The Shaw West tunnel was advanced 50 feet during the month. The outcrops of the beds now being mined were traced over 600 feet and three holes were sunk with the churn drill with a total advance of 305 feet.

At the Chickaloon mine approximately 100 tons of coal were mined and 34 employees were reported on the payroll during the month.

The station was completed on the second level and work was started on the Second East and Second West tunnels. The latter tunnel will be driven along bed No. 6 for the next few hundred feet and the former along bed No. 7, with back chutes to a counter on bed No. 8. A small amount of work was done in tunnel No. 5 West and in tunnel "F" West.

#### LIBERAL CONTRIBUTIONS TO WAR FUNDS MADE BY RESIDENTS OF NENANA AND VICINITY.

Three hundred and seven thousand, one hundred and seventy-six dollars and fifty-one cents is the total sum of money contributed by the residents of the town of Nenana and the near-by camps to the various war funds which played so prominent a part in the winning of the world war by the Allies, according to figures compiled by Carl Schmidt, townsite manager for Nenana. Of this sum contributed, \$22,836.17 was subscribed to the funds under the direction and management of the American Red Cross, \$204,950 to subscriptions for Liberty bonds and

\$79,390.34 to purchases of War Savings and Thrift Stamps.

That the residents of the town of Nenana and the territory in the immediate vicinity liberally contributed to all war measures and proved their patriotic interest in all Governmental war activities, is evidenced by the figures compiled at the Nenana townsite office by the townsite manager.

The report of Mr. Schmidt follows:

#### Subscriptions to the Red Cross.

Yarn fund .....	\$ 2,889.10
Membership drives .....	5,750.97
Neuilly bed fund .....	10,543.08
Red Cross general fund .....	1,417.80
War relief fund .....	627.32
French Orphan fund .....	764.25
Belgian Relief fund .....	663.90
Tobacco fund .....	179.75
	\$ 22,836.17

#### Liberty Bond Subscriptions.

First Liberty Bond Drive .....	None received
Second Liberty Bond drive .....	\$40,950.00
Third Liberty Bond drive .....	32,950.00
Fourth Liberty Bond drive .....	77,800.00
Fifth Liberty Bond drive .....	53,250.00
War Savings and Thrift Stamps .....	79,390.34

Grand total .....\$307,176.51

Nenana Ladies' Work—Eighty-six sweaters, 77 hospital bags, 32 wash rags, 119 pairs socks, 5 pairs pajamas, 5 pairs wristlets, 1 convalescent robe, 3 dish towels, 1 helmet. Refugee garments: Seventy-four men's shirts, 75 ladies' smocks. Total number of pieces, 478.

#### ACTIVITIES OF SEWARD DIVISION SUBJECT OF REPORT BY ENGINEER IN CHARGE.

Five thousand three hundred and eighty-six cubic yards of gravel were excavated by Marion steam shovel No. 3 in the Seward terminal yard, during the week ended July 26, according to advices received from R. J. Weir, engineer in charge of the Seward Division of the Government Railroad. The material was used in bank widening and in making approaches to the trestle across Lowell Creek.

One hundred and ninety-four lineal feet of creosoted and 941 feet of green fender piles were replaced on the Seward dock during the week.

Repairs were made to bridge No. 10 in Mile 3. A small carpenter crew, stationed at Mile 12, constructed one double track 7½ feet open-deck culvert in Mile 12.

A Marion steam shovel working in Miles 41 and 42 excavated 1340 cubic yards of rock during the week. The material was placed in fills in Miles 41 and 42. A 15-foot open-deck culvert was erected in Mile 41. Klas Ahlner & Co., contractors, started work on a coyote hole at the rock borrow pit in Mile 34. Sekinoff & Co., stationmen, have completed the fill between station 1558 and station 1562. The total of this embankment is 3000 yards. Five station gangs were engaged on work in enlarging tunnels No. 2 to 7 inclusive and seven station gangs were executing contracts for grading the roadbed between Mile Post 47 and Mile Post 52. The piling has been driven and the deck completed on bridge No. 103. The deck has been completed on bridge No. 107-A. A pile-driver was employed during the week on maintenance of bridge No. 88, replacing the piling which was washed out by the Spen-

cer glacier stream. A carpenter crew is planning snowshed lumber preparatory to construction work.

A water tank and a new warehouse in Mile 51 have been completed. The grading of the yard in Mile 51 has been completed and is ready for track, which will be laid during the coming week.

Work on the concrete foundations for bridge No. 81 was begun during the week. A carpenter gang is working on culverts in Miles 51 and 52.

Engine No. 11 was given a final tryout by the mechanical department and was placed in service. Repairs were made to engines No. 10 and No. 278 and to Marion steam shovel. Bucyrus shovel boom engines were changed from the old boom to the new boom and fully equipped.

The work of assembling the Panama flat cars was finished during the week. A total of 122 cars have been assembled to date and 112 of them are in service.

Good progress was made by the painting gang, which is painting the shop buildings.

Six hundred and eight persons were on the payroll of the Division during the week.

#### TREASURY DEPARTMENT TO CONTINUE SALE OF WAR SAVINGS STAMPS.

Government savings securities are to be a permanent institution for the American people. Secretary of the Treasury Carter Glass announced this decision in a recent message to the National Education Association, in response to an appeal for such action.

This means that Thrift Stamps, War Savings Stamps and Treasury Savings Certificates will continue to be available to small investors and that the Government will continue this means of financing its activities, thus releasing the capital of banks and large private investors for the trade development and industrial uses, now so urgently needed.

The policy of making thrift and the saving spirit a permanent part of the national life has been urged by the most prominent financiers, economists and business men in the country. George D. Strayer, president of the National Education Association, expressed this view in his message to Secretary Glass, which follows:

"Hon. Carter Glass,

"Secretary of Treasury,

"Washington, D. C.

"Considering the accomplishment of the schools of the country thus far in the matter of Thrift and Savings campaign, we urge that the Treasury Department shall take such action as shall insure the permanence of this movement and make the purchase of Thrift and War Savings Stamps permanently available to schools and other volunteer agencies.

(Signed)

"GEORGE D. STRAYER."

Secretary Glass telegraphed this answer:

"George D. Strayer,

"President, National Education Association,

"Teachers College, Columbia University, N. Y.

"It is the intention of the Treasury to continue and make permanent the War Savings movement and to continue the sale of Thrift and War Savings Stamps and Certificates. I am greatly pleased and encouraged to know of the interest of the National Education Association in this movement and very greatly appreciate its hearty and effective co-operation.

(Signed)

"CARTER GLASS."



# ALASKA IN MONTH OF JUNE EXPORTED COMMODITIES VALUED AT \$2,330,926.

Commodities shipped from the Territory of Alaska to the States in June, 1919, were valued at \$2,330,926, according to the report of John W. Troy, collector of customs for the Territory, with headquarters at Juneau.

The commodities and their values follow:

Bones, hoofs, horns, etc.	\$	120
Curios		592
Fertilizers	18 tons	525
Fresh fish, other than salmon	740,538 lbs.	74,758
Dried, smoked or cured fish	578,775 lbs.	42,230
Kippered herring	116,380 lbs.	42,230
Pickled herring	339 bls.	4,130
Canned salmon	1,935,208 lbs.	370,455
All other salmon		252,359
Clams		52,580
Shrimps		7,705
All other fish and fish products*		31,290
Furs and fur skins (except seal skins)†		956,078
Copper ore, matte and regulus	2,374,843 lbs.	382,759
Lead ore, matte and regulus	82,970 lbs.	3,941
All other articles		14,178

Total value of products of Alaska	\$2,211,880
Articles the growth, produce, or manufacture of the United States returned	67,917
Total value of foreign merchandise	51,129
Total value of shipments of merchandise	\$2,330,926
Included in "all other articles":	
Manufactured furs	\$ 959
Sea lion skins (four)	15
Turnips	90 lbs. 5
Beluga (white whale) skins	3,074 lbs. 2,180
Lead bullion,	9,358 lbs. 444
Platinum	15 ozs. 1,575
Palladium	75 ozs. 9,000

Total .....\$14,178

\*Including:

Canned codfish	220,080 lbs.	\$30,228
Fishmeal	28,100 lbs.	1,053
Crafts	100 lbs.	5
Salmon eggs	24 lbs.	4

†Including shipments by mail Nov. 16, 1917, to Nov. 15, 1918, \$899,804.

## TRACK LAYING OPERATIONS IN THE FAIRBANKS DIVISION ARE CONTINUED.

Two and eighty-two hundredths miles of track were laid north of Nenana in the Fairbanks Division during the month of July, according to advices received from Frederick D. Browne, engineer in charge of the Division. Track was laid between Mile 417.98 and Mile 419.78 and between Mile 452.46 and Mile 453.48. Grading is under way between Mile 419.78 and Mile 452, and is complete between Mile 452 and Mile 452.46. No ballasting or surfacing work was accomplished on the railroad south of Nenana during the month.

The work of laying steel is progressing satisfactorily under the direction of T. K. Blakely, foreman of the track laying gang. Construction work on the north side of the Nenana River has been handicapped by the lack of adequate equipment and the scarcity of gravel. Considerable time has been devoted to the construction of the track across a swamp located about three miles north of the

Nenana River and approximately a mile in width. Owing to the lack of equipment to handle the logs and timber required for foundation work in the swamp, track-laying has been necessarily slow. The men are forced to wade about in the mire. The Brown hoise which was used last summer in the construction of the "D" line cannot be used at the present time on the narrow gauge track.

The grading contract awarded to George Kasoff & Co. in February of this year, has been completed and the members of the company are now at Nenana awaiting a settlement. The work of Kasoff & Co. consisted principally in removing material from cuts and the rainy weather did not interfere to any considerable extent. Other grading contractors on the Nenana-Fairbanks end of the railroad have been handicapped by the inclemency of the weather.

The firm of Kasoff & Co. is composed by George Kasoff, Alex Madoff, Alex Hanoff, Jim Kambol, Bat Sabanoff and George Romanoff.

## JULY WEATHER FOR ANCHORAGE.

Date	Temperature			Rain Inches	Wind	Day
	Max.	Min.	Range			
July 1	70	50	20	0.10	Calm	Cldy.
July 2	66	51	15	0.10	SW	Cldy.
July 3	68	50	18	0.10	Calm	P.Cldy.
July 4	72	47	25	0.01	Calm	P.Cldy.
July 5	72	45	27		Calm	Clear
July 6	73	54	19	0.25	Calm	Cldy.
July 7	72	52	20		S.E.	Clear
July 8	79	53	26		SE	P.Cldy.
July 9	75	55	20		SW	Cldy.
July 10	74	56	18		W.	Cldy.
July 11	72	45	27		W	Cldy.
July 12	65	46	19		SW	Cldy.
July 13	71	48	23		SW	Cldy.
July 14	70	52	18	0.80	Calm	Cldy.
July 15	65	49	16	0.20	SE	Cldy.
July 16	70	51	19	0.30	Calm	Cldy.
July 17	68	54	14	0.20	SE	Cldy.
July 18	69	55	14	0.20	Calm	Cldy.
July 19	73	49	24		W	Cldy.
July 20	64	51	13	0.10	SW	Cldy.
July 21	65	51	14	0.30	W	Cldy.
July 22	64	44	20		W	Cldy.
July 23	62	50	12	0.10	W	Cldy.
July 24	63	41	22		W	P.Cldy.
July 25	69	42	27		SW	Clear
July 26	69	44	25		W	Clear
July 27	72	42	30		W	Clear
July 28	69	41	28		W	Clear
July 29	76	46	30		SW	Clear
July 30	72	57	15	0.25	SW	Cldy.
July 31	75	52	23		W	Clear

SUMMARY—Temperature: Mean maximum, 69.81; mean minimum, 49.13; mean, 59.47; maximum, 79, July 8; minimum, 41, July 24 and 28; greatest daily range, 30 degrees. Precipitation: Total, 3.01 inches; greatest in 24 hours, 0.80, July 14. Number of days with .01 inch or more precipitation, 11; clear, 8; partly cloudy 4, cloudy 19.

The person who doesn't save goes without worth-while things today, and will go without them tomorrow. The person who saves has everything he needs today, and will have still more tomorrow. Buy W. S. S.

**TERRITORY OF ALASKA HAS BUILT APPROXIMATELY 5000 MILES OF ROADS AND TRAILS.**

Four thousand eight hundred and thirty miles of roads and trails have been constructed in the Territory of Alaska up to March 1, 1919, according to figures compiled and published by the Alaska Bureau of Publicity in its issue of June, 1919.

The part of the Bureau's bulletin which concerns road building is as follows:

"Two thousand eight hundred and sixty-six miles comprise a connected system reaching from Valdez and Chitina to Eagle, Fairbanks, places above the Arctic Circle, to the Lower Yukon, Nome, Candle and other Seward Peninsula points. This system is joined at several points on the Yukon River by a second system of 2736 miles, which begins at Seward, and serves the Iditarod, Ophir and Inoko districts. In addition to these two connected systems there are 288 miles of short roads and trails in various parts of the Territory.

"To March 1, 1919, the total amount expended for all maintenance and construction since January, 1905, was \$4,923,596. Two million three hundred and fifty-five thousand seven hundred dollars has been spent for maintenance and construction of the Richardson road from Valdez and Chitina to Fairbanks, or approximately \$5770 per mile on the 410 miles. During the past winter automobiles made the 120 miles from Chitina to Meiers in a day; from Meiers to Little Delta sleds were used; and from Little Delta to Fairbanks, 60 miles, autos made regular trips all winter.

"The bulk of the summer traffic on the Richardson road is handled by passenger and freighting automobiles. While these machines do not make the trip with the same degree of comfort and ease that is possible on the State roads, which cost from \$10,000 per mile and up, they do get through and with favorable weather conditions the trip from Chitina to Fairbanks, 320 miles, is made in about 24 hours' running time.

"When considering road work in this Territory it is well to keep in mind the difference between Alaska costs and those obtaining outside. In normal times, outside, \$5 will hire a team and driver one day, and the owner furnishes feed. On much of the Alaska work in the interior it costs \$5 or more to feed one horse one day, and many other costs are in the same proportion.

"The bureau of public roads and the forestry service have joined forces with the Alaska Road Commission for the purpose of constructing roads within the national forests. This centralizes the responsibility for all of the federal road work. The Territorial Legislature passed a very progressive road law which provides machinery for the most efficient highway administration through co-operation with the federal authorities."

**EMPLOYEES OF ANCHORAGE DIVISION BUY WAR SAVINGS STAMPS.**

Six thousand one hundred and seventy-three dollars and eighty-six cents have been invested in War Savings Stamps by employees on the Anchorage Division of the Government Railroad since July 24, 1919, according to R. D. Chase, special disbursing agent of the Alaskan Engineering Commission, who has charge of the sale of War Savings Stamps to Government employees. One thousand four hundred and seventy-seven War Savings Stamps is

the number of stamps purchased for this amount.

The new arrangement by which employees on the Government Railroad may purchase War Savings Stamps through the disbursing office of the Alaskan Engineering Commission and which permits the Postmaster at the Anchorage post office to retain possession of the stamps until the purchaser desires to take them, has proved popular with the employees. By purchasing the War Savings Stamps through the disbursing office and leaving them with the Anchorage Postmaster the risk of loss or theft is reduced to the minimum.

The price of War Savings Stamps this month is \$4.19.

**WILSON AND WILLOW CREEKS IN MARSHALL DISTRICT PRODUCE \$700,000 IN GOLD.**

Placer mining on Wilson and Willow Creeks, in the Marshall district, on the lower Yukon, yielded gold amounting to about \$700,000 in 1916 and 1917, and claims have been staked on the lodes from which some of the gold may have been derived. An examination of the region along the Yukon between Anvik and Andreafski Rivers, comprising about 2000 square miles and including the Marshall district, has been made by Geo. L. Harrington, of the United States Geological Survey, and its results are given in a report just published. The report describes the geography and geology of the region and contains topographic and geologic maps. It includes descriptions of the animal and vegetable life, the settlements, the gold placers, the coal beds on Anvik River, and some notes on a group of mineral springs near Marshall.

The report is published as Bulletin 683 of the United States Geological survey, Department of the Interior, and can be obtained without charge from the Director of the Survey at Washington.

**CIVIL SERVICE COMMISSION MAKES CANCELLATION ANNOUNCEMENT.**

The United States Civil Service Commission announces that as the Department of Agriculture states that eligibles for the position of observer and meteorologist in the weather bureau will not be needed for some time to come, announcement No. 296 of examinations for this position on July 23, August 20, and September 7, 1919, is hereby canceled and the examination will not be held on the dates mentioned.

In the event the needs of the service require this examination to be held in the future it will be duly announced.

Attention is invited to the fact that eligibles are needed for the position of assistant observer in the weather bureau, for which the entrance salary is usually \$1080 a year, and an examination for this position will be announced in the near future.

**DISBURSEMENTS OF ANCHORAGE OFFICE.**

Disbursements of the office of the Anchorage Division of the Alaskan Engineering Commission for the week ended July 31, 1919 totaled \$131,854.09. Salaries and wages were \$77,111.97; purchase orders, \$4104.77; construction contracts \$41,995.34; and other expenses, \$8642.01.

## PERSONAL

Mrs. Archie Lewis, wife of Archie Lewis, conductor in the transportation department, visited Girdwood during the week.

C. R. O'Neil and Mrs. O'Neil came down from Chickaloon on today's train. Mr. O'Neil is employed at Chickaloon as a timekeeper.

Mrs. M. M. Thompson, the wife of M. M. Thompson, timekeeper at Girdwood, was a visitor in Anchorage last week, returning home on Sunday's train.

F. A. Hansen, engineer maintenance of way, made two trips to the Turnagain Arm district during the week for the purpose of inspecting the construction work now being done in this district.

Mrs. James Van Zantan, the wife of James Van Zantan, cook at the terminal mess at Talkeetna, will leave on tomorrow's train and will make her home at Talkeetna. Mrs. Van Zantan is a recent arrival in Anchorage from the States.

John Corrigi, an employee of the Telegraph and Telephone department with headquarters at Talkeetna, suffered a sprained ankle while assisting the crew of the Betty M. in making a landing at Mile 233. He has sufficiently recovered from the injury to resume his duties as lineman.

George Tiffany, an employee of the stores department, in Anchorage, was an outgoing passenger aboard the S. S. Alameda, which sailed for Seattle August 2. Mr. Tiffany has been succeeded by Chauncey M. Wressel, a former member of the American Expeditionary forces in France, who arrived in Anchorage recently from the States.

William Gerig, engineer in charge of the Anchorage Division of the Government Railroad, accompanied by Mrs. Gerig, made the round trip to Talkeetna last week. They departed from Anchorage on the regular train on Wednesday and returned on Thursday, making the trip in Mr. Gerig's private car. Mr. Gerig departed yesterday on an inspection trip to Eska and Chickaloon and returned today.

F. R. Brenneman, United States Marshal for the Third Judicial Division of Alaska, with headquarters at Valdez, made trips last week to Talkeetna, Eska and Chickaloon. Mr. Brenneman was a passenger on the regular Wednesday's train to Talkeetna, returning Thursday. He departed on the train Friday for Chickaloon and was brought to Anchorage early Saturday morning by Sumner S. Smith on a gasoline speeder, in time to sail on the S. S. Alameda for his home in Valdez. Mr. Brenneman was impressed with the work accomplished by the Alaskan Engineering Commission both on the Railroad and at the coal mines at Eska and Chickaloon.

## Anchorage Division Notes.

One local telephone was installed and one was moved in Anchorage during the week ended July 26, according to the report of J. J. Longacre, acting superintendent of the telegraph and telephone department. One long distance telephone was connected, one disconnected, one moved, and one was changed during the week. The construction crew located at Mile 202 dug 130 holes, set 135 poles, dug and set five anchors and strung and tied-in nine loop miles. Three miles of temporary line were taken down. Three meters were "cut in" and three were "cut out" by the

electric light and power branch of the department.

Seven hundred and seventy short tons of coal were mined at the Eska mine and 82 men were reported on the payroll during the week ended July 26, according to the report of Sumner S. Smith, resident mining engineer, in charge of the coal mine operations of the Alaskan Engineering Commission. The work at the Eska mine consisted in the continued driving of the Shaw West and the E. L. L. Seventeen and four-tenths short tons of coal were mined during the same period of time at the Chickaloon mine and 34 men were on the payroll, according to the report. The driving of the Second East, the Second West, the No. 5 West and the "F" West was continued during the week.

Seven million, four hundred thousand, three hundred and ninety pounds of freight belonging to the Alaskan Engineering Commission were shipped to various points along the line of the Government Railroad from Anchorage during the month of July, according to figures tabulated by G. E. Jennings, station agent at the Anchorage depot. During the same period 3,949,151 pounds of Commission freight were received at the Anchorage depot. Seventy thousand six hundred and forty-four pounds of commercial freight were received at Anchorage during the quarter ended July 31, and 55,521 pounds were forwarded to various stations along the railroad during the same period. Two hundred and twenty-six pieces of baggage were received at the Anchorage depot during the quarter reported and 236 pieces of baggage were forwarded. Seven requests for transportation from branches of the United States Government other than Alaskan Engineering Commission were honored at the Anchorage depot and 260 ticket passengers departed from Anchorage during the month of July.

## WEEKLY FORCE REPORT.

## Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, July 26, was as follows:

Department	Super- vision	Cler- ical	Labor	Total	?
Engineer in Charge .....	1	5	3	9	
Land and Industrial .....	1	1	0	2	
Bridge Engineer .....	1	1	0	2	
Drafting .....	0	4	0	4	
M. of W. Shops and Yards .....	2	6	42	50	
Track, Bridge and Ballast .....	2	8	358	368	
Receiving and Forwarding Agt. ....	1	3	9	13	
Machine Shop and Round House .....	1	3	59	63	
Marine Ways .....	1	1	37	39	
Stores and Material Yard .....	1	10	59	70	
Employment Bureau and Ter- minal Mess .....	1	2	14	17	
Transportation .....	1	10	52	63	
Disbursing Office .....	1	6	0	7	
Accounting .....	1	10	0	11	
Base Hospital .....	1	1	9	11	
Townsite .....	0	1	6	7	
Telegraph and Telephone .....	1	6	33	40	
Mining .....	2	5	109	116	
Location Surveys, Broad Pass....	1	2	30	33	
Total .....	20	85	820	925	



# ALASKA RAILROAD RECORD



VOL. III. ANCHORAGE, ALASKA, TUESDAY, AUGUST 12, 1919.

NO. 40

## COL. F. MEARS APPOINTED CHAIRMAN OF ALASKAN ENGINEERING COMMISSION.

Col. Frederick Mears, a member of the American Expeditionary Forces in France and formerly in charge of railroad construction with headquarters at Anchorage, has been appointed chairman and chief engineer of the Alaskan Engineering Commission, according to telegraphic advices received from Franklin K. Lane, Secretary of the Department of the Interior, by William Gerig, engineer in charge of the Anchorage Division of the Government Railroad. Col. Mears succeeds William C. Edes, who has acted as chairman of the Commission since its organization in 1914. Mr. Edes has been appointed consulting engineer to the Alaskan railway project and in the future will act in an advisory capacity, with headquarters in Washington, D. C.

Col. Mears assumed active charge of Alaskan Railroad affairs on August 9 and will sail, accompanied by Mrs. Mears and their four children, from Seattle aboard the S. S. Alameda on August 14.

Prominent Government and Railroad officials will accompany Col. Mears on his way North and while in Alaska will make a personal inspection of the Alaskan Railway project. The official party will leave Seattle on the S. S. Alameda. Besides Col. Mears and family the members of the party are: Mr. John W. Hollowell, assistant to the Secretary of the Interior, and Mrs. Hollowell; Dr. Alfred H. Brooks, head of the United States Geological Survey; Colonel George L. Slade, vice-president of the Northern Pacific Railway; Mr. S. M. Felton, president of the Chicago Great Western Railway; Mr. Ralph Budd, vice-president of the Great Northern Railway, and Mr. George H. Gamble, clerk in the Washington office of the Alaskan Engineering Commission.

## INSPECTION TRIP TO ALASKA ABANDONED BY MEMBERS OF THE NATIONAL CONGRESS.

Franklin K. Lane, Secretary of the Interior Department, who had planned, in company with members of the National Congress, to make a personal inspection of the work accomplished by the Alaskan Engineering Commission, has abandoned the trip on account of the necessity, at this time, of Congress remaining in session.

At the request of President Wilson Congress will remain in session until matters of great national importance have been adjusted and for this reason the members of the United States Senate and the House of Representatives, who had planned on accompanying Secretary Lane

to the Northland, have indefinitely postponed their Alaskan trip.

Twelve members of the official party intended making the journey from the present end of steel at Mile 236 in the Anchorage Division through the Broad Pass to Fairbanks and departing from Alaska via the Fairbanks-Chitina trail to Cordova.

It is thought unlikely that Congress will recess in time for the party to make the trip this year.

## ENGINEER OF MAINTENANCE OF WAY REPORTS WEEKLY PROGRESS IN HIS DEPARTMENT.

Seventy piles aggregating 4280 lineal feet were rafted in to Anchorage from the south shore of Turnagain Arm, and 67 piles, aggregating 4612 lineal feet were brought in from Bird in the Turnagain Arm district, during the week ended August 9, according to the report of F. A. Hansen, engineer of maintenance of way, to William Gerig, engineer in charge of the Anchorage Division of the Government Railroad. The piles will be used in the construction of the new ocean dock.

Ten thousand and eighty cubic yards of gravel were produced by steam shovel No. 1, working a double shift at Girdwood in the Turnagain Arm district during the week. The material excavated was used in filling bridges and raising track on the Seward Division. Of the yardage produced 5678 cubic yards were produced by the first shift, Engineer Jeffries, and 4402 cubic yards by the second shift, Engineer Hovey.

One thousand nine hundred and thirty cubic yards of rock were excavated during the week by steam shovel No. 7 working at Mile 16 on the Matanuska Branch. The material excavated was used in riprapping in Miles 14, 15, 26 and 27 to prevent the Matanuska River from washing out the embankments in these miles.

Nine hundred and ten cubic yards of rock and mud were cast over by the ditcher working south of Indian in the Turnagain Arm district during the week. Three cars of rock were loaded at Anchorage and on August 8 and August 9 the ditcher worked in Mile 112 in which mile approximately 960 cubic yards of material were cast over.

Eleven thousand and forty-eight railroad ties were loaded at the Knik River bridge by extra gang No. 2. This gang was sent to Talkeetna during the week to load snow shed poles.

Approximately 35 cubic yards of material per team per day are being moved by extra gang No. 5, in charge of Foreman Ivor Nearhouse, working six teams in grading the road bed north of Mile Post 56.

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.19.

CONGRESS IS ASKED TO APPROPRIATE \$500,000,000  
FOR SOLDIER-SETTLEMENT BILL.

Franklin K. Lane, Secretary of the Department of the Interior, through Representative Mondell of Wyoming, has asked Congress for the sum of five hundred millions of dollars to be expended in acquiring lands for use of returned soldiers and sailors as farms and homesteads, according to a measure recently introduced in Congress.

The text of the soldier-settlement bill as introduced by Representative Mondell is as follows:

A BILL To provide employment and rural homes for those who have served with the military and naval forces through the reclamation of lands to be known as the "National soldier settlement act."

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That to provide employment and rural homes for those who have served with the military or naval forces of the United States during the war between the United States and Germany and her allies and have been honorably separated or discharged therefrom or placed in the Regular Army Reserve, and former American citizens who served with, and were honorably separated or discharged from, the military or naval forces of any of the nations allied against the Central Powers, and who have been repatriated, all of whom are hereinafter referred to as soldiers, there is hereby established a fund in the Treasury to be known as the "national soldier settlement fund," hereinafter referred to as the "fund," to be administered by the Secretary of the Interior, hereinafter referred to as the "Secretary," for the purposes herein stated and as hereinafter provided.

Sec. 2. That the Secretary is authorized to use the fund for the purposes of this act. He may acquire by gift, purchase, deed in trust, or otherwise, the necessary lands for soldier settlement projects, hereinafter referred to as "projects," and may withdraw, utilize, and dispose of by contract and deed public lands suitable for such purposes. No lands shall be acquired, however, unless the price to be paid, and the conditions under which they are to be acquired shall be approved by (a) a representative of the governor of the State in which the lands are located; (b) an appraiser designated by the Federal Farm Loan Board; and (c) the Secretary. Projects shall be selected with a view to the development of one or more projects in each of the several States in which feasible projects may be found.

Sec. 3. That the Secretary is authorized through such agencies as he may provide to engage in such undertakings and do and perform such work as in his opinion is necessary for the permanent reclamation or development of the lands of projects, and when he deems essential to place them in condition for use and cultivation, including the building of essential public roads. The Secretary shall, so far as possible, utilize the services of soldiers for such purposes. The Secretary may also, through agreement with soldiers, make provision for necessary improvements, but the contribution from the fund shall in no case exceed \$1200, nor be in excess of three-quarters of the cost or value of the improvements.

Sec. 4. That the lands of projects shall be subdivided into farms suitable for the support of a family and in the discretion of the Secretary into smaller farm workers' tracts. Dedication may be made for schools, churches, community centers and other public purposes. Town sites suitable for the purposes of the project may be es-

tablished, developed, and sold as provided herein.

Sec. 5. That soldiers who are not the owners or proprietors of farms or rural homes shall be eligible as purchasers of a farm or farm workers' tract. Preference shall be given to those who have been employed in the development of such projects, and as between applicants with a view of safeguarding the settler and the United States, so far as practicable, against loss or failure. The Secretary shall make regulations general in character, or applicable to specific projects, as to residence and cultivation with a view of carrying out the purpose of making the soldier settlements the permanent home of the soldier purchasers.

Sec. 6. That sale prices shall be fixed with a view of repaying the total cost of each project, and the price fixed for each farm, tract, or lot shall represent as nearly as practicable its relative and comparative selling value. Approved applicants shall at the time of entering into contract of purchase make a first payment of 5 per cent of the sale price. The balance shall be paid in amortizing payments extending over a period to be fixed by the Secretary, not to exceed 40 years. Sums advanced for improvements shall be repaid in amortizing payments extending over a period to be fixed by the Secretary, not to exceed 20 years. The amortizing payments shall bear interest at the rate of 4 per cent per annum, payable annually, computed from date of contract. The contracts for the sale of the farms, tracts, and lots shall provide for cancellations and forfeitures of payments made under the contract for failure to comply therewith.

Sec. 7. Patents or deeds to project lands issued within 10 years from the date of contract of sale shall contain the condition that no transfer, assignment, mortgage, or lease made during that period shall be valid without the approval of the Secretary, and no transfer, assignment, mortgage, or lease of any right, title, or interest held under a contract of sale shall be valid at any time without the approval of the Secretary. The Secretary shall make all necessary regulations for the carrying out of the provisions and purposes of this act and for safeguarding the interests of the settler and of the United States, and is authorized to issue patents or deeds for the public and private lands embraced in farms, tracts and lots within projects.

Sec. 8. That the Secretary is also authorized to make shorttime loans from the fund, not to exceed \$800 at any one time, to a soldier settler for the purchase of necessary live stock and equipment, and provision shall be made for the repayment of such loans during a period not to exceed five years, with interest on deferred payments at 4 per cent per annum, payable annually, computed from day of contract: Provided, that no such loans shall exceed 60 per cent of the cost of the live stock and equipment purchased.

Sec. 9. That whenever any State shall provide funds to be expended in cooperation with the United States to provide rural homes for soldiers, the Secretary shall have authority to enter into contracts for such cooperation, and when the State shall furnish 25 per cent of the necessary funds the Secretary may authorize the State, subject to his general supervision, to carry on the subdivision of the land, improvement of farms, and the aid and direction of development after settlement. The Secretary is authorized to provide for reimbursements of funds so advanced by the State. He may also cooperate with other agencies to the extent he may deem advisable, and like-

wise provide for reimbursement to them of funds advanced.

Sec. 10. That for the purpose of carrying into effect the provisions of this act the sum of \$500,000.000 is hereby authorized to be appropriated.

#### WORK ON SEWARD DIVISION SUBJECT OF REPORT BY ENGINEER IN CHARGE.

Three thousand eight hundred cubic yards of material were moved by steam shovel No. 3 working on job No. 28 in Lowell Creek during the week ended August 4, according to the report of R. J. Weir, engineer in charge of the Seward Division of the Government Railroad. The material excavated was distributed in the Seward terminal yards.

Timbers for the 121-foot deck span for bridge No. 80 which crosses Placer River at Mile 52, have been framed and are now ready for shipment.

One double 7½-foot opening and one single 7½-foot opening were driven in Mile 12 during the week by a pile driver crew. This crew also made repairs to bridge No. 37 across Snow River and excavated and set two track boxes in Mile 13.

The five station gangs engaged in enlarging tunnels Nos. 2 to 7 inclusive and the seven station gangs engaged on grading between Mile 47 and Mile 52 are making good progress.

Bridges Nos. 101, 102 and 104 were driven during the week and the work of decking them was practically completed. A gang of men was engaged in excavating foundation and in erecting forms for concrete bridge No. 81.

Bridge and building gang No. 4, M. L. Peters, foreman, excavated foundation and poured concrete for piers for bridge No. 67.

Bucyrus steam shovel No. 4 moved approximately 9360 cubic yards of gravel from the cut at snowshed 54-A during the week. The material was used in raising the track in Mile 55 and in filling bridge No. 86 in Mile 54.

The heavy repairs to engine No. 21 are about 80 per cent complete.

Light running repairs were made to engines Nos. 10, 11, 278 and 285, during the week by the mechanical department. The McCann ballast spreader was in the machine shop for emergency repairs. Repairs were also made to the boiler of Marion steam shovel No. 3. Considerable repair work was done on the Clyde boiler and engine on the new erector derrick now being built at the machine shop.

Six Panama flat cars were converted into gondolas and four of them were placed in service.

Box car No. 811 was converted into a bunk car.

Painting of shop buildings progressed favorably and is now 50 per cent complete.

The force numbered 612 for the week.

#### SECRETARY OF THE INTERIOR DESCRIBES ZION NATIONAL PARK IN UTAH.

Zion National Park is the subject of an interesting letter written by Franklin K. Lane, Secretary of the Interior, to Henry L. Meyers, chairman of the Senate Committee on Public Lands, in which Mr. Lane takes occasion to give the early history of the Park.

Mr. Lane's letter, in part, follows:

"This park reservation, which is located in Washington County, southwestern Utah, was named Mukuntuweap

National Monument by the proclamation of July 31, 1909, but the later instrument, which enlarged the monument from 15,840 acres to 76,800 acres changed the name to Zion. The name Mukuntuweap was an Indian expression of doubtful meaning and had no particular association with the area reserved. The name Zion, however, is peculiarly appropriate. The Mormon pioneers who settled in the Virgin River region more than 60 years ago called the gorge of the north fork of this river Little Zion Canyon, because they regarded this place as a refuge to which they might repair in case of hostile Indian raids.

"Zion Canyon is an extraordinary gorge cut from brilliantly colored sedimentary rocks by the North Fork of the Virgin River. Its proportions are about equal to those of Yosemite Valley in Yosemite National Park; its walls are several hundred feet lower and the canyon is considerably narrower. In the cutting of the gorge, however, the torrential stream, and wind and rain, have carved domes, spires, towers, and other curious forms that strikingly resemble many of the features of Yosemite Valley. More interesting than the carving of Zion's cliffs is their exquisite coloring. Red predominates, as it does in the Grand Canyon in Arizona, but there are amazing combinations of brown, black, and white colors with the red and with each other. White sandstone is superimposed on the red strata, and other layers of the red rock lie in turn upon the white. The action of water upon the exposed surfaces of these rocks has produced a symphony of color that gives the canyon its greatest charm. The finishing touches are given by the forests of the valley floor and the trees on the rim and in the niches of the nearly perpendicular canyon walls. Early scientific explorers of the Southwest, including Maj. J. W. Powell, who made the first trip through the Grand Canyon of the Colorado River, visited Zion Canyon and wrote of the great beauty of the gorge and the brilliance of its coloring, and several artists, including Thomas Moran, have conveyed the wonders of the region to the world by paintings of distinction.

"For many years, however, southwestern Utah was inaccessible to the tourist. Poor roads and tremendous distances discouraged travel, even by the pathfinding motorist. Then came the great development of the resources of this section of the State, following the completion of the Salt Lake route. This included extensive road improvement. Recently the State highway system was extended to include all of the roads between Salt Lake City and Zion Canyon, and the branch highway to Lund and other points on the Salt Lake route.

"Thus made accessible by automobile and by train and motor, visitors sought Zion Canyon and the north rim of the Grand Canyon. In 1917 it became necessary to establish a regular transportation line from the railroad at Lund and a permanent camp enterprise in the gorge itself. Facilities for the accommodation of the public are now as good as they are in many of the large national parks. There are few roads and trails in the national monument, however, and many improvements will be required therein within the next few years. In the deficiency appropriation act approved September 8, 1916, \$15,000 was appropriated for improving the road in the monument from the end of the State highway, but very little money for maintenance has been available since this work was completed."

It is much more fun to watch your money grow than to watch it go. Buy War Savings Stamps.



## 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.

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

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.

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### OFFICIAL CIRCULAR

#### Anchorage Division.

#### AUTOMOBILES MUST SHOW LIGHTS AFTER SUNDOWN.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, August 8, 1918.

Circular No. 392:

#### TO ALL CONCERNED:

Attention is invited to paragraph 4, Automobile Regulations, effective May 1, 1917 and still in force, as follows:

"All machines while in the railroad reserve from and after sundown shall have their lights burning; provided, however, that where the rays of the lights are exceptionally strong, the front lights may be dimmed, but the rear lights shall have the full flame burning."

Watchmen will see that the above regulation is fully complied with.

WM. GERIG,  
Engineer in Charge.

#### TRACK LAYING OPERATIONS CONTINUE IN FAIRBANKS DIVISION OF GOVERNMENT RAILROAD.

Four and one hundredths miles of track were laid in the Fairbanks Division of the Government Railroad North of Nenana during the two-week period ended August 9, according to advices received from Frederick E. Browne, engineer in charge of the Fairbanks Division, by William Gerig, engineer in charge of the Anchorage Division. In the Nenana district the track is now laid as far as Mile 422.65 and in the Happy district as far as Mile 452.46. Of the mileage laid during the period reported, 3.80 miles were laid in the Nenana district and 0.21 of a mile in the Happy district.

The good weather which prevailed in the Fairbanks Division during the week ended August 9 made it possible for the grading contractors to make satisfactory progress on all jobs between Nenana and Happy.

Ten contracts have been awarded during the period reported to contractors for the work of rehabilitating the Tanana Valley Railroad. The work at this time consists of replacing the old trestles with earth embankments.

The total number of employees working on the Fairbanks Division during the week were 912. Of this number 297 were contractors and station laborers.

#### REPORT MADE OF WORK ACCOMPLISHED BY TELEGRAPH AND TELEPHONE DEPARTMENT.

Eight local telephones were installed and five were disconnected by the telegraph and telephone department of the Alaskan Engineering Commission during the month ended July 31, according to the report of J. J. Longacre, acting superintendent of the department, to William Gerig, engineer in charge of the Anchorage Division.

Ten miles of poles with 40 poles to the mile were set between Mile 192 and Mile 202 during the month, and 30 loop miles of wire were strung. Twenty-nine anchors were dug and set.

Work of the construction crew was stopped when the crew reached Mile 202. All material on hand with the construction crew has been shipped to Anchorage and has been stored in the telegraph and telephone warehouse. A small construction crew was sent to the Turnagain Arm district on July 31 and four miles of pioneer line were recovered.

There were 296 local telephones in service in Anchorage during the month, 19 fire alarm and other telephones and 155 long-distance telephones. There were four telephone switchboards, two telegraph switchboards and seven telegraph offices in service during the month.

The electric light and power branch of the department "cut in" 20 meters and "cut out" 23 during the month of July. Three new services were run and 441 meters were read during this period.

#### SWAMP FEVER IS SUBJECT OF DETAILED REPORT BY VETERINARY SURGEON.

Swamp Fever, a horse disease prevalent at this time among horses owned by the Alaskan Engineering Commission and among the horses owned by farmers and homesteaders along the line of the Government Railroad, is the subject of a detailed report made by Dr. A. J. A. Robillard, V. S., veterinary surgeon for the Alaskan Engineering Commission.

The report of Dr. Robillard follows:

"Swamp Fever is a diminution of the red corpuscles and other essential constituents of the blood. It is at present the subject of much investigation and is sometimes called American surra, infectious anaemia, typhoid fever of horses and the unknown diseases. It usually makes its appearance in June and increases in frequency until October, although obstinate cases contracted during the warm weather may be seen in winter.

Veterinary Director General (F. Torrance) of Canada in his report of 1915, states the most dreaded horse disease the Royal Northwest Mounted Police have to contend with is Swamp Fever. The death rate runs as high as 90 per cent and the disease is very unsatisfactory to treat with the knowledge found so far.

A. Liautard, M. D., V. M., formerly principal of the American Veterinary College, N. Y., gives the death rate at 80 per cent and claims the disease is not contagious but can be contracted by direct inoculation, and that 24 hours after death the virus was found to be active in the carcass of an affected animal.

Thirteen cases have come under my notice in Anchorage since June. Six of them are isolated as a precaution, three have died and four have been turned out as cured.

In France the disease was reported under the name of infectious typho-anemia and is more or less prevalent in

Wyoming, Montana, North Dakota, New York and Western Canada.

**Symptoms**—Swamp Fever is characterized by a progressive pernicious anemia, remittent fever, polyuria, and gradual emaciation in spite of a voracious appetite. This is followed by a staggering, swaying, uncertain gait affecting either the fore or hind extremity. The pulse, though weak, stringy and intermittent, increases in rapidity and may run as high as 70. The temperature ranges from 102 to 103, remains high for several days and then drops, to rise again irregularly. At times the horse seems to improve, but usually this improvement is followed by a more severe attack. In one case at Matanuska the temperature reached 106½.

**Diagnosis**—The insidious onset, remittent fever, progressive emaciation and anemia, unimpaired or ravenous appetite, staggering gait and polyuria are a train of symptoms which make the disease easy to diagnose and differentiate from other diseases affecting horses in Alaska.

**Prognosis**—When treatment is begun early and the animal has a long convalescent period some cases will recover; however, the prognosis is very unfavorable.

**Treatment**—Symptomatic treatment seems to be the most dependable, a generous diet and plenty of cold water. Comfortable quarters, iron followed by arsenic, nuxvomica or strychnine, oil to stimulate peristalsis of the bowels and also an intestinal disinfectant.

Investigations are now in progress with a view of producing a vaccine or serum that will immunize the horse from this disease.

#### STANDING TIMBER IN UNITED STATES IS SUBJECT OF REPORT BY FOREST SERVICE.

At the present annual cut of saw-log size timber of approximately 17 billion board feet there remains only about 14 years' cut of the original timber supply in the United States, according to the report of the Forestry Service, which has just been made public.

The report in so far as it deals with the standing timber supply in the United States is as follows:

"The relation of our forest supplies to the export problem can not be judged on a basis of the total amount of timber standing in the country. It is necessary to consider the quantities of different species and of different grades of timber that are in demand abroad and at home. We must also consider the economic effect of rapidly exhausting the available supplies in different regions on which American wood-using industries are wholly dependent. And the effect on the price to the domestic consumer of hastening the exhaustion of local supplies should not be overlooked.

"The fact that there are still large quantities of standing timber in the far West does not mean that our country is not already suffering from the consequences of forest destruction. Europe will look first to our Eastern States for lumber, because of the shorter distance. And the eastern supplies of old timber are rapidly approaching exhaustion.

"The species which form the bulk of our export trade except douglas fir, are those of which the supplies are most depleted. Thus, southern yellow pine forms half of our entire export trade and the available supply is only 222 billion feet.

"That these figures are not a mere theoretical calcu-

lation is proved by an official statement recently issued by the Southern Pine Association regarding the life of the southern pine industry. The Southern Pine Association estimates that 81.6 per cent of the mills will cut out their supplies in five years, 95.3 per cent in ten years, and 99 per cent in 15 years.

"Aside from lumber, the southern pines, particularly the longleaf pine, are the source of our naval stores, representing a value in excess of \$20,000,000 a year. The position of the United States in regard to these important raw materials is at present a commanding one. Only one other country can be considered a rival, and that country—France—produces only about one-fourth as much as the United States. It is estimated that to maintain the present annual production in the United States of turpentine and rosin would require the setting aside for conservative management of 20,000,000 acres of longleaf-pine land, averaging 2000 to 3000 feet per acre, or containing in all from 40,000,000,000 to 60,000,000,000 feet of standing timber. This represents about one-third of the present estimated merchantable stand of longleaf pine. At the present rate of cutting, a serious reduction in the output of turpentine and rosin is not far off. Unless the turpentine industry is placed on a permanent basis, as it is in France, the leadership which the United States possesses because of the abundant supply of longleaf-pine timber will soon pass to France.

"At least as far as the southern pines are concerned, the answer seems very clear. We can not afford to increase our export of southern yellow pine, and especially longleaf pine, unless all the pine land best suited to producing timber is placed on a permanent productive basis, for such an increase must hasten the depletion of the southern yellow-pine industry itself and with it of the turpentine industry of the United States.

"And yet if the pine lands of the South were fully stocked and made permanently productive they could maintain in perpetuity the turpentine industry even on a larger scale than at present, provide all the yellow-pine lumber necessary for domestic needs, and leave a much larger surplus for export than is being shipped today. The area under southern yellow pine is about 124,000,000 acres. If fully stocked with southern pine in good growing condition this area can be brought to produce about 70 cubic feet per acre, or over 27½ billion board feet of lumber a year. The naval-stores industry would be taken care of, there would be the 15¼ billion board feet for domestic needs, and nearly 12,000,000,000 feet would be available for the export trade instead of the present billion and a half.

"The supplies of our other softwoods, such as Douglas fir, western white pine, sugar pine, and western yellow pine, are still large, and at the present rate of cutting in those species whose supplies are still abundant will greatly increase as soon as the southern yellow pines and the eastern white pine are cut out. If our cut-over pine lands of the South, unsuited to agriculture, were left in a permanently productive condition we could afford to take greater liberties with the remaining stands of other mature softwoods. We could then increase their cut and their export, because in 50 or 60 years we would be assured of new mature stands of southern pines to assume again the burden of supplying wood products for home consumption and for export abroad. As it is, when the southern yellow pines and the eastern white pine are gone, the western timber will have to assume the burden of

supplying the principal needs of the country for soft-woods.

"The hardwood situation is not any better. Of the hardwoods, the white oak plays the most important part in the export trade. About 300,000,000 board feet are exported annually, or about 10 per cent of the entire white oak cut, not including staves. Although we export roughly only 41,000,000 feet in the form of white-oak staves, their manufacture is probably one of the most destructive and wasteful processes in the entire lumber industry. In only a few backward countries of the southeast of Europe and Russia does the stave maker still persist, and even there he is coming more and more under a ban. In this country the best and finest oak is being used for split staves, and the stave maker is the first to invade and cut the choicest trees of our virgin forests. While the domestic demand for staves may be affected somewhat by the prohibition act, there will continue a call for our choicest white-oak material for the wine and beer kegs of other countries. At the present rate of cutting the available supply, as far as we can judge, will not last for more than 25 years.

"The other valuable American hardwoods which play a conspicuous part in our export trade are yellow poplar, black walnut, hickory, oak and basswood. We export about 35,000,000 feet of yellow poplar, or 7 per cent of the total cut. There is an available supply of this species for not much more than 20 years. We export about 25,000,000 feet of black walnut, or practically half of the entire cut, and the visible supply will not last for more than 10 or 12 years under the present methods of cutting. In 1913, for instance, a typical year, there were exported about 12,711,000 feet of black walnut logs and about 16,500,000 feet of lumber, out of an entire cut of about 53,000,000 feet. Of the 12,711,000 feet of black walnut logs exported, 10,307,000 feet went to Germany. The supplies of hickory, ash, and basswood can not be readily determined, but at the present rate of cutting they will be fairly exhausted in two or three decades.

"Our own domestic need for these hardwoods is very heavy. According to recent reports hickory, for instance, is very scarce, the general log supply alarmingly low, and it is expected that the dearth of stocks will cause advance in price. The present heavy calls for ash, oak and yellow poplar have produced a condition approaching famine at many mills. At the same time the lumber-trade journals report that there is an enormous demand for hardwoods in Europe. The furniture factories in France, Spain, Italy and other countries are several years behind and expect to buy abnormal quantities of raw material to catch up with their production. There is also a great demand for hardwoods in Europe for interior finish in homes and business offices.

"The black walnut, which played such an important part in the war and the scarcity of which caused a great deal of anxiety to the War Department, is a particularly good case in point. Our black walnut if properly handled could provide a continuous annual cut of from 40,000,000 to 50,000,000 feet a year, which was about the average peace-time cut. The heavy drain on the walnut during the war has reduced greatly the merchantable supply. A peculiar feature of our black walnut stands is that there is a great scarcity of young trees below 6 and 8 inches in diameter. With the exhaustion, therefore, of the merchantable supply there will come a sudden drop in the supply of black walnut in this country. If there were

no export of black walnut at all, it would take about 100 years for the stands to recover from the war effects sufficiently to meet the pre-war demands. Left, however, to the free play of the economic law of demand and supply, our export trade will soon rise again, with the inevitable rapid exhaustion of the supply. Meanwhile the Germans announce that they are planning to plant black walnut on a large scale."

#### STEAM SHOVEL NO. 1 HANDLES 11,528 CUBIC YARDS OF MATERIAL.

Eleven thousand five hundred and twenty-eight cubic yards of gravel were handled by steam shovel No. 1 working a double shift at Girdwood in the Turnagain Arm district during the week ended August 9, according to reports submitted to William Gerig, engineer in charge of the Anchorage Division of the Government Railroad.

Twelve hundred and fifty-eight cubic yards was the maximum daily output of shovel No. 1 and was handled by the night shift, Engineer Hovey, on August 3.

Steam shovel No. 7 was working in rock in Mile 16 on the Matanuska branch and made satisfactory progress during the week.

#### WEEKLY FORCE REPORT.

##### Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, August 2, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	5	1	7
Land and Industrial .....	0	2	0	2
Bridge Engineer .....	1	1	0	2
Drafting .....	0	4	0	4
M. of W. Shops and Yards .....	2	6	41	49
Track, Bridge and Ballast .....	2	8	407	417
Receiving and Forwarding Agt. ....	1	3	26	30
Machine Shop and Round House .....	1	3	56	60
Marine Ways .....	1	1	36	38
Stores and Material Yard .....	1	10	59	70
Employment Bureau and Ter- minal Mess .....	1	2	14	17
Transportation .....	1	10	48	59
Disbursing Office .....	1	5	0	6
Accounting .....	1	10	0	11
Base Hospital .....	1	2	9	12
Townsite .....	0	1	6	7
Telegraph and Telephone .....	1	6	33	40
Mining .....	2	5	108	115
Location Surveys, Broad Pass .....	1	2	30	33
Total .....	19	86	874	979

#### DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements of the office of the Anchorage Division of the Alaskan Engineering Commission for the week ended August 7, 1919, totaled \$66,773.63. Salaries and wages were \$64,447.57; purchase orders, \$586.00; compensation, \$113.88; other expenses, \$1610.68, and special deposit account \$15.50.

Every time you buy a War Savings Stamp you drive another rivet into your ship of prosperity.



### ENGINEER MAINTENANCE OF WAY MAKES REPORT FOR MONTH OF JULY.

Ninety-two thousand and five cubic yards of material were handled by two steam shovels during the month of July, according to the report of F. A. Hansen, engineer of maintenance of way, to William Gerig, engineer in charge of the Anchorage Division of the Government Railroad. Shovel No. 1 working at Girdwood in the Turnagain Arm district handled 52,412 cubic yards during the period reported. The material was used for filling on the Seward Division south of Kern. Steam shovel No. 7, working at Sunshine and at Mile 223 in the Talkeetna district, handled 39,593 cubic yards, which were used in bank widening and ballasting between Montana and Talkeetna.

Eleven thousand five hundred and ten cubic yards of rock and mud were cast over by the ditcher working at Indian in the Turnagain Arm district during the month, according to the report.

Forty-five thousand nine hundred and fifty feet of track on the mine line of the Government Railroad north of Anchorage were laid during the month between station 10011 plus 70 at Talkeetna and station 10471 plus 20 at Mile 236. Track was laid by hand as far as station 10045 and by the track layer between this station and station 10471 plus 20. One thousand feet of side track were laid between station 10229 and station 10247. A spur track approximately 1000 feet in length was laid at station 10254 plus 73 and one 618 feet in length was put in at station 10465 plus 10.

One hundred and sixty-nine piles aggregating 6724 lineal feet were rafted in to Anchorage during the month from the south shore of Turnagain Arm. The piles were brought in to Anchorage in four rafts.

Two hundred and twenty-six piles were driven for the new ocean dock at Anchorage during the month and 10 were driven for the bulkhead to be used to protect the mole. Pile driving on the bulkhead was begun July 31.

Nine thousand six hundred and eighty-three railroad ties were loaded at Indian in the Turnagain Arm district by extra gang No. 2 with a locomotive crane. Eleven thousand one hundred and eighty-four ties were loaded by this gang at the Knik River bridge and later shipped to Talkeetna for use in connection with the track-layer. Eleven thousand seven hundred and fifty ties were piled and are in readiness for loading at the Knik River bridge. The gang was moved to Talkeetna on July 30 and loaded 227 thirty-two foot poles for use in the construction of snow-sheds in the Turnagain Arm district.

A temporary gravity water supply system was installed at Chickaloon during the month. The system consists of a six-inch wood pipe line, 320 feet in length and buried approximately six feet in the earth. About one-third of the line is buried in solid rock. The system is so constructed that water runs through the pipe continuously. When water is required for engine use a valve below the standpipe is closed, thus forcing the water through the spout. When not supplying water to engines the supply is permitted to waste in the river. Three small tanks have been erected for emergency use.

A gang of 15 men for getting out snowshed timber was organized and sent to the Beluga River country under the foremanship of Lee Fraser.

A gang of 20 men under Foreman L. O. Nyberg was sent out from Anchorage to Bird on July 27 to get out piles for use in the construction of the new ocean dock.

Frank Daniels, accompanied by 25 men, was sent to

Indian River on July 30 for the purpose of building a wagon road from Indian River to the summit of Broad Pass.

George Chantes & Co., grading contractors, completed their contract at Mile 233 on July 20.

### MASTER MECHANIC MAKES REPORT OF WORK ACCOMPLISHED IN MECHANICAL DEPARTMENT.

The installation of the one-ton jib crane in the roundhouse air room was completed July 26, and the work of constructing the lye vat for use in the roundhouse was 80 per cent complete on the same date, according to the report of E. P. Hedberg, master mechanic.

The work of overhauling engine No. 265 was 85 per cent complete and the work of assembling the new Panama locomotive No. 601 was 60 per cent complete, according to a report. Pile driver No. 6 was converted during the week into a derrick car. A boiler and pump from the dredge are being fitted up for a temporary water station at Girdwood.

General repair work was done in the boiler shop, blacksmith shop, car and carpenter shop and tin shop during the week.

Engine service furnished during the week was as follows: Mixed train service: Engine No. 264, seven days; engine No. 266, six days; engine No. 277, six days; engine No. 221, six days; engine No. 224, three days; engine No. 242, three days. Engine No. 221 in work-train service was double-shifted six days; engine No. 224, three days; engine No. 242, three days. Switch service: Engine No. 225, five days; engine No. 224, one day. Running repairs were made to engines Nos. 224, 225, 242 and 620.

Practically all of the coal furnished to the power plant during the month of July was the grade known as "Eska" and the average daily consumption during this period of time has been approximately 11½ tons.

The daily average coal consumption for the month of July at the townsite pumping plant has been approximately 3½ tons.

### WAR DEPARTMENT ISSUES STATEMENT GIVING BATTLE DEATHS IN GREAT WAR.

Seven million four hundred and fifty-nine thousand belligerent soldiers were killed during the Great War, according to figures compiled by the War Department from the most reliable information obtainable.

This number of battle deaths for all belligerents is divided as follows:

Russia, 1,700,000; Germany, 1,600,000; France, 1,385,000; Great Britain, 900,000; Austria, 800,000; Italy 330,000; Turkey, 250,000; Serbia, 125,000; Belgium, 112,000; Rumania, 100,000; Bulgaria, 100,000; United States, 48,000; Greece, 7000; Portugal, 2000.

Total deaths in the United States army was 112,422, and the total number of wounded Americans, 236,000. Two of every three American soldiers who reached France took part in battle.

The Americans fought 13 battles for 200 days. America's cost of war to April 30 of this year was \$21,850,000,000. The total armed force, including army, navy and marine corps, was 4,800,000, and of these 2,086,000 went overseas. The number who fought in France was 1,390,000.

### PERSONAL

C. R. O'Neil, employed at Chickaloon as a timekeeper, with Mrs. O'Neil, were visitors in Anchorage during the past week. They returned home on Monday's train.

L. O. Nyberg, foreman of the piling camp located at Bird in the Turnagain Arm district, was a visitor in Anchorage over Sunday, returning to his work early Monday morning.

James McDonald, employed during the summer with the Secrest Locating party working between Indian River and Jack River in the Broad Pass country, arrived in Anchorage last Thursday.

Mrs. George E. Bailey, the wife of George E. Bailey, pump foreman with headquarters at Matanuska, was in Anchorage last week. Mrs. Bailey arrived from her home on Tuesday's train and returned Wednesday morning.

R. D. Thompson, accountant in the general offices at Anchorage, was successfully operated on last week for appendicitis by Dr. J. B. Becson at the Government Hospital. Mr. Thompson expects to leave the hospital for his home during the present week.

Miss Ernestine Wheelock, accompanied by Miss Maxine Gerber and Miss Geraldine Gerber, daughters of M. L. Gerber, draftsman in the Anchorage office, made the round trip to Talkeetna last week. They departed from Anchorage on Wednesday and returned Thursday afternoon.

William Gerig, engineer in charge of the Anchorage Division of the Government Railroad, and F. A. Hansen, engineer of maintenance of way, departed from Anchorage yesterday morning on an inspection trip of the Turnagain Arm district. A gasoline car was used to make the journey. They returned to Anchorage late Monday evening.

Sumner S. Smith, resident mining engineer, in charge of the coal mining operations of the Alaskan Engineering Commission in the Matanuska coal fields, accompanied by Mrs. Smith and son Sumner S. Smith, jr., were visitors in Anchorage last week. They came down from their home at Eska on the regular train Saturday and returned Monday morning.

Theodore Chapin, in charge of the Anchorage office of the United States Geological Survey, suffered a broken arm last Wednesday while engaged in professional work in the Willow Creek district. The broken bone was set at the Spaulding Hospital located near the Gold Bullion mine. Mr. Chapin, who was accompanied by Mrs. Chapin, returned to Anchorage on Saturday's train.

Max J. Kuney returned last week from a trip to Indian River where he had been sent for the purpose of reporting on a wagon road being built from Indian River to the summit of Broad Pass. After a brief stay in Anchorage Mr. Kuney departed for Turnagain Arm, where he will be employed the remainder of the season in engineering work in connection with the construction of snow sheds.

### Anchorage Division Notes.

Seven hundred and ten and one-tenth tons of coal were mined at the Eska mine and 81 men were on the payroll during the week ended August 2, according to the report of Sumner S. Smith, resident mining engineer, with headquarters at Eska. Work at the Eska mine during the week reported consisted of continued driving of the

Shaw West and the Emery East tunnels, churn drill operations and general prospecting. At the Chickaloon mine 7.2 tons of coal were mined and 34 men were employed. The work of driving the 2nd East, the 2nd West and the "F" West tunnels was continued.

Sixteen pieces of marine equipment were repaired, painted, caulked or launched during the month of July at the marine ways department of the Alaskan Engineering Commission, according to the report of A. O. Adams, port engineer at the ways, to William Gerig, engineer in charge of the Anchorage Division of the Government Railroad. A new platform was built on which to repair speed cars; cavels were made for docks and barges; general repairs were made to docks, ways and buildings; gears were kept in running order, and rollers were made for the sawmill in operation in the Turnagain Arm district, according to the report. Repairs were also made to pile driver No. 5 and the water tank on car No. 2070 was repaired and caulked.

Two local telephones were installed and one was disconnected in Anchorage by the telegraph and telephone department of the Alaskan Engineering Commission, during the week ended August 2, according to the report of J. J. Longacre, acting superintendent of the department. Two long distance telephones were connected, one was disconnected, four were moved and three were changed by the department during the week. Nine loop miles of wire were strung and three miles of the pioneer line were taken down between Mile 199 and Mile 202, according to the report. A test station was installed at Caswell. The telephone line construction crew has been transferred from the main line north of Anchorage to the Turnagain Arm district and are now located at Mile 83. Four loop miles of the pioneer line were taken down between Mile 81 and Mile 85. The iron line was cut at Mile 54, which terminates the local from the Seward line at this mile. The Anchorage-Kern local line has been extended by this cutting and all local telephones are now direct.

### OVER THOUSAND FEET OF BLUE PRINTS MADE IN JULY BY DRAFTING OFFICE.

One thousand one hundred and seventy-nine square feet of blue prints and 54 square feet of Van Dyke prints were made in the Anchorage office of the drafting department of the Alaskan Engineering Commission during the month of July, according to the report of D. D. Vint, chief draftsman, to William Gerig, engineer in charge of the Anchorage Division.

The following work was accomplished by the drafting department during the month, according to the report:

Daily weather report copied and forwarded to Juneau and same platted on chart; progress map showing work completed to date; table showing grade lengths on Anchorage Division; location of structures and sidings shown on consolidated profile; progress profile brought up to date; plans for converting house No. 29 into three apartments; plans showing changes made to old hospital building and social hall in terminal yards; platting cross-sections of snow-slide section, station 1229 to 1231 plus 50; topographical map, northwest portion unit No. 12 at Eska; putting line changes and location of mile posts on original map, Sheep Creek to Indian River; platting section and figuring same showing amount of rock dumped and amount remaining to be dumped to bring fill up to grade for bridge No. 18; tracing made of completed dock plans and keeping progress of same up to date.

# ALASKA RAILROAD RECORD



VOL. III. ANCHORAGE, ALASKA, TUESDAY, AUGUST 19, 1919.

NO. 41

## COL. F. MEARS AND PARTY DUE IN SEWARD THIS WEEK.

Col. Frederick Mears, chairman and chief engineer of the Alaskan Engineering Commission will arrive in Seward Thursday on the steamer Alameda, according to telegraphic advices received by William Gerig, engineer in charge of the Anchorage Division of the Government railroad. Mrs. Mears and four children are accompanying Col. Mears.

Thomas Riggs, jr., governor of Alaska, and Mrs. Riggs; and Mr. and Mrs. Coudert, the parents of Mrs. Riggs, boarded the S. S. Alameda at Juneau and will accompany Col. Mears and party to Seward and Anchorage.

Government officials and railroad men of national renown are making the trip with Col. Mears for the purpose of personally inspecting the work already accomplished by the Alaskan Engineering Commission. The names of the members of the official party are John W. Hollowell, assistant to the Secretary of the Interior, and Mrs. Hollowell; Dr. Alfred H. Brooks, head of the United States Geological Survey; Col. George L. Slade, vice-president of the Northern Pacific Railway; Mr. S. M. Felton, president of the Chicago Great Western Railway; Mr. Ralph Budd, vice-president of the Great Northern Railway and Mr. George H. Gamble, clerk in the Washington office of the Alaskan Engineering Commission.

Col. Mears and the railroad and the Government officials will leave the S. S. Alameda at Seward and will make the journey from Seward to Anchorage over the railroad. Mrs. Mears, Mrs. Riggs, Mrs. Hollowell and Mrs. Coudert will remain on the S. S. Alameda until the vessel arrives at Anchorage.

## ONE HUNDRED AND TWO PILING DRIVEN FOR NEW DOCK DURING PAST WEEK.

One hundred and two piling were driven for the new Anchorage dock and 138 piling were driven for the bulkhead, during the week ended August 16, according to the report of F. A. Hansen, engineer of maintenance of way, to William Gerig, engineer in charge of the Anchorage Division of the Government Railroad. Forty-nine piling, aggregating 3322 lineal feet, were brought to Anchorage from Bird Creek in the Turnagain Arm district on August 15, according to the report.

Extra gang No. 5 working in Mile 56 with slip scrapers handled approximately 30 cubic yards of material per

team per day. By cutting a new channel about 300 feet from the railroad grade the flood water has partially receded from the track and on August 18 there were only two places between Mile 56 and Mile 59 where the water was running over the rails. At these places the water is about an inch over the surface of the rails.

Extra gang No. 3 is surfacing track and renewing railroad ties between Mile 62 and Mile 64.

The camp to accommodate the employees of the maintenance of way department engaged in constructing the snowsheds at Mile 76 has been completed and the employees departed from Anchorage yesterday morning. The first work to be done will consist of building a foundation for the sheds.

Two thousand four hundred and sixty cubic yards of material were cast over by the ditcher working between Anchorage and Potter during the week.

Extra gang No. 2 was engaged during the week in unloading railway equipment, consisting of nine cars of steel two cars of fittings, and two cars of bridge material, at Talkeetna. This gang also loaded snowshed poles at Mile 233 for shipment to the Turnagain Arm district.

## WORK OF BUILDING WAGON ROAD IN BROAD PASS DISTRICT PROGRESSES.

Notwithstanding the fact that funds available for construction work in the Fairbanks Division will not permit of a start on the wagon road to connect the ends of steel, the work of building the road is steadily going forward from the Anchorage end in the Broad pass, and the first part of the winter should find a splendid double-ender trail ready for traffic between Nenana and Anchorage, according to advices received this week from Nenana.

Word has been brought to Nenana by late arrivals over the Broad Pass trail that the Secret surveying party, which is engaged in locating the route of the Government Railroad north of Indian River, is building a wagon road at the same time. This road has now reached a point 16 miles north of Indian River.

The main camp of the party is now located about five miles south of the Broad Pass summit, with smaller camps ahead of the work and some behind, engaged in the bridge and road work. The advance party has reached a point about 10 miles north of the summit and a fairly good horse trail has been cut that distance toward Nenana, to be transformed later by the rear party into a good road. Fairly substantial bridges are being con-

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.19.



structed by the road gang, and the swamps are being corduroyed.

The Seerest party left Anchorage on May 28. The journey from Anchorage to Talkeetna was made by train, and from Talkeetna to Indian river by boat, the Commission's gasoline power boat Betty M. being engaged in regular traffic between these points. The first camp was established at Indian River and the party spent some little time investigating a new crossing of the Susitna River. The party then went to the east fork of the Chulitna River, from which point the location work started toward Broad Pass and the Interior.

The party numbers about 36 men, headed by T. W. Seerest, and 26 pack-horses are being used in connection with the work. The members of the party include: E. R. Hinnant, field boss; Donald McDonald, draftsman; B. C. Welte, draftsman; George Cowgill, transitman; W. Anderson, levelman; J. T. Kelsay, head chainman; A. Klaiser, rear chainman; W. DeJohn, chainman; Gus Schogl, level rodman; Robert McDonald, topography rodman; Wm. Stolt, stakeman; Roscoe Bauman, rear flagman; George Rose, C. E. Waite, Matt Gasper, J. E. Coughlin, A. Dahl, G. Dahl, George Green, George Partin, H. V. Reardon, Frank Butterfield, Nick Boyer, J. Coffey, R. Frost, Ed. Maddox, Frank Wells, Lon Wells, J. McDonald, and Luke Ying, cook. Several members of the party are returned soldiers.

The original objective of the party was Carlo creek, but it is now the intention of the Commission to let the coast surveyors continue on to the Nenana canyon and the end of steel in this division, or wherever the Mills party, which is working from the Interior end, is met. The Mills party is now approaching the canyon from the point of starting near the Singleton roadhouse.

#### CHAIRMAN OF SHIPPING BOARD PLANS ON SELLING MERCHANT MARINE VESSELS.

Ships built under the management of the United States Shipping Board should be disposed of to American citizens and operated by them under a certain governmental control, according to Edward N. Hurley, chairman of the board, who in a speech delivered recently in New York City outlined the plans of the Shipping Board for the sale and operation of the Merchant Marine.

Mr. Hurley's speech in which for the first time his recommendations are given publicity, is in part as follows:

"At the time of the signing of the armistice, we had 341 shipyards practically completed and a total of 1284 launching ways. This is more than double the number of yards owned by all the rest of the world combined.

"On March 1, of this year, the United States Shipping Board completed the first year and a half of its existence. During those eighteen months it has added to our merchant marine a total of 619 wood and steel vessels aggregating 3,640,406 deadweight tons.

"This is a world record in construction. It needed to be. If Great Britain had gone under, the war would have been ended before we could have gotten into it. It was during those dark days that it was stated in the house of commons that if submarine losses continued to be sustained without replacement, Great Britain would be in deadly danger within six months, and ruined in nine.

"The United States Government now owns 555 ocean-going steel cargo ships aggregating 3,385,475 deadweight

tons. In addition it has under contract 1336 similar vessels of 9,275,006 deadweight tons. If our present program be carried out, there will be under the American flag next year 16,732,700 deadweight tons of ocean-going steel cargo and passenger ships. This fleet will be the equivalent of almost half the merchant tonnage which plies the seas today under the flags of all nations combined. The Government will own about 70 per cent of it.

"A careful consideration of the question of disposing of the ships now owned by the Government has led me to the conclusion that the ships should be sold to and operated by American citizens under no restrictions other than the terms of the bill of sale and the fixation of maximum freight rates, either as provided in Section 18 of the Act approved September 7, 1916, or as may be agreed by the Government and the operator in specific instances.

"The ships should be sold at a price which fairly reflects the current world market for similar tonnage.

"Twenty-five per cent of the purchase price of each ship should be paid down, the remainder falling due and payable in graded annual installments over a period not exceeding 10 years. The Government should take and hold a mortgage for the unpaid balance, charging interest thereon at the customary commercial rate of 5 per cent. One-fifth of this interest, representing the difference between the customary Government interest of 4 per cent and the customary commercial rate, should be paid into a Merchant Marine Development Fund to be described hereafter.

"The purchaser should be required to agree to insure and keep insured with an American Marine Insurance Company, his equity in the vessel, and because the American marine insurance market has not at present sufficient resources to underwrite all the vessels the Government has to sell, the Government should carry in its own fund, as at present, but for purchaser's account, hull and machinery insurance covering that part of the vessel for which payment has not been made. Our experience in operation shows that the Government can carry this insurance for at least 1 per cent less than the open market rate. However, it is proposed that the open market rate be charged, and that the difference be paid into the Merchant Marine Development Fund.

"It is understood that no transfer of a vessel to foreign registry should be permitted without express permission of the Government.

"Each purchaser who wishes to operate in the foreign trade should be obliged to incorporate under Federal charter, the necessary legislation for which should be passed by Congress without delay. Such a charter should provide that no stock shall be issued in excess of the money value actually paid in on vessel property, and that no stock can be issued or transferred to an alien.

"It should also provide that one member of the Board of Directors for each company shall be named by the Government. This director should draw no salary, either from the steamship corporation or from the Government. He should receive only the customary director's fee for each meeting he attends.

"The same legislation should provide for periodical meetings of these Government-named directors, in the City of Washington, where they will constitute an official body which will confer with and advise the Shipping Board, or other designated Government agency, upon problems arising in, or questions affecting the welfare of the American Merchant Marine, including the administra-

tion of the Merchant Marine Development Fund.

"This fund, drawn from the sources previously indicated, should be used to relieve such financial difficulties as may be encountered in the development of an adequate and well-balanced American Merchant Marine. For instance:

"It is foreseen that a number of trade routes important to the immediate or future welfare of American commerce must be established and developed. Some of these routes may not yield steamship operating profits until their existence shall have attracted an increased volume or better balance of trade. Revenue derived from the carriage of mail, and possible fees for the training of seamen and cadet-officers, may partly compensate losses incurred on these routes. Still, in cases where the Government sells a ship upon condition that it be operated in a route which may not prove profitable at once, it will be necessary to provide for the payment of defaulted interest from the Merchant Marine Development Fund, in the discretion of the Shipping Board or other Government agency, upon recommendation of the Board of Government Directors, until such time as the route may begin to yield profit. When the ships in the route earn their annual interest rate and a profit, one-half the profit earned each year should be paid into the Merchant Marine Development Fund until all moneys drawn from the fund on account of the vessel in question shall have been replaced. The other half should go annually to the steamship stockholders.

"Such vessels cruising in routes which fail to prove susceptible of profitable development and which do not serve any purpose of the Government of the United States, may be transferred by the Government to other routes. However, should the Government become convinced that any vessel has failed to make expenses solely or chiefly because of incapable management, it may foreclose its mortgage on that vessel.

"On the basis of one billion dollars' worth of ships, the Merchant Marine Development Fund would be fourteen million dollars. This amount, investigation convinces me, would be more than sufficient to care for all deficiencies likely to develop during this period.

"Until sold under the terms just stated, all vessels should remain the property of, and should be operated by, the Government of the United States."

#### ENGINEER IN CHARGE OF SEWARD DIVISION REPORTS ON RAILROAD ACTIVITIES.

Three thousand and seventy cubic yards of gravel were excavated by Marion steam shovel No. 3 working on job No. 28 in Lowell Creek in the Seward Division of the Government Railroad, during the period between August 4 and August 6, according to advices received from W. J. Weir, engineer in charge of the Division. The material excavated was used for bank widening in the Seward terminal yard. Job No. 28 was completed on August 6 and the steam shovel was moved on August 10 to Mile 35.

A small carpenter crew with piledriver No. 3 completed the construction of 15-foot open-deck culvert and one double-track 15-foot open-deck culvert in Mile 34 on August 5. The driver was then moved to Mile 20 and the work of driving the piles for a 75-foot trestle was started.

Sakenoff & Co. have scratch work in connection with their grading contract in Mile 32 and the work was about

50 per cent completed on August 9. Grand & Co. in Mile 27 are engaged on rock work, making a fill across an arm of Trail Lake. Some difficulties are being encountered in making this fill on account of the nature of the ground on which it is being built.

The station gangs engaged on the work of enlarging tunnels Nos. 2 to 7 inclusive and the eight station gangs on grading work between Mile 47 and Mile 52 are making satisfactory progress.

Bridge No. 100 was driven during the week ended August 9. All trestles from Mile 54 to Korn Creek in Mile 71 are now driven and decked. The crews formerly engaged on this work have been diverted to snowshed construction in Mile 54. Two concrete piers for bridge No. 81 in Mile 52 were erected and the forms and foundation for the remaining five piers are under way. The foundation for seats for the temporary truss for construction of bridge No. 80 in Mile 52 was excavated during the week. One 28-foot trestle spanning Bridge No. 62 in Mile 47 was completed during the week reported. The foundation excavation for bridge No. 70, in Mile 48 and for bridge No. 72 in Mile 49 have been begun.

Light running repairs were made to engines Nos. 10, 11, 278 and 285 by the mechanical department during the week. Heavy emergency repairs were finished on engine No. 21 and the engine has been placed in service. Considerable repair work consisting of boiler testing, new staybolts and heavy repairs to dipper were made to Marion shovel No. 3. The erector derrick car was finished and was placed in service. Six Panama flat cars were converted into gondolas by the carpenter force, one bunk car was finished and good progress was made on the construction of the new caboose. Good progress was made by the painting gang on the shop buildings.

The payroll force for the week reported was 657.

#### PROCLAMATIONS ISSUED EXCLUDING LANDS FROM FOREST RESERVES.

Upon the recommendation of Franklin K. Lane, Secretary of the Interior and Secretary of Agriculture Houston, the President on June 19 signed proclamations excluding scattered tracts of non-forest land from the Tahoe National Forest, in California and Nevada, and La Salle National Forest, in Utah, and restoring the public lands therein, subject to such disposition, to homestead entry in advance of settlement. Such lands will become subject to entry only under the homestead laws requiring residence at and after 9 o'clock a. m., August 21, and to settlement and other disposition on and after August 28, 1919.

There will be so restored approximately 16,000 acres in eastern California, chiefly surveyed, and 1000 acres in Washoe County, Nevada, all surveyed, which are reported to be non-agricultural lands and to have a very limited value for grazing purposes, and about 7320 acres in San Juan and Grand Counties, Utah, chiefly surveyed and over 1000 acres withdrawn for coal classification and subject to surface homestead entry only. It is reported that one-third of these Utah lands is suitable for dry-farming and the remainder for grazing purposes.

Do you want to work for nothing? Then don't throw away the results of your work in trifling expenditures. War Savings Stamps are a solid, growing return.

# 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.

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

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. All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

## OFFICIAL CIRCULAR

Anchorage Division.

### CONCERNING HOSPITAL EQUIPMENT NOT IN USE.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Aug. 14, 1919.

#### TO ALL CAMPS AND GANGS:

Medicine chests, crutches and all other loaned hospital equipment should be returned to the base hospital, Anchorage.

Much of such equipment is now in the field and on account of a shortage should be returned at once.

J. B. BEESON, Chief Surgeon.

### MASTER MECHANIC REPORTS ON WEEKLY ENGINE SERVICE IN ANCHORAGE DIVISION.

Engine service furnished during the week ended August 9, according to the master mechanic's report, was as follows: Mixed train service, engine No. 275, six days; engine No. 221, one day. Work train service, engine No. 266, seven days; engine No. 277, seven days; engine No. 224, seven days; engine No. 242 five days; engine No. 264, five days; engine No. 221, three days. Engine No. 221 double-shifted three days; engine No. 224, double-shifted three days; engine No. 242, double-shifted four days; engine 264 double-shifted five days. Switch service, engine No. 225, five days.

Running repairs were made during the week to engines Nos. 221, 224, 225, 242, 247, 264, 275 and 620.

The work of overhauling engine No. 265 remains 85 per cent complete and the work of assembling the new Panama locomotive is 65 per cent complete, according to the master mechanic's report.

The daily average coal consumption during the week reported at the power plant was approximately 12 tons and at the townsite pumping station, four tons.

### LIVELY SALES OF WAR SAVINGS STAMPS REPORTED BY DISBURSING OFFICE.

Three thousand three hundred and thirty-three dollars and ten cents worth of War Savings Stamps have been sold to employees of the Anchorage Division of the Government Railroad since August 1, according to an announcement made by R. D. Chase, special disbursing

agent of the Alaskan Engineering Commission, in charge of the sale of Savings Stamps to Government employees.

Eight hundred and ninety-one stamps were sold for this amount. The sales were made by Mr. Chase to employees at the window of the disbursing office. The new arrangement whereby the stamps purchased may remain in the hands of E. McPhee, postmaster at Anchorage until such time as the purchasers desire to take personal charge of them, has proved very popular with the Government employees and it is expected that increased sales will be made during the remainder of the year.

The price of the stamps this month is \$4.19.

### LARGE QUANTITY OF FIRST CLASS MAIL REACHES ANCHORAGE FROM SEWARD.

Seven sacks of first-class United States mail arrived in Anchorage last Thursday afternoon from Girdwood, where it had been brought from Seward by means of the Government Railroad, according to E. McPhee, postmaster at Anchorage.

Considerable difficulty was experienced in getting the mail across the stretch of track at Mile 45 which was partially washed out by the recent flood waters prevailing in this section. The mail was brought by means of hand cars from Mile 45 to Girdwood at which point it was picked up by a gasoline speeder and brought to Anchorage.

### WEEKLY FORCE REPORT.

Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, August 9, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	5	1	7
Drafting .....	0	4	0	4
Bridge Engineer .....	1	1	0	2
Land and Industrial .....	0	2	0	2
M. of W. Shops and Yards .....	2	6	40	48
Track, Bridge and Ballast .....	2	8	460	470
Receiving and Forwarding Agt..	1	3	0	13
Machine Shop and Roundhouse	1	3	55	59
Marine Ways .....	1	1	36	38
Stores and Material Yard .....	1	10	57	68
Employment Bureau and Ter- minal Mess .....	1	2	14	17
Transportation .....	1	10	57	68
Disbursing Office .....	1	5	0	6
Accounting .....	1	10	0	11
Base Hospital .....	1	1	10	12
Townsite .....	0	1	6	7
Telegraph and Telephone .....	1	6	27	34
Mining .....	2	5	108	115
Location Surveys, Broad Pass	1	2	30	33
Total .....	19	85	910	1014

### DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements of the office of the Anchorage Division of the Alaskan Engineering Commission for the week ended August 14, 1919, totaled \$46,029.85. Salaries and wages, \$43,469.57; purchase orders, \$1405.68; construction contracts, \$410.60; compensation, \$122.88; other expenses, \$581.12, and special deposit account, \$40.00.



### WHY THE GOVERNMENT NEEDS THE AID OF THE SMALL INVESTOR.

In order to show the reasons why the wage earner and the small investor should aid the Government in the matter of purchasing War Savings Stamps, the Savings Division of the United States Treasury has prepared the following article:

Suppose we liken the total income of the United States to 65,000,000,000 gallons of milk, which is produced during the year and placed in a huge tank or reservoir from which it is drawn as needed. Suppose that A and others similarly situated have tickets entitling them to 1000 or more gallons each; B and others similarly situated have more tickets, and so on up the scale. Those with small incomes are much more numerous than those with large incomes, so that the total amount controlled by those with tickets entitling them to 5000 or more gallons each is less than 15,000,000,000 gallons. Suppose further that the Government must secure 18,000,000,000 or 20,000,000,000 gallons within the year. How could it get it? Evidently, not entirely from those having incomes of 5000 gallons or more each.

If the more well-to-do would save all they could and furnish the Government with funds by buying bonds and savings stamps and by paying taxes, and if those with smaller incomes would do likewise, together they might be able to save enough for the use of the Government and at the same time furnish it with funds to buy what they saved. But if many of them, either rich or less well-to-do refused to do their part they would force others to do more than their share and they might force the Government to print more tickets or to have the bank print more tickets which they could be urged to loan to the Government.

Suppose the Government got people to save and furnish it with funds to the extent of 10,000,000,000 tickets (or dollars), which could be exchanged for 10,000,000,000 gallons but found difficulty in getting the additional 8,000,000,000 or 10,000,000,000 needed. By creating 10,000,000,000 or 12,000,000,000 extra tickets or causing the banks to do what amounts to the same thing for it, it could bid against the other holders of tickets and get what it needed. True, there would now be 75,000,000,000 or 77,000,000,000 tickets (or dollars) as counters against 65,000,000,000 gallons of milk instead of 65,000,000,000 tickets as at first. More tickets but no more milk.

This would mean that each ticket is now good for less than a gallon of milk, and the holder of 1000 tickets, instead of getting 1000 gallons, would get only about sixty-five seventy-fifths of that amount. In terms of tickets, or dollars, his income is unchanged, but in terms of purchasing power he has less. Because he and others were not willing to save and furnish the funds the Government needed voluntarily, the Government would be forced to adopt measures which would result in making him save whether he will or no—that is, make him do without, because his wages or salary won't buy so much. By such inflation the Government would force people to help it in proportion to what they buy rather than in proportion to what they can afford to pay. The latter is the fairer method, but the Government would have been forced to use the former, because the people had been unwilling to help it voluntarily in proportion to their ability.

Thus we see that people of small means should buy war-savings stamps and invest in Liberty loans, first, because every citizen of the United States should help ac-

cording to his means; second, because the total income of well-to-do people is insufficient to meet the Government's needs; third, because if people of small means do not help voluntarily they force the Government to adopt means which are really a heavier burden in the long run than if they had saved and helped voluntarily.

Hon. R. C. Leffingwell, Assistant Secretary of the Treasury, in his address before the recent Washington conference between the 12 Federal Reserve district directors of savings and the Savings Division of the Treasury Department, spoke of the importance of having small investors help finance the Government, because if reliance were placed wholly in those capable of buying large amounts of bonds there might be a resulting inflation of the currency.

Many will ask "Why will it cause inflation if small investors do not help, and why is inflation harmful, anyway?"

The most careful estimates we have placed the total income of the United States at about \$30,000,000,000 in 1910, at \$40,000,000,000 to \$50,000,000,000 at the time we entered the war in 1917, and at \$60,000,000,000 to \$70,000,000,000 in 1918. The rapid increase was due in part to an actual increase in physical output variously estimated at from 15 to 30 per cent, and still more to higher prices which caused a writing up in monetary terms. Our most accurate statisticians have calculated that if the Government took all the income of all the well-to-do—say, of all those receiving incomes of over \$5000 when the war broke out—the sum total would not be equal to the \$18,000,000,000 or more required for the current year. This is on the assumption of leaving nothing even for the living expenses of the well-to-do. From this it is evident that something must be secured from small investors.

This may be done in two ways. First, people of smaller means may save to pay taxes or to buy Government bonds and savings stamps. This furnishes the Government with money to buy needed supplies and services. Or, second, if the people are unwilling to save for the Government, it is forced to adopt an inflation policy, for it must get what it needs in some way, if not in the best way.

To understand what is meant by an inflation policy we must remember that what the Government needs ultimately is goods and services; that money is a medium of exchange, a counter, a meal ticket, so to speak. The Government needs money only as a means of getting the goods and the services of men and women. If people save and with their savings buy bonds or stamps, or pay taxes, there are goods and services left for the Government's use, and it is also provided with dollars or counters to secure these goods and services.

But if people don't voluntarily save and supply the Government with funds, the Government is forced to create, through the banks and otherwise, more dollars or counters with which it can get needed supplies of existing goods and services. This creation of more dollars or counters of course does not increase the quantity of goods or the number of workmen in the United States.

### SECRETARY DANIELS TALKS BY RADIO PHONE WITH SEAPLANE 150 MILES DISTANT.

Seated at his desk in his office in the State, War and Navy Building, Secretary Daniels recently talked by radio phone to the pilot of a seaplane in flight approximately 150 miles from Washington. The Secretary asked questions and received replies from Ensign Harry Saden-

water, who was piloting the seaplane, the last remark "caught" by the Secretary being the ensign's statement that he was then about 150 miles away. The test was made with a seaplane on a flight from the capitol to Hampton Roads.

This is believed to be the first time that telephonic communication with airplanes at such long range has been accomplished, although communication at short distances and in formation flying has been carried on in the past.

#### Ordinary Desk Telephone Used.

A further interesting detail in connection with this communication is that any commercial telephone may be used, not only for transmission, but also for reception from the seaplane. Heretofore it has been necessary for officials who desired to communicate with airplanes in flight to be with the apparatus at the radio station itself, and this is the realization of the commanding officers being personally in touch with seaplanes on long-distance patrol at sea.

The apparatus used was the Secretary's commercial desk telephone connected through the Navy Department central and the Navy Yard exchange in the usual manner and a standard air station telephone transmitter located in the Navy Yard. The apparatus at the Navy Yard was designed by the General Electric Co., under the direction of the Bureau of Steam Engineering, from which was radiated 10 amperes in the antenna. This is the largest tube transmitter which has been designed for commercial use in the United States.

#### Apparatus on the Seaplane.

The apparatus on the seaplane is the largest telephone transmitter in use in the aviation service and is as light in weight as many other designs of much smaller power. The receiving apparatus used in the plane and in the receiving station at the yard was designed and manufactured at the Navy Yard under the direction of the bureau.

#### FIGURES SHOWING TOTAL AMOUNT OF WORK ARE COMPILED BY ENGINEER IN CHARGE.

Figures showing the amount of work accomplished on the Anchorage Division of the Government Railroad since the commencement of work by the Alaskan Engineering Commission up to July 31, as well as figures showing the amount of work accomplished during the month of July, have been compiled in the office of William Gerig, engineer in charge of the Anchorage Division.

The percentage shown in the right hand column denotes quantities transferred from the Seward Division to the Anchorage Division, covering the distance from Mile 70.8 to Mile 79, and are included in column 2.

The tabulated statement of the work accomplished follows:

	1	2	3
			Pctg.
	Total	Total from	
	to	for Sew.	
	July	July Div.	
	31st	1919	
Clearing, acres .....	3,131.48	81.56	98
Grubbing, acres .....	706.23	5.22	97
Excavation—Prism of Cut: (cu. yds.)			
Common .....	1,568,115	143,916	98
Loose rock .....	667,583	29,116	94
Frozen material .....	695,653	145,262	99

Solid rock .....	2,301,333	261,041	100
Excavation—Borrow, Ditches, Etc.: (cu. yds.)			
Common .....	1,917,709	141,850	30
Loose rock .....	339,311	3,064	.001
Frozen material .....	331,724		
Solid rock .....	794,967	6,009	100
Embankment: (cu. yds.)			
Swell .....	1,306,308	620,695	100
Total equiv. embankment ..	9,376,683	804,852	86
Prism of embankment .....	7,368,716	497,144	90
Waste or shrinkage .....	1,835,644	135,384	89
Total .....	9,204,359	632,528	99
Overhaul, 1,000 cu. yds. 100 ft.	15,020.85	1,252.32	100
Trestles—Temporary:			
Piles, lin. ft. ....	136,331	1,893	100
Lumber, 1000 ft. b. m. ....	937.9	8.4	100
Iron, pounds .....	63,711	1,500	100
Trestles—Permanent:			
Piles, lin. ft. ....	450,803	20,943	43
Lumber, 1000 ft., b. m. ....	7,854.2	325.7	87
Iron, pounds .....	2,672,983	124,373	96
Steel in bridges, tanks, etc. ....	43,500		
Lumber, 1000 ft., b. m. ....	4,289	179.8	100
Hardware, pounds .....	172,273	724	
Excavations in Foundations—Wet: (cu. yds.)			
Common .....	4,250	403	100
Loose rock .....	318		
Solid rock .....	563	133	100
Frozen material .....	4,138	342	100
Excavations in Foundations—Dry: (cu. yds.)			
Common .....	22,470	137	100
Loose rock .....	3,005		
Solid rock .....	1,998	47	100
Frozen material .....	1,141	284	100
Masonry: (cu. yds.)			
Concrete—Class A .....	2,873.8		
Concrete—Class B .....	149.0		
Riprap, cu. yds. ....	6,281		
Timber Culverts, Bulkheads, and Crib:			
Logs, lin. ft. ....	318,204	28,335	100
Piles, lin. ft. ....	28,658	608	27
Lumber, 1000 ft., b. m. ....	330.0	31.2	100
Iron, pounds .....	88,226	8,375	100
Rock filling, cu. yds. ....	24,795	200	100
Track—Spurs, Sidings, Etc.:			
Ballast, cu. yds. ....	152,060	450	100
56-pound rail, lin. ft. ....	120,833	6,163	58
Ties, number .....	173,654	3,312	66
70-pound rail, lin. ft. ....	625,883	2,809	16
Track—Main Line:			
Ballast, cu. yds. ....	403,314	107,236	15
Ties, number .....	448,016	48,146	48
70-pound rail, lin. ft. ....	1,659,431	136,225	32
Telegraph Line:			
Permanent, lin. ft. ....	860,115	56,806	
Temporary, lin. ft. ....	335,186	56,587	
Water pipe, lin. ft. ....	12,058		
Sewer pipe, lin. ft. ....	7,951		
Back fill, lin. ft. ....	7,424		
Wagon road, lin. ft. ....	49,134		
Foundation posts, lin. ft. ....	14,661		
Brush material, lin. ft. ....	7,800		
Coyote holes, lin. ft. ....	5,087	1,770	100
Logs in temporary bridges and buildings, lin. ft. ....	235,034		
Blind drains, lin. ft. ....	1,101		

### MORE THAN 750,000 ACRES OF LAND WAS RESTORED TO ENTRY IN JUNE.

Franklin K. Lane, Secretary of the Interior, announces good progress during the month of June in the classification of public lands by the Department of the Interior through the land classification board of the Geological Survey. The classifications during the month involved coal, oil-shale, and public-water lands.

More than 750,000 acres of land previously withdrawn for classification as to their coal character were restored to entry. These lands are located in Colorado, North Dakota and Utah. Also 4400 acres previously withdrawn as oil-shale land were restored to entry.

Nearly 4000 acres of land were added to the public water reserves making a total of 225,681 acres now set aside by the Government chiefly for stock-watering purposes on the public range.

### DEPARTMENT OF MARINE AND FISHERIES TO BE CREATED BY CONGRESS.

A bill has been introduced in Congress creating the Department of Marine and Fisheries, according to advice received from Washington by the land and industrial department of the Alaskan Engineering Commission.

The bill places all marine branches of the Government under the new department, including the Coast Guard, Bureau of Fisheries, Lighthouses, Navigation, Steamboat Inspection, Shipping Board and Waterways Commission.

The Shipping Board will be designated as the Bureau of Merchant Marine, and will carry with it the duties now prescribed by law. It will be composed of a director general and four assistants until the expiration of terms of the present incumbents, whereupon the president is to appoint a director general and an assistant.

### LOTS AND ACRE TRACTS IN ANCHORAGE TOWNSITE TO BE SOLD.

Notice is hereby given that, in accordance with existing regulations, there will be a public sale of lots and

acre tracts situated in Anchorage townsite. Sale to be held at townsite office, corner Fourth and E, commencing at 10 a. m., Wednesday, August 20, 1919. This sale will be limited to those lots only for which requests to purchase have been received at the office of the land and industrial department up to the close of business at 5 p. m. on Monday, August 18. Plats of Anchorage Townsite with South, East and Third Additions, may be purchased at the townsite office or the office of the land and industrial department.

Anchorage, Alaska, August 15, 1919.

### STEAM SHOVEL NO. 7 HANDLING GRAVEL FOR CONSTRUCTION OF NEW DOCK.

Steam shovel No. 7, Engineer Patten, working in Mile 118, moved 3120 cubic yards of gravel in two working days during the week ended August 16, according to reports submitted to William Gerig, engineer in charge of the Anchorage Division. This shovel was moved during the week from Mile 16 on the Matanuska branch where it had been working in getting out material for riprapping.

Seven thousand one hundred and fifty cubic yards of material were handled by steam shovel No. 1 working at Girdwood during the week reported. The shovel was worked on a double shift for two days during this period. The greatest daily yardage amounted to 3120 cubic yards and was handled by Engineer Jeffries on August 13.

### CHAMBERLAIN-OSBORN NUPTIALS.

Miss Phoebe Osborn, nurse in the Anchorage hospital and Mr. George E. Chamberlain, of the medical department of the Alaskan Engineering Commission, were married Sunday evening by Mr. Leopold David, United States Commissioner, in the presence of Miss Maud Osborn, the bride's sister, and Mr. J. L. Macaulay. Following the ceremony a wedding supper was served. Mr. and Mrs. Chamberlain will make their home at Chickaloon where Mr. Chamberlain is employed by the Engineering Commission.

### CLIMATOLOGICAL DATA, JUNE, 1919.

CLIMATOLOGICAL DATA, 1901, 1902, 1903.																	
STATIONS	Mile on Railroad	Approximate Elevation, feet	Temperature in Degrees, Fair.							Precipitation Inches			Number of Days			Prevailing Direction of Wind.	
			Mean Maximum	Mean Minimum	Mean	Highest	Date	Lowest	Date	Greatest Daily Range	Total	Greatest in 24 Hours	Total Snowfall, Inches	Clear	Partly Cloudy		Cloudy
SEWARD								25									
E. L. Sweek, Obs.	0	20	62	48.35	55.17	81	26	40	13	31	1.80	0.60	—	9	12	—	S
ANCHORAGE									24								
D. D. Vint, Obs.	115	40	69.81	49.13	59.47	79	89	41	28	30	3.01	0.80	—	8	4	16	W.
MATANUSKA																	
F. E. Rader, Obs.	151	200	67.8	48.5	58.1	80	27	42	24	33	2.00	0.41	—	8	10	13	SW
CHICKALOON																	
J. E. Manning, Obs.	188	910	67	45.7	56.35	80	5										
TALKEETNA																	
J. F. Coffey, Obs.	227	366	63.09	49.25	56.17	85	27	39	12	37	1.80	0.50	—	10	3	18	W
INDIAN RIVER																	
A. F. Stowe, Obs.	266	735	64.09	46.51	55.30	89	27	38	25	50	2.84	0.58	—	11	4	16	SW



## PERSONAL

L. O. Nyberg, foreman of a piling gang working in the Turnagain Arm district, was a visitor in Anchorage over Sunday.

Employees of the receiving and forwarding agent's office with William Cunningham, receiving and forwarding agent, heading the party, spent Sunday in the country around Knik gathering blueberries.

W. J. H. Fogelstrom, bridge engineer, made a brief trip to the Turnagain Arm district during the past week for the purpose of viewing the work of constructing bridges on the main line of the Government Railroad between Mile 43 and Mile 54. He returned to Anchorage Sunday.

Walter Leech, in charge of an engineering party working on the main line of the Government Railroad north of Matanuska, returned to Anchorage with his outfit car last week and for the next 10 days will be located in Anchorage performing work in connection with the Anchorage terminal yards.

Ernest Porter, chief timekeeper for the Alaskan Engineering Commission with headquarters at Anchorage, made a trip last week to Eska and Chickaloon for the purpose of paying the monthly rolls to employees of the railroad and the coal mines. Mr. Porter returned to Anchorage on Saturday's train. Mr. Porter departed for Seward Sunday. He will distribute pay checks to the employees of the Anchorage Division who are working in the Turnagain Arm district. He expects to return with Col. Mears and party of railroad officials who will arrive in Seward from Seattle about August 21.

I. H. Fleischman, employed in the office of William Gerig, engineer in charge of the Anchorage Division, accompanied by Mrs. Fleischman, visited Girdwood last week. Mr. Fleischman returned to Anchorage on Wednesday while Mrs. Fleischman will remain at Girdwood during the next week visiting friends and securing the winter's supply of berries.

G. A. Parks, chief of the field division of the General Land Office with headquarters at Juneau, Alaska, made an official trip to the Matanuska coal fields during the week. Mr. Parks departed yesterday for Matanuska and plans on taking the regular train Wednesday to Talkeetna, where he will devote the next week to inspecting land set aside for school purposes.

C. Verne Marshall, employed in the office of the engineer in charge of the Anchorage Division, will depart on the S. S. Alameda for Seattle, en route to Rochester, where he will receive medical attention at the Mayo Brothers' hospital. From Rochester Mr. Marshall will go to California where he will remain during the winter, returning to Anchorage about March 1. Mr. Marshall will go to California where he will remain during the winter. Mr. Marshall will be accompanied by Mrs. Marshall.

H. B. Wells, who in 1917 was in charge of the district stores, with headquarters at Matanuska, and who departed from Anchorage as a member of the Thirty-first engineering regiment in March, 1918, is now associated with Charles Leader and William Sharp, in a four-mile piece of construction work on the Canadian National Railway and is located at Ducks, British Columbia, Canada, according to a letter received from him by his Anchorage friends. Mr. Wells is very enthusiastic about his work and says that while he will not "make a million out of

the job, he will lay aside enough to pass a quiet winter in the orange belt."

## Anchorage Division Notes.

Seven hundred and eighty-nine short tons of coal were mined at the Eska mine and 81 persons were employed during the week ended August 9, according to the report of Sumner S. Smith, resident mining engineer, in charge of coal mining operations for the Alaskan Engineering Commission. Work at the mine consisted of continued driving of the Shaw West and the Emery East tunnels, churn drill operations and general prospecting. At the Chickaloon mine 45.6 tons of coal were mined and 34 persons were employed during the period reported. Work consisted in continued driving of the Second East, the Second West and the "F" West tunnels.

Engine service furnished by the mechanical department of the Alaskan Engineering Commission on the Anchorage Division of the railroad during the week ended August 16, according to the report of E. P. Hedberg, master mechanic, was as follows: Mixed train service: Engine No. 275, two days; engine No. 620, four days. Work-train service: Engine No. 221, three days; engine No. 266, five days; engine No. 275, one day; engine No. 224, four days; engine No. 242, six days; engine No. 264, seven days; engine No. 277, four days; engine No. 221 double shifted two days; engine No. 242 double shifted two days; engine No. 264 double shifted two days. Switch service: Engine No. 347, three days; engine No. 224, one day; engine No. 225, two days. Running repairs were made during the week to engines Nos. 221, 224, 225, 266, 275, 277 and 620.

The daily average coal consumption at the power plant during the week reported was approximately 12 tons and at the townsite pumping plant approximately four tons. A stage of 8 feet of water was maintained at the sump and 18 feet at the townsite tank.

Two local telephones were installed, seven were disconnected, seven were changed and five long distance telephones were installed, five were moved and three were changed by the telegraph and telephone department of the Alaskan Engineering Commission during the week ended August 9, according to the report of J. J. Longacre, acting superintendent of the department. All lines were torn down by falling trees in Mile 123 on August 4. The lines were cut out at 2.30 p. m. and repairs completed at 11.30 p. m. on the same day. Ten spans of six aerial wire were taken down in Mile 16 on the Matanuska branch line of the railroad and insulated wire temporarily put in to permit the operation of a steam shovel. High water at Eklutna partly washed out the "H" fixture located on the north side of the river. The temporary line in service around the piling and tie camp in Mile 86 has been replaced by standard wire strung on 10 poles. Telephone equipment material on hand between Mile 77 and Mile 85 has been assembled and will be used in construction of line south of Mile 76. The work of wiring for electric lights on locomotive No. 620 was completed during the week. Eleven meters were "cut in" and 10 were "cut out" during the week by the electric light and power branch of the department.

Don't let careless expenditure make a sieve of your purse. Buy wisely and increase your money holdings by investing in War Savings Stamps.

# ALASKA RAILROAD RECORD

VOL. III. ANCHORAGE, ALASKA, TUESDAY, AUGUST 26, 1919.

NO. 42

## COL. F. MEARS AND PARTY ARRIVE IN ANCHORAGE FROM SEWARD.

Col. F. Mears, chairman and chief engineer of the Alaskan Engineering Commission, accompanied by Thomas Riggs, jr., Governor of Alaska; John W. Hallowell, assistant to the Secretary of the Department of the Interior; Alfred H. Brooks, head of the United States Geological Survey; Col. George L. Slade, vice-president of the Northern Pacific Railway and Mr. George H. Gamble, clerk in the Washington office of the Alaskan Engineering Commission, arrived in Anchorage over the Government Railroad Friday evening.

Col. Mears and party arrived in Seward on the S. S. Alameda on August 21 and departed for Anchorage the following morning. A special train carrying William Gerig, engineer in charge of the Anchorage Division of the Government Railroad, left Anchorage at 6.30 a. m. Friday for Mile 54 to meet the official party.

A public reception was tendered Col. Mears and the visiting Government and railroad officials at the rooms of the Anchorage Chamber of Commerce in the Empress Theatre building Saturday evening. The guests of the evening each gave a brief talk in which the future of Anchorage and the country contiguous to the Government Railroad was referred to in the most optimistic terms.

At 7.30 a. m. Sunday the party with Mr. Gerig and Mr. Sumner S. Smith, resident mining engineer in charge of coal mining operations of the Alaskan Engineering Commission in the Matanuska coal fields departed from Anchorage on a special train for Eska and Chickaloon where an inspection of the coal properties was made. The party remained Sunday night at Chickaloon coming down to Matanuska at noon yesterday, where Governor Riggs and Col. Slade left the party, coming to Anchorage. They were outgoing passengers aboard the S. S. Admiral Watson. Governor Riggs returned to his headquarters at Juneau and Col. Slade to the States.

From Matanuska Col. Mears, Mr. Hallowell, Mr. Brooks and Mr. Gerig journeyed on the special train to the end of steel in the Anchorage Division at Mile 236, at which point they were met by the power boat Betty M. and taken to Indian River. Col. Mears, Mr. Hallowell and Mr. Brooks will continue the trip through the Broad Pass to Nenana and Fairbanks. Mr. Hallowell and Mr. Brooks will depart from the interior of Alaska over the Fairbanks-Chitina trail to Cordova where they will take steamer for the States.

Col. Mears will return to Anchorage from Nenana

through the Broad Pass.

Mr. Gerig, engineer in charge of the Anchorage Division, is expected to return to Anchorage from Indian River on Thursday.

Mrs. Hallowell, wife of Mr. John W. Hallowell will accompany the party as far as Indian River and will return on the special train with Mr. Gerig.

## FIRE AND WATER SYSTEMS WILL BE INSTALLED ON SEWARD DOCK.

Preparations were made for installing a permanent water and fire system on the Seward dock during the week ended August 16, according to the report of R. J. Weir, engineer in charge of the Seward Division of the Government Railroad.

One thousand two hundred and ninety lineal feet of 70-pound rail were laid on bridge No. 2-A across Lowell Creek, according to the report. This line is now in operation.

Marion steam shovel No. 3 was "cut in" in the pit in Mile 34 and during the week excavated 1686 cubic yards of material, which was used in riprapping embankments in the Seward terminal yards in the vicinity of Lowell Creek.

The five station gangs which are executing contracts for the enlargement of tunnels Nos. 2 to 7 inclusive, and the eight station gangs engaged on grading between Mile Post 47 and Mile Post 52, are making satisfactory progress.

Bucyrus steam shovel No. 4 completed jobs Nos. 29 and 30, which are daylight cuts of snowsheds 54-A and 54-B and was moved to the Mile 52 yard, preparatory to beginning work on job No. 31 in Mile 50.

Thirty carloads of saw lumber were delivered to the snowshed yard in Mile 54 and a crew of 50 men were engaged in excavating and framing timbers for the sheds. The erection of this shed will be under way during the coming week.

The high water during the latter part of last week and the first of this week caused considerable damage to bridges Nos. 75, 79 and 88.

Bridge and building crews Nos. 4 and 5 were diverted from construction work for a period of two days on account of bridge maintenance made necessary by the high water.

Running repairs were made to engines Nos. 10, 11, 278 and 285 by the mechanical department during the week.

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.19.

Heavy repair work was started on the rotary snow plow and light repairs were made to the Browning crane.

A carpenter force was engaged during the week on the Lowell Creek bridge and in converting flat cars into gondolas and temporary rock cars.

On account of weather conditions the painting force was held up on outside work and the time was employed in painting the heating pipes and inside equipment in the shop.

The Browning crane was engaged during the entire week, both day and night, in handling bridge material and logs for the store department.

The payroll force for the Division numbered 652.

#### INTERESTING FACTS ABOUT PACIFIC FLEET ARE GIVEN BY SECRETARY DANIELS.

Fighting men and fighting ships make up the new Pacific fleet which left Hampton Roads, Virginia, July 19 for its new home in the western ocean.

Just a year ago these ships were engaged in the most hazardous occupations of the war. Official records show the great part they played.

During July and August a year ago, according to the report of Secretary Daniels these ships aided in escorting 3,444,012 tons of shipping to and from France that was all escorted by American vessels. Of the tonnage into French ports only 16,988 tons were lost through enemy action or 0.009 per cent. From French ports only 27,858 tons were lost or 0.013 per cent.

During July and August, 1918, American vessels escorted transports which bore 259,604 troops to France.

United States destroyers based on British ports in the same two months supplied 75 per cent of the escort for 318 ships, totaling 2,752,908 tons. The destroyers were on duty at sea two-thirds of the time in all kinds of weather and were under way 16,000 hours, steaming approximately 260,000 miles.

The American force based on Gibraltar—destroyers, gunboats, or cruisers, yachts and coast guard cutters during July and August were at sea 56 per cent of the total time. They were under way 15,500 hours and steamed 160,000 miles.

The big battleships were with the British grand fleet, holding the German navy trapped. Mining units were active on their task, which because of its danger was termed "suicidal," submarine-chasers and destroyers were out scouring the dangerous waters hunting submarines, mine-sweepers had their hands full and salvage vessels and crews worked in constant danger of German raiders.

#### COMMITTEE OF ELEVEN APPOINTED TO INVESTIGATE PROFITEERING IN ANCHORAGE.

To determine whether or not there is any profiteering practices obtaining in Anchorage a committee composed of 11 citizens has been appointed by John F. Coffey, acting manager of the land and industrial department of the Alaskan Engineering Commission, pursuant to instructions received from P. H. Bradley of Treadwell, Alaska, in charge of the profiteering investigations in the Territory.

The members of the committee are William Cunningham, chairman; Mrs. J. B. Beeson, Mrs. U. M. Thompson, Mrs. Mary Morrison, Mrs. C. W. Mossman, Mr. Jack Sutherland, Mr. H. A. Murphy, Mr. H. U. M. Higgins, Mr. J.

B. Gottstein, Mr. J. Dougherty and Mr. A. A. Shonbeck.

The committee held its first regular session in the public school building on the evening of August 22. In the absence of Chairman Cunningham Mr. Dougherty acted as temporary chairman and Mrs. U. M. Thompson as secretary. The meeting was called for the purpose of securing information from the public generally as to the existence of profiteering. No evidence indicating that profiteering practices obtained in Anchorage was adduced at the hearing. Other hearings will be held later and the public is invited to submit either personally or in writing any information concerning the subject matter of the investigation.

In order that data concerning prices might be readily secured, the instructions received from Mr. Bradley ordered that a retail grocery merchant and a dry goods merchant be appointed on the committee. The instructions further required that a representative of labor and representatives generally from the public be appointed.

At the meeting of the committee held last Friday evening J. S. Truitt, assistant United States district attorney, appeared and stated that the Department of Justice would lend every assistance in furthering the work of the committee.

#### EXAMINATION FOR POSITION OF SPECIFICATION ENGINEER ANNOUNCED FOR SEPTEMBER.

The United States Civil Service Commission announces an open competitive examination for specification engineer, for men only. Vacancies in the office of the chief signal officer, War Department, Washington, D. C., at \$2000 to \$2400 a year, and in positions requiring similar qualifications, at these or higher or lower salaries, will be filled from this examination, unless it is found in the interest of the service to fill any vacancy by reinstatement, transfer, or promotion.

The duties of the position will consist of the preparation of complete detailed manufacturing specifications for all electrical visual signalling apparatus used by the Signal Corps.

Certification to fill the higher-salaried positions will be made from those who attain the highest average percentages in the examination.

Competitors will not be required to report for examination at any place, but will be rated on the following subjects, which will have the relative weights indicated, on a scale of 100: (1) Education and general experience, 50; (2) special experience and fitness, 50.

Competitors will be rated upon the sworn statements in their applications and upon corroborative evidence.

The prerequisites for consideration for this position are graduation from a four-years' high-school course or education equivalent to that required for such graduation, and at least six years of engineering experience, of which at least two years must have been in the design, construction, or the testing of the apparatus above specified or in specification work pertaining thereto. The successful completion of each year of an engineering course in a college or university of recognized standing will be accepted as equivalent to one year of general experience.

Applicants will be admitted to this examination regardless of their residence and domicile; but only those who have been actually domiciled in the state or territory in which they reside for at least one year previous to the examination, and who have the county officer's certificate in the application form executed, may become eligible for



permanent appointment to the apportioned service in Washington, D. C.

Applicants must have reached their twenty-fifth but not their forty-fifth birthday on the date of the examination.

Applicants must submit with their applications their unmounted photographs, taken within two years, with their names written thereon. Proofs or group photographs will not be accepted. Photographs will not be returned to applicants.

This examination is open to all male citizens of the United States who meet the requirements.

Applications should be properly executed, including the medical certificate, and must be filed with the Civil Service Commission, Washington, D. C., prior to the hour of closing business on September 9, 1919.

### CENSUS FIGURES SHOW HUGE COST OF POVERTY IN UNITED STATES.

Over five and a quarter million Americans, over 5 per cent of the entire population, are forced to ask and receive charity each year.

According to the census of 1910, the latest available figures, 5,273,346 men, women, and children are each year given aid or treatment in benevolent or charitable institutions for children, children and adults, hospitals, and infirmaries. These figures do not include institutions operated by fraternal or mutual benefit organizations, nor do they include institutions operated by industrial corporations for their employees, institutions for the blind, deaf or dumb or insane, or almshouses.

In addition to injuring the pride, reducing the self-respect, and sapping the confidence of this portion of American citizenship, lack of financial preparedness costs over \$100,804,486 in money paid out that year. It is probable that the necessity for certain sums of charity can never be entirely done away with, but a study of the figures gives certain proof that much of the money expended may be saved through the popularization of habits of thrift and care for the future. That is one of the primary objects of the National Thrift Campaign now being conducted by the Savings Division of the Treasury Department.

The national lack of thrift, it is distressing to note, fell not upon those most directly responsible for the condition of unpreparedness but upon children. At least 224,419 children received some aid from institutions maintained entirely for the care of children in 1910, and 110,074 remained in those institutions at the close of the year. These institutions represented an investment of \$132,712,203.

The economic history of the country shows that out of every 100 young men selected at the age of 25, only 5 will leave enough of an estate to pay the undertaker, and 95 are dependent.

The National Thrift campaign now being conducted by the Savings Division of the United States Treasury has been planned for the purpose of reversing these figures. The purchase of War Savings Stamps is the key note of the thrift campaign. The value of War Savings Stamp investment, the main weapon of the Treasury campaign, lies in the fact that money put into Government securities cannot be lost. A War Savings Stamp is always redeemable at more than its purchase price.

Success of any kind waits on thrift. Thrifty methods are best cultivated by buying War Savings Stamps.

### LESS THAN 4000 ALIENS SOUGHT ADMISSION TO ALASKA DURING 1918.

The total number of aliens applying for entry to the Territory of Alaska through the port of Ketchikan during the year 1918 was 3603, of whom 3589 were admitted and 14 were debarred, according to the report of W. R. Wilson, Secretary of the Department of Labor, which has just been published. The admitted aliens are classified as follows: Immigrant aliens, 259; non-immigrant aliens, 78; transients, 2479; tourists, 773.

The Secretary's report in part is as follows:

"The figures show a decrease this year of 50 per cent in the number of statistical aliens applying for admission. This is due to the fact that high wages prevailing practically throughout the United States have turned the tide, and instead of migrating to Alaska each spring, men are now leaving in large numbers to accept employment below. As a result the population of the Territory is much less than at any time since the gold rush of 1898. Immigration through this district is entirely through Canada, and the restrictions imposed by the Canadian military laws are reflected in our figures.

"The percentage of aliens debarred increased about 50 per cent, due principally to the illiteracy feature of the present statute.

"During the past year no Chinese business was transacted with the exception of the checking of members of the crews of vessels and the Chinese employed in canneries in this vicinity.

"Transit privilege was allowed 56 Japanese, destined either to Vancouver or Victoria, B. C., from upper British Columbia and Yukon Territory, and vice versa. Two Japanese of the immigrant class were admitted and one was debarred under the provisions of the executive order.

"There were under consideration during the past year 28 cases of this kind, resulting in the submission of nine applications for warrants, all of which were served. Deportation warrants were issued in six cases and executed in three. Three arrest warrants were canceled by the department. Two deportation warrants remain unexecuted and one case is still pending.

"Fourteen seamen made application for admission, all of whom were admitted. Only four desertions were reported, none of these being Chinese or Japanese. One stowaway was found on a Yukon River steamer, and upon examination was admitted.

"Head tax to the amount of \$1928 was collected and \$20 was assessed in administrative fines for failure to furnish crew lists.

"The sum allotted from the immigration appropriation for the operation of this district was \$1550. The total expended was \$1576.55.

"Fourteen aliens were examined for naturalization and appropriate certificates of arrival issued.

"The closest relations are maintained with United States marshals and attorneys throughout the Territory, also with the various investigating officers who are from time to time detailed to this part of the United States by other departments. The white population of Alaska does not exceed probably 40,000 at the present time.

"It is a pleasure to report that the relations existing between the officers of this district, as well as with officials of other branches of the Government service, have been most harmonious."

## 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.

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

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.

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### OFFICIAL CIRCULAR

#### Anchorage Division.

#### WORK TO BE SUSPENDED ON LABOR DAY.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Aug. 23, 1919.

Circular No. 394:

TO ALL CONCERNED:

Monday, September 1, 1919, Labor Day, will be a holiday and all business will be suspended on this day at these headquarters, and as far as practicable in the field.

WM. GERIG, Engineer in Charge.

#### BROAD PASS TRAIL MAY BE SELECTED AS MAIL ROUTE.

Efforts are being made by the Nenana Commercial Club to have the United States post office department route mail destined for the Interior of Alaska through the Broad Pass, according to advices received from Nenana. The new wagon road now in course of construction in the Broad Pass district will afford speedy communication between Anchorage and Nenana and it is expected that in the event the mail route is changed considerable time will be saved in the matter of mail deliveries.

The advantage of using the new trail as a mail route was brought to the attention of the club at a meeting held recently, and while it is recognized that considerable difficulty may be experienced in persuading the department to consent to such a change on short notice, the advantages, both to the Government and to Interior Alaska are such as to make the effort worth while.

A committee consisting of Robert Joseph Diven, Frederick D. Browne, and R. G. Southworth was appointed to investigate the proposition and to take such action as might be deemed advisable to bring about the desired result.

The Secret party, sent out from Anchorage by the Alaskan Engineering Commission to locate the Government Railroad from Indian River to Nenana Canyon, has constructed a good road from the end of the grade at Indian River to a point about 20 miles north, and it is the intention of the party to complete the road to the end of steel south of Nenana before the freezeup. That will insure a rapid means of communication between ends of

steel during the coming winter, over a splendid winter trail. The distance between railheads, by the time the wagon road is completed, probably will not be more than 100 miles.

The use of the Nenana-Anchorage highway in the manner suggested by the club will insure increased tonnage for the Government Railroad, lessen the time required for hauling mails to Interior Alaska, and facilitate the delivery of mails in districts adjacent to the railroad which are now without service. The Broad Pass trail also has the advantage of being free from difficult summits and deep drifts.

#### VETERANS OF CIVIL WAR MAY SECURE LEAVE OF ABSENCE WITH PAY TO ATTEND ENCAMPMENT.

In order to permit the veterans of the Civil War who are in the employ of the United States Government to attend the fifty-third National Encampment of the Grand Army of the Republic an Executive Order has been issued granting a leave of absence with pay for a sufficiently long period of time to enable the veterans to attend the Encampment and return to their homes.

The Executive Order, numbered 3112, under date of July 12, 1919, is as follows:

"It is hereby ordered that all veterans of the Civil War in the service of the Government of the United States who desire to attend the Fifty-third National Encampment of the Grand Army of the Republic to be held at Columbus, Ohio, September 7 to 14, 1919, shall be granted leave of absence with pay, in addition to the annual leave provided for by statute, from September 7 to 14, inclusive, that they may have the opportunity to attend the Encampment, and that they be granted as many more days additional leave with pay in each case as are necessary for the journey to Columbus and return to their posts of duty."

#### TWO HUNDRED AND TWENTY-TWO PATIENTS TREATED AT HOSPITAL DURING JULY.

Two hundred and twenty-two patients received medical attention at the Anchorage hospital during the month of July, 1919, according to the report of Dr. J. B. Beeson, chief surgeon of the Alaskan Engineering Commission. These patients spent a total of 277 days in the hospital. There were no deaths at the hospital during the period reported.

Of the patients treated 44 were private cases, 28 were members of families of employees of the Engineering Commission and 16 were employees of the Alaskan Engineering Commission. One hundred and twenty-two cases were classed as dispensary cases and four examinations were made. Of the employees of the Engineering Commission confined to the hospital nine were classed as cases of illness and three as injury cases.

#### DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements of the office of the Anchorage Division of the Alaskan Engineering Commission for the week ended August 21, 1919, totaled \$6893.70. Salaries and wages, \$2952.69; purchase orders, \$531.72; compensation, \$66.67; steamship account, \$2388.23; special deposit, \$321.20; and other expenses, \$633.19.

Make your pay days worth remembering. Invest a part of your earnings in War Savings Stamps.

### WORK OF CONSTRUCTING SNOWSHEDS IN ANCHORAGE DIVISION BEGINS.

The camp which will be used to accommodate the employees working on the snow sheds to be constructed on the line of the Government Railroad between Anchorage and Seward was completed during the week ended August 23, according to the report of F. A. Hansen, engineer of the maintenance of way department, to William Gerig, engineer in charge of the Anchorage Division. The first construction work on the snowsheds was commenced on August 21, according to the report. Approximately 300 feet of excavation was opened up during the week and the work of framing timbers was begun. About 800 feet of 1-inch pipe line was laid during the week for the purpose of furnishing water to the camp. A side track 760 feet in length has been laid immediately north of the camp site.

Seventy-one piling aggregating 5158 lineal feet, were brought in from Bird Creek in the Turnagain Arm district, and 44 piling, aggregating 2982 lineal feet were rafted in from Signal Point on the south shore of Turnagain Arm during the week.

Six thousand three hundred and seventy-two cubic yards of gravel were produced during the week by steam shovel No. 1, Engineer Jeffries, working at Girdwood. The material excavated was used for the purpose of raising track between Mile 59 and Mile 65.

Nine thousand seven hundred and fifty-six cubic yards of gravel were produced during the week by steam shovel No. 7, Engineer Patten, working in Mile 118. The material was used to make the mole at the new Anchorage dock.

Two thousand seven hundred and thirty-five cubic yards of material were cast over by the ditcher working during the week between Campbell and Rabbit in the Turnagain Arm district of the Anchorage Division.

Extra gang No. 2 working at Talkeetna loaded 725 poles for use in the snow shed construction and unloaded five cars of steel for track laying north of Talkeetna; extra gang No. 3 was engaged in surfacing track between Mile 59 and Mile 65; extra gang No. 4 was occupied in building wagon roads north of Indian River and extra gang No. 5, working with slip scrapers in Mile 56 in the Turnagain Arm district, handled approximately 30 cubic yards of material per team per day during the week reported.

Fifty-three piling were driven for the new Anchorage dock during three working days of the week reported. The remainder of the week was devoted to the work of sway-bracing.

Bridge and building gang No. 2 was engaged during the week in building a temporary water station at Mile 59½, and bridge and building gang No. 6 worked at bracing piling driven for the bulkhead at the new dock.

### UNCLE SAM IS FURNISHING REFERENCES FOR FOUR MILLION EMPLOYEES.

When an employer has no further use for one of his men, he considers his obligations fulfilled when he furnishes a perfunctory letter of recommendation to aid his discharged employee in getting his next job. An Honorable Discharge from Uncle Sam is worth more than a perfunctory recommendation from a private employer. But Uncle Sam, who finds it necessary now to dispense with the emergency services of four million fighting men,

is not satisfied merely to put his John Hancock at the bottom of 4,000,000 pieces of engrossed paper. He wants if possible actually to place every one of those men in a civilian job.

When the war was on, the slogan of the Government was to get the men out of their civilian jobs and into the Army and Navy. Now Uncle Sam's aim is to get them out of the service and into civilian jobs. This is a colossal task. It is much easier to transfer men from many employers to one than to reverse the process and distribute satisfactorily four million men among hundreds of thousands of employers.

By a nation-wide system of re-employment, operating under the unified direction of Colonel Arthur Woods, assistant to the Secretary of War, the Government expects to make good on its voluntarily assumed task of seeing that every one of its discharged men gets a job. In the New York City Reemployment Bureau, operated by the War Department with the help of the war welfare organizations and the Merchants' Association, about an equal number of applications for men is received as for jobs, and in many trades and occupations more jobs are offered than there are men to fill them.

The reason for the rapid absorption of the Army into our civilian life lies in the patriotism of both the employer and the worker, and in the American sense of order. The American soldier has never learned the habits of the European who prefers to let the Government do it for him. He feels it "up to" him to get back to work, and he does it.

Of course, while in the Army and Navy, the service man learned to work hard. He is no longer afraid of work, for almost any sort of civilian work is a vacation when compared to the hardships of the trenches. An educational campaign carried out by Col. Woods has convinced the employer of this, and he is quick to utilize the increased economic efficiency of the discharged soldier, sailor and marine. If it were not for the temporary disturbance of the business conditions on account of the European situation, we should now have no employment problem at all.

### WORK OF CONSTRUCTING WAGON ROAD IN BROAD PASS DISTRICT CONTINUES.

Five miles of wagon road have been built and two bridges have been constructed across Indian River in the Broad Pass district by the road building crew under the direction of Foreman Frank Daniels between August 4 and August 25, according to the report of F. A. Hansen, engineer maintenance of way, to William Gerig, engineer in charge of the Anchorage Division.

The road building gang which consists of 16 men commenced work on the wagon road on August 4. Three bridges are necessary between Indian River and Hurricane Gulch, the northern terminus of the wagon road this season. The work on the third bridge will be commenced this week and it is expected that by the end of the week approximately nine miles of road will be finished complete.

The wagon road between Indian River and Hurricane Gulch will form, when completed, the most important link for trail travel this winter between Nenana and Anchorage. This portion of the road gave the greatest amount of trouble to travelers during the past two years.

Saving money is easy with War Savings Stamps. They are always worth more than you paid for them.



### AMERICAN AUTOMOBILES USED OVERSEAS ARE PURCHASED BY FRANCE AND ENGLAND.

As a single industry the automobile trade did more than its bit to help win the war. Not only did manufacturers come up to specifications in quantity and quality of delivery, but they built better than it was thought they knew how. Proof of this was given the other day when, at an auction of old army cars in France, the French and English bid higher prices for the cars than they cost the American Government new. An army of men was employed to run these trucks and cars on the firing line. They gained more experience in a month of that sort of work than they could have gained in a lifetime of peace work.

The rolling stock will be left abroad, but the men are coming back. They are being released daily from the military service, and are returning in large numbers to civilian life. There is no lack of work for them to do. For the fleet of American trucks now coming into use for additional transportation facilities all over the country there is need of just such men—men who have learned how to act in any emergency, who feel almost immediately the idiosyncracies of every motor, who have acquired an efficiency under shell-fire that will make them leaders in their work in peace times.

Col. Arthur Woods, assistant to the Secretary of War, who is in charge of the re-employment work for ex-service men, announces that a number of such men are now available for private employ. The automobile industry will not lose this opportunity of obtaining men who, to their pre-war ability, have added the exceptional training and experience of months on the firing line. These men will be in demand, and can be obtained through governmental and welfare employment agencies, who will put them in touch with employers who need their services.

### COST OF OPERATING ANCHORAGE TOWNSITE DURING JULY AMOUNTED TO \$1691.43.

One thousand six hundred and ninety-one dollars and forty-three cents was the amount of money required to maintain and operate the Anchorage townsite during the month of July, 1919, according to the figures compiled at the office of the townsite.

The report in detail of the cost of operation and maintenance is as follows:

#### Administration:

Salaries .....	\$ 125.38	
Stationery and supplies .....	54.71	
Fuel, light and telephone .....	5.00	
Maintenance buildings and grounds..	18.20	\$ 203.29

#### Fire protection:

Salaries .....	560.38	
Maintenance of team .....	55.61	
Maintenance equipment and hydrants	174.58	
Fuel, light and telephone .....	9.00	799.57

#### Maintenance of Streets and Alleys:

Month of July, 1919 .....	128.40	128.40
---------------------------	--------	--------

#### Sanitation:

Disposal of garbage .....	490.92	
Maintenance of sewers .....	47.10	
Inspection .....	4.00	
Superintendence .....	18.15	560.17

Totals .....\$1691.43 \$1691.43

### ANCHORAGE TIDE PREDICTIONS.

The tide predictions at Anchorage for the month of September, 1919, are given in the following table:

Date	Time and height of low and high water.			
Monday, September 1 .....	5.32 2.6	11.36 25.8	5.51 7.5	11.25 26.7
Tuesday, September 2 .....	6.25 4.4	12.37 24.4	6.48 9.6	.....
Wednesday, September 3 .....	6.34 25.5	7.26 5.6	1.41 23.9	7.55 10.8
Thursday, September 4 .....	1.43 25.0	8.33 5.8	2.41 24.2	9.03 10.5
Friday, September 5 .....	2.45 25.3	9.34 4.9	3.38 25.3	10.04 9.0
Saturday, September 6 .....	3.37 26.5	10.31 3.0	4.28 27.0	10.57 6.6
Sunday, September 7 .....	4.34 28.3	11.18 1.0	5.14 28.9	11.44 3.9
Monday, September 8 .....	5.23 30.2	12.06 -0.8	5.57 30.8	.....
Tuesday, September 9 .....	6.24 1.1	6.08 32.0	12.48 -2.2	6.36 32.5
Wednesday, September 10 .....	1.10 -1.2	6.51 33.3	1.26 -2.9	7.14 33.7
Thursday, September 11 .....	1.47 -3.1	7.34 34.0	2.12 -2.7	7.51 34.3
Friday, September 12 .....	2.33 -4.1	8.17 33.8	2.53 -1.8	8.28 34.3
Saturday, September 13 .....	3.15 -4.2	9.02 32.8	3.36 -0.1	9.05 33.5
Sunday, September 14 .....	3.59 -3.4	9.52 31.1	4.15 2.0	9.46 32.0
Monday, September 15 .....	4.47 -1.3	10.50 29.1	5.10 4.6	10.40 30.1
Tuesday, September 16 .....	5.42 0.2	11.56 27.2	6.03 7.0	11.55 28.2
Wednesday, September 17 .....	6.44 2.3	1.05 26.1	7.10 8.6	.....
Thursday, September 18 .....	1.12 27.0	7.53 3.6	2.12 25.9	8.28 8.8
Friday, September 19 .....	2.23 26.9	9.02 3.7	3.13 26.6	9.33 7.4
Saturday, September 20 .....	3.28 27.6	10.05 2.9	4.09 27.8	10.30 5.0
Sunday, September 21 .....	4.26 28.9	11.00 1.6	4.58 29.4	11.24 2.3
Monday, September 22 .....	5.18 30.2	11.48 0.4	5.44 30.8	.....
Tuesday, September 23 .....	6.10 -0.2	6.06 31.5	12.26 -0.6	6.22 31.9
Wednesday, September 24 .....	6.51 -2.1	6.48 32.2	1.12 -1.1	7.01 32.6
Thursday, September 25 .....	1.31 -3.2	7.28 32.4	1.52 -0.7	7.37 32.7
Friday, September 26 .....	2.09 -3.0	8.07 32.0	2.31 0.2	8.12 32.3
Saturday, September 27 .....	2.53 -3.1	8.47 31.1	3.07 1.0	8.43 31.3
Sunday, September 28 .....	3.33 -2.0	9.26 29.7	3.48 3.5	9.10 29.3
Monday, September 29 .....	4.15 -0.3	10.10 28.1	4.35 5.7	9.33 28.3
Tuesday, September 30 .....	4.58 1.7	11.01 26.4	5.22 7.8	9.59 26.6

The tides are placed in order of occurrence, with their times on the first line and heights on the second line of each day. A comparison of consecutive heights will indicate whether it is high or low water. Heights are reckoned from mean lower low water, which is 0, and the datum of soundings on the Coast and Geodetic Survey charts for this region. The depth of water may accordingly be estimated by adding the tabular height of the tide to the soundings, unless a minus (-) sign is before the height, in which case it is to be subtracted. The time is legal standard established by act of the United States Congress for the meridian 150 degrees West. All hours later than 12 noon appear in bold-faced type; ante meridian figures are given in the ordinary light-faced type.

### CORRECTIONS FOR TURNAGAIN ARM POINTS AS COMPARED WITH ANCHORAGE.

Location	Time of Tide	High Water
Fire Island .....	35 min. earlier	3.0 ft. lower
Porter Creek .....	35 min. earlier	0.4 ft. higher
Sheep Creek .....	32 min. earlier	0.7 ft. higher
McHugh Creek .....	30 min. earlier	0.9 ft. higher
Rainbow Creek .....	28 min. earlier	1.2 ft. higher
Falls Creek .....	25 min. earlier	1.4 ft. higher
Indian Creek .....	18 min. earlier	1.6 ft. higher
Blind Creek .....	8 min. earlier	1.9 ft. higher
Blind Point .....	15 min. later	2.5 ft. higher
Sourise .....	35 min. later	2.8 ft. higher

Heights of low water are approximately the same. Heights are reckoned from Mean Lower Low Water at Anchorage.

### SALE OF ANCHORAGE PROPERTY BRINGS NINE HUNDRED AND FORTY DOLLARS.

Nine hundred and forty dollars was the amount paid for 20 tracts of land in the Anchorage townsite at the public sale of lots and acre tracts held at the office of the Anchorage townsite Wednesday, August 20, according to R. D. Chase, special disbursing agent for the Alaskan Engineering Commission, who acted as superintendent of sale.

The names of the purchasers, the amount paid and the description of the land purchased are as follows:

Lot	Block	Purchaser	Amt.
10	121	F. R. Illsley .....	\$50.00
1	30	H. A. Mills .....	50.00
2	30	H. A. Mills .....	50.00
1	31	J. E. Darling .....	50.00
2	31	J. E. Darling .....	50.00
1	15	I. L. Kimball .....	50.00
2	15	I. L. Kimball .....	50.00
1	16	I. L. Kimball .....	50.00
1	17	I. L. Kimball .....	50.00
1	28	I. L. Kimball .....	70.00
2	28	I. L. Kimball .....	70.00
1	29	I. L. Kimball .....	50.00
2	29	I. L. Kimball .....	50.00
Entire	49	P. J. Murphy and T. A. Wade .....	\$50.00
1	48	P. J. Murphy and T. A. Wade .....	25.00
2	48	P. J. Murphy and T. A. Wade .....	25.00
1	31	P. J. Murphy and T. A. Wade .....	25.00
2	31	P. J. Murphy and T. A. Wade .....	50.00
2	34	Samuel A. Sollid .....	50.00
3	13	Sol Silverman .....	25.00

### FUNDS APPROPRIATED BY DEFICIENCY ACT CANNOT BE USED TO INFLUENCE LEGISLATION.

The Chief Clerk of the Department of the Interior under date of July 23 calls the attention of all employees of the United States Government to the following provisions of Section 6 of the "Third Deficiency Appropriation Act, fiscal year 1919" (Public No. 5), approved July 11, 1919:

"That hereafter no part of the money appropriated by this or any other Act shall, in the absence of express authorization by Congress, be used directly or indirectly to pay for any personal service, advertisement, telegram, telephone, letter, printed or written matter, or other device, intended or designed to influence in any manner a member of Congress, to favor or oppose, by vote or otherwise, any legislation or appropriation by Congress, whether before or after the introduction of any bill or resolution proposing such legislation or appropriation; but this shall not prevent officers and employees of the United States from communicating to members of Congress on the request of any member or to Congress through the proper official channels, requests for legislation or appropriations which they deem necessary for the efficient conduct of the public business.

"Any officer or employee of the United States, who, after notice, and hearing by the superior officer vested with the power of removing him, is found to have violated or attempted to violate this section shall be removed by such superior officer from office or employment. Any officer or employee of the United States who violates or attempts to violate this section shall also be guilty of a misdemeanor and on conviction thereof shall be pun-

ished by a fine of not more than \$500 or by imprisonment for not more than one year, or both."

### TWO STEAM SHOVELS MOVE 19,128 CUBIC YARDS OF GRAVEL IN WEEK.

Nineteen thousand one hundred and twenty-eight cubic yards of gravel were handled by the two steam shovels working in the Anchorage Division during the week ended August 23, according to reports submitted to William Gerig, engineer in charge of the Anchorage Division of the Government Railroad.

Steam shovel No. 1, Engineer Jeffries, working at Girdwood in the Turnagain Arm district handled during the week 6372 cubic yards. The greatest daily yardage handled was 1280 and was handled on August 18.

Steam shovel No. 7, working in Mile 118, near Anchorage, Engineer Patten, handled during the same period of time 9756 cubic yards, with the greatest daily yardage of 1956 cubic yards being handled on August 19.

### PROPERTY OWNERS OF NENANA MAY ELECT A BOARD OF TRUSTEES TO GOVERN TOWN.

The property owners of Nenana are beginning a movement looking to the election of a board of trustees to succeed the advisory board, according to recent mail advices received from the Interior town. An election will soon be held there to determine the willingness of the people to change the form of local government and to learn whether or not the people desire to take advantage of the provisions of the law enacted at the last session of the Territorial legislature, which gives to towns located along the route of the Government Railroad the privilege of electing a board of trustees with practically all of the powers of a board of aldermen in incorporated towns.

### WEEKLY FORCE REPORT.

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, August 16, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	5	1	7
Drafting .....	0	4	0	4
Bridge Engineer .....	1	1	0	2
Land and Industrial .....	0	2	0	2
M. of W. Shops and Yards .....	2	6	42	50
Track, Bridge and Ballast .....	2	8	445	455
Receiving and Forwarding Agt... ..	1	3	9	13
Machine Shop and Roundhouse .....	1	3	62	66
Marine Ways .....	1	1	34	36
Stores and Material Yard .....	1	10	56	67
Employment Bureau and Ter- minal Mess .....	1	2	14	17
Transportation .....	1	10	57	68
Disbursing Office .....	1	5	0	6
Accounting .....	1	10	0	11
Base Hospital .....	1	1	10	12
Townsite .....	0	1	6	7
Telegraph and Telephone .....	1	6	27	34
Mining .....	1	5	108	114
Location Surveys, Broad Pass .....	1	2	30	33
	18	85	901	1004
Stationmen .....				8
Total .....				1012

## PERSONAL

Charles Barriclaw, in charge of the work of snowshed construction at Mile 76, visited in Anchorage over Sunday.

M. H. Baker, accountant in the stores department, was an outgoing passenger aboard the S. S. Admiral Watson which departed from Anchorage at an early hour this morning.

Miss Emma Protz, employed in the stores department, has resigned her position and will be attached to the teaching staff of the Anchorage public school during the ensuing school year.

Mrs. H. L. Hugg, the wife of H. L. Hugg, employed in the transportation department of the Alaskan Engineering Commission at Camp 94 in the Turnagain Arm district, was a visitor in Anchorage last week.

W. M. Peltier, district storekeeper with headquarters at Deadhorse Hill in the Talkeetna district, was in Anchorage last week on business connected with his department. Mr. Peltier returned to Talkeetna yesterday morning.

Lieut. Charles P. Knights and Mrs. Knights were outgoing passengers on the S. S. Alameda. Lieut. Knights will report with his detachment to headquarters at Camp Lewis, at which place Lieut. Knights and the members of the detachment will be discharged from the Army. Lieut. Knights will return to his former home in San Francisco.

Roy A. Trachsel, a former employee of the Alaskan Engineering Commission, who during the past fourteen months has been attached to an aviation corps in the United States Army, returned to Anchorage on the S. S. Alameda, which arrived August 22. Mr. Trachsel before joining the army was in the employ of the transportation department as a locomotive fireman.

## Anchorage Division Notes.

Eight hundred and forty-five tons of coal were mined at Eska and Chickaloon coal mines during the week ended August 16, according to the report of Sumner S. Smith, resident mining engineer, in charge of coal mining operations for the Alaskan Engineering Commission. One hundred and fourteen men were reported on the payrolls during the week. The work at the Eska mine consisted in driving the Emery East tunnel, in churn drill operations, and in prospecting. At the Chickaloon mine the work of driving the Second East, the Second West and the "F" West tunnels was continued.

Telephone pole holes were dug, and poles were set, cross-armed and guyed between Mile 75 and Mile 76 in the Turnagain Arm district, during the week ended August 16, according to the report of J. J. Longacre, acting superintendent of the telegraph and telephone department of the Alaskan Engineering Commission. Two holes were dug and two slugs were put down at the south end of the stretch of track in Mile 76 where last winter the big snow slide occurred. The lower mast of the sectional pole was set and guyed. Poles and material located along the right of way were gathered and yarded at Girdwood to be used in reconstruction South of Mile 75. A traveling crane tore down lines in Mile 66½ at 10.30 a. m. on August 10. The work of repairing the damage was completed at 6 p. m. Morse circuits between Anchorage and Seward were inoperative between 3.30 p. m. and 7.00 p. m. on August 11 owing to the presence of natural earth

currents. The measurements made registered 22 volts and showed polarity reversing approximately every 15 seconds during the high voltage period. No interruptions occurred during the time noted to the telephone circuits. Two telephones in Anchorage were disconnected during the week, two long-distance telephones were installed, four were disconnected, one was moved and one was changed.

## TWO STEAMERS FROM OUTSIDE ARRIVE IN ANCHORAGE DURING PAST WEEK.

The S. S. Alameda and the S. S. Admiral Watson arrived in Anchorage during the past week from Seattle, bringing 275 tons of general freight for the Alaskan Engineering Commission and the merchants of Anchorage.

The S. S. Alameda arrived at 4.20 p. m. August 22 with 75 passengers and 125 tons of freight. Of the freight 20 tons were consigned to the Alaskan Engineering Commission and consisted of railway supplies and general merchandise. The remainder of the tonnage was billed to Anchorage merchants. The Alameda sailed for Seattle at midnight on August 22 with a passenger list numbering 131.

The S. S. Admiral Watson arrived in Anchorage at 2.30 p. m. on August 25 with 150 tons of freight and departed for the Westward at 9 p. m. the same day.

The launch Magna arrived from Beluga and the tug Carpenter from Kenai on August 18. The tug Carpenter sailed for Kenai at 11.30 a. m. on August 19 with barge No. 401, owned by the Alaskan Engineering Commission, in tow for the Northwestern Fisheries Company. The launch Islander arrived from Signal Point at 6.15 p. m. on August 21 and departed for Turnagain Arm points the following day for the purpose of bringing in a tow of piling for use in the construction of the new Anchorage dock.

The gas boat Willard B. arrived from Kenai at 5.45 a. m. yesterday. The Willard B. is operated as a cannery tender and is owned by the firm of Libby, McNeil and Libby.

## ASSISTANT SUPERINTENDENT OF CONSTRUCTION ON SEWARD DIVISION KILLED AT MILE 52.

Daniel A. Sullivan, assistant superintendent of construction on the Seward Division of the Government Railroad was killed Saturday afternoon at Mile 52 as the result of a car, under which he had crawled for the purpose of making repairs, running over him. Complete details of the accident have not been received.

Mr. Sullivan was employed by the Alaskan Engineering Commission as assistant superintendent of construction on the Seward Division. He has been connected with the railroad since 1916 and was 37 years of age.

## FOUR AND SEVENTEEN HUNDREDTHS MILES OF TRACK LAID IN FAIRBANKS DIVISION.

Four and seventeen hundredths miles of track were laid on the Government Railroad north of Nenana in the Fairbanks Division during the two weeks period ended August 23, according to advices received from Frederick D. Browne, engineer in charge of the Division.

The track on the railroad is now laid north of Nenana as far as Mile 426.82. This point is approximately three miles north of where Little Gold Stream crosses the railroad right-of-way, and is approximately 27 miles south of the end of steel out of Fairbanks.



# ALASKA RAILROAD RECORD



VOL. III. ANCHORAGE, ALASKA, TUESDAY, SEPTEMBER 2, 1919. NO. 43

## OFFICIAL OF DEPARTMENT OF THE INTERIOR MAKES INSPECTION OF GOVERNMENT ROAD.

John W. Hollowell, assistant to the Secretary of the Interior Department, after personally inspecting the route of the Government Railroad between Seward and the end of steel in the Anchorage Division at Mile 236 and the coal mines operated by the Alaskan Engineering Commission at Eska and Chickaloon, was very favorably impressed with the work accomplished and is a firm believer in the future of the section of Alaska through which the Government Railroad runs, according to William Gerig, engineer in charge of the Anchorage Division of the railroad, who accompanied Mr. Hollowell on his trip from Mile 56 to Indian River.

Mr. Hollowell, accompanied by Col. F. Mears, chairman and chief engineer of the Alaskan Engineering Commission, and Dr. Alfred H. Brooks, head of the United States Geological Survey, departed from Indian River, through the Broad Pass, for Nenana and Fairbanks on August 27, and expect to arrive at the interior terminus of the railroad about September 2. Mr. Hollowell and Dr. Brooks will journey over the Fairbanks-Chitina trail to Cordova where they will take steamer for the States, and Col. Mears will return to Anchorage over the Broad Pass route.

William Gerig and Mrs. Hollowell accompanied the party of officials as far as Indian River. They returned to Anchorage Wednesday night, having made the record time between Indian River and Anchorage. The trip was made in ten hours. They left Indian River on the power boat Betty M. at 2 o'clock Wednesday afternoon, coming as far as Talkeetna and departed by train from Talkeetna at 6.45 o'clock, arriving in Anchorage at midnight.

Col. Mears is expected to arrive in Anchorage about September 12.

## ACTIVITIES ON RAILROAD IN ANCHORAGE DIVISION SUBJECT OF REPORT.

Five thousand seven hundred and fifty-four cubic yards of gravel were excavated by steam shovel No. 1, Engineer Jeffries, working at Girdwood in the Turnagain Arm district, during the week ended August 30, according to the report of F. A. Hansen, engineer of maintenance of way, to William Gerig, engineer in charge of the Anchorage Division of the government Railroad. The material was used in raising the grade between Mile 59 and Mile 65. Steam shovel No. 7, Engineer Patten, working at the grav-

el pit in Mile 118 north of Anchorage, excavated during the week 5630 cubic yards of gravel. The material was used for ballasting on the main line between Anchorage and Matanuska and for filling the approach to the trestle to the new ocean dock.

One hundred and forty-seven cubic yards of rock and 235 cubic yards of earth were excavated during the week by bridge and building gang No. 6, which is engaged in the construction of snowsheds at Mile 76½. Material for the construction of a water tank with a capacity of 3511 gallons to be located in Mile 56 was framed by this gang during the week reported. A part of this gang was employed in driving and bracing the bulkhead for the ocean dock at Anchorage.

One thousand four hundred and forty cubic yards of rock were loaded by extra gang No. 1 with the ditcher, working in the Turnagain Arm district. The rock was used in the construction of the breakwater at the ocean dock.

Ten cars of rails and car fittings were unloaded by extra gang No. 2 working at Talkeetna during the week, according to the report. Extra gang No. 2 was moved to Anchorage on August 27 and on the following day commenced the work of placing rock on the breakwater for the new dock.

Extra gang No. 3 was engaged in raising track to grade and renewing ties between Mile 59 and Mile 65 in the Turnagain Arm district. The siding in Mile 60 was put in during the week, and is now ready for service.

Extra gang No. 4 under Foreman Frank Daniels, which since August 4, has been employed in constructing wagon roads in the Broad Pass district, was brought to Anchorage and disbanded. The members of the gang were distributed among other extra gangs along the railroad.

Extra gang No. 5 working with slip scrapers in Mile 56 handled approximately 30 cubic yards of material per team per day, during the week.

Sixty-eight piles aggregating 5445 lineal feet were brought to Anchorage from Camp 86 in the Turnagain Arm district. The piles were cut and shipped by bridge and building gang No. 4 and are for use in the construction of the ocean dock.

Eighty-four piles were driven for the new dock by bridge and building gang No. 5.

Bridge and building gang No. 2 completed during the week the erection of a temporary water tank at Mile 59½.

Before selling your Liberty Bonds or War Savings Stamps consult your banker.

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.20.

# ALASKA BUREAU OF SEATTLE CHAMBER OF COMMERCE PUBLISHES BOOKLET.

A booklet styled "Alaska, Our Frontier Wonderland" in which many interesting facts concerning the development of Alaska are graphically set forth, has just been published by the Alaska Bureau of the Seattle Chamber of Commerce.

The object of the booklet is to present in a compact form a general statement of the present knowledge of the resources of Alaska and the result of their development up to the present time.

The historical features of the pamphlet are set forth as follows:

"The earliest recorded discoveries of gold in paying quantities were made in very widely scattered localities, and were quartz lodes, not placers. The Apollo Mine on Unga Island, off the western shores of the Alaska Peninsula, was among the first, if not the earliest. Juneau (1880) was followed by Forty-Mile (1886) on the Yukon, six hundred miles to the north. In 1894 we find Circle City on the producing list as a placer camp, placer mining being a more attractive industry in a new country than quartz. In 1896 the Kenai Peninsula comes to the front, 400 miles distant from the nearest of the old settlements. The various discoveries were probably the indirect results of the fisheries and fur trade and gave no intimation of the coming flood of gold, which startled the world in 1897, thirty years after the purchase of the country from the Russians. The story has been told so often that it needs no repetition.

"Thousands of gold seekers, failing to win locations in the Klondike, spread over the country, reaching Nome where the big discovery was made in 1898. Others going to the Klondike by way of St. Michaels, discovered Rampart in 1898 and the Hot Springs in 1899, while the overflow from these camps found Fairbanks in 1902; Bonfield in 1903; the Kantishna in 1906, as well as the Innoko and Iditarod in 1907 and 1908.

"The latter year also proved the presence of gold near Ruby, on the Yukon, below its junction with the Tanana. Prospectors from Forty Mile found the Chandler in 1899, and those from Iditarod the Kuskokwim in 1907. The placers of the Koyukuk came into notice in 1890, although very early maps show a settlement on this river beyond the Arctic Circle.

"Porcupine, near Skagway, was found in 1898, by men who failed to make the trip over the White Pass, in the rush of the previous year, and some of these found the beach diggings at Lituya Bay and Yakataga, on the ocean shore, in the same year.

"Those who sought the Klondike by way of Valdez found gold in the Copper River Basin, on the Nizina, Chisana and Chistochina in 1902, and at Valdez Creek in 1903.

"Others penetrating the little known southwestern region traced the gold belt to the Iliamna country and Mulchatna River in about 1907 and about 1910 discovered Good News Bay on the shores of Bering Sea; while prospectors from Seward Peninsula found Squirrel Creek, a branch of the Kobuk River, in 1909, although gold had been reported from this region as far back as 1902.

"Practically all of these are found in broad belts of slaty and mica-schist rocks outcropping on both the southern and northern foothills of the great Alaska Range, and the Endicott Mountains, the limiting walls of the Yukon Valley being apparently the most productive. The south-

ern slopes of these mountain ranges have furnished the camps in Copper River Valley, and the placers of the Koyukuk, Chandler and Squirrel Creek, which have held second place to those on the slopes facing north.

"The lesson taught by this succession of discoveries is that we know but little of what the future may bring forth. These localities are widely scattered and far apart, and go to illustrate the wide distribution of placer gold throughout Alaska. Each of these discoveries forms a settlement and a base of supplies for the prospector, enabling him to travel farther and farther into regions yet unknown. Of but a small portion of the territory have we any detailed knowledge; the larger part is the domain of the prospector and by him only a fraction has been traversed. The remainder yet belongs to the wild denizens of the forests.

"Those acquainted with the life and art of the placer prospector wonder that so much has been accomplished and realize how much is yet to be done, and how great are the possibilities of the future. A man may walk over millions and be unconscious of the fact. Gold does not lie on the surface of the ground; it is heavy and usually buries itself as deep as possible in the bed of the stream which gave it a resting place. A man must search stream after stream until he finds a few colors in his pan (for only fine colors are found in the surface soil) and must then dig hole after hole to see if it may be there in workable quantity, and finally miss fortune by only a few feet. His few colors may have been washed down from an old river bed, now high up on the hill side benches, for the whole interior plateau has been lifted up and settled down again, and the streams of today may not be the streams of the unknown past.

"No mines worked especially for silver occur in the territory, that metal being obtained exclusively in the refining of the gold and copper ores.

"Galena deposits carrying silver are under development in the Ground Hog Basin and on Coronation Island in the Wrangell district.

## CONSTRUCTION WORK CONTINUES ON SEWARD DIVISION OF GOVERNMENT RAILROAD.

Two thousand five hundred cubic yards of rock were broken when 2500 pounds of T. N. T. were put off in a coyote hole in the pit in Mile 34, during the week ended August 23, according to advices received from R. J. Weir, engineer in charge of the Seward Division of the Government Railroad. The material was handled by Marion steam shovel No. 3. The total yardage dug by this shovel during the week reported amounted to 1140 cubic yards, which were hauled to the Seward terminal yards and used for riprap.

Timbers for bridge No. 75 and for the 121-foot span for bridge No. 73, were framed during the week in Seward terminal yards by the timber framing gang, according to the report. This gang also framed posts for use in construction of the approaches to bridge No. 70.

Marion steam shovel No. 75 was again installed on the 45 Mile hill for the purpose of widening existing roadbeds. During the week this shovel, operating in Mile 42, moved approximately 1300 cubic yards of material, which was placed in adjacent fills.

The five station contractors engaged on the enlargement of tunnels Nos. 2 to 7 and the eight station gangs working on grading between Mile 47 and Mile 52 are making satisfactory progress.

Bucyrus steam shovel No. 4 was moved to job No. 31

in Mile 50, on August 18. One thousand nine hundred and twenty cubic yards of material were excavated during the week, which will be used in filling bridge No. 77 in Mile 50.

Concrete piers for bridge No. 81 in Mile 52 were completed and the 28-foot trestle span and approaches were erected during the week. Foundation excavation work for bridges Nos. 70, 72, 73 and 80 was continued throughout the week. The snowshed gang was engaged in framing snowshed timbers during the week.

Running repairs were made to engines numbers 11, 278 and 285 by the mechanical department. Heavy repairs were made to the rotary snow plow. The carpenter gang was engaged on the construction of a new caboose. The outside painting of shop buildings is 85 per cent complete. Repairs were made to side dump cars, gondolas, flat cars and box cars by the blacksmith shop forces.

The number of men on the payroll totaled 628.

#### TRACK-LAYING OPERATIONS IN FAIRBANKS DIVISION PROGRESSING SATISFACTORILY.

The work of extending the Government Railroad north of Tanana between Nenana and Fairbanks, is steadily and satisfactorily progressing under the direction of T. K. Blakely, foreman of the steel gang, according to mail advices received in Anchorage this week.

The steel has reached a point about four miles north of the river and is moving forward at the rate of about a quarter of a mile a day, which is regarded as excellent progress, considering the fact that the steel gang is compelled to lead its own material and is working under handicaps not experienced when rails were being laid on the main line south of Nenana.

A little later, it is expected, equipment now being used in connection with the surfacing work will be assigned to the work of moving steel and other material to the front, so that the steel gang will then be able to put in a full shift laying rails.

The grade has been completed for a distance of about eight miles beyond the present end of steel on the Nenana-Fairbanks line, which means that the track-laying outfit will be able to move forward as fast as the steel can be put in place. And by the time the end of the eight miles has been reached, contractors working beyond that point probably will have finished their work, thus insuring a working margin of grade at all times.

The present warm weather is proving a great help to the contractors along Goldstream, where water conditions have been extremely bad since the commencement of the construction season. The ground is drying up rapidly now, permitting the completion of contracts which seemed hopeless for a time.

According to the present plans, there will not be much surfacing work done on the Fairbanks line this summer, and when it is undertaken it will be slow work, owing to the scarcity of gravel. The plan is to complete the track-laying as rapidly as possible, so as to provide the people of Fairbanks with through rail connections with Nenana during the coming winter, for the transportation of coal.

Knut Koland, who had a big grading contract north of the Tanana River, arrived in Nenana August 7, having finished his work on August 6. He has not broken camp yet, but the last of the dirt has been moved and he is ready to begin work on a new contract.

Koland had three-quarters of a mile of grade to construct, and for a time used 15 horses in connection with the work. Toward the end of the contract, however, his

stock was reduced to eight head, with which he finished the grade.

No new grading work is in progress at the present time, but it is expected that a number of contracts will be let on the Mills location beyond the end of steel south of Nenana. Bids are in for the clearing of a considerable stretch of right-of-way, and the contract for that work may be let immediately. The grading will start as soon as possible thereafter, possibly within a week or two.

A number of the grading contractors who worked on the Nenana-Fairbanks line will bid on grading work south of Nenana.

#### CLAIMS OF AMERICAN CITIZENS AGAINST GERMAN TOTAL ABOUT \$750,000,000.

America's tentative statement of claims of American citizens and concerns so far reported against Germany and Austria-Hungary was made public recently by the Department of State. The total amount of the claims is about \$750,000,000. It is expected that additional claims will be received by the department which may increase this amount to some extent.

The department for several months has had a large force engaged in the compilation of American losses which have been reported to it in response to published requests for a very brief statement of losses or injuries of Americans attributable to the enemy. Opportunity for a more formal detailed statement of these claims will be given later when the new regulations for their submission are prepared.

##### Two Classes of Claims.

The claims are divided into two classes: those arising from submarine warfare and those attributable to other acts of the Central Empires.

Included in the items comprising claims growing out of submarine warfare are losses alleged for death and injury of American citizens; losses suffered in the destruction of or damage to American vessels; losses suffered in connection with American cargoes in both American and foreign bottoms; the loss of much valuable personal property other than cargoes; and many miscellaneous items of loss and injury.

##### Losses Due to Other Acts.

The losses due to other acts of Germany and Austria-Hungary include destruction and requisition of American properties in both enemy territory or territory occupied at various times by enemy forces. American citizens and concerns at the outbreak of the war had about three hundred million dollars worth of property in enemy countries and those which have been under enemy occupation. Heavy losses have resulted in connection with this property due to war measures taken by the Central Powers.

The American claims in number will run well into the thousands.

#### DIRECTORS OF THE TANANA VALLEY AGRICULTURAL ASSOCIATION ELECTED.

At a meeting of the farmers in the Tanana Valley held in the Armory Hall in the town of Fairbanks on August 10, a new set of directors of the Tanana Valley Agricultural Association were elected for the ensuing year.

The new directors are P. J. Rickert, M. D. Snodgrass, J. D. McIntyre, Harry Buzby, C. W. Dana, Charles Desjardens, and H. H. Berry. The directors later elected the following officers: P. J. Rickert, president; H. H. Berry, vice-president, and R. F. Washburn, secretary.



# 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.

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

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.

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

## OFFICIAL CIRCULARS.

### INVOICES TO BE CHECKED AND RETURNED.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Aug. 27, 1919.

Circular No. 78:

TO ALL CONCERNED:

Invoices are furnished to consignee for all supplies shipped by the stores department at Anchorage, which invoices should be checked against the shipments, O. K'd and returned to this office. A great many invoices are outstanding at the present time. Please check them and return them at once, or advise why you are holding them.

F. A. HANSEN,  
Engineer Maintenance of Way.

### SWITCH LAMPS MUST BE LIGHTED.

Department of the Interior,  
Alaskan Engineering Commission  
Maintenance of Way Department  
Anchorage, Alaska, Aug. 28, 1919.

Circular No. 63:

TO ALL SECTION FOREMEN:

You are hereby instructed to begin lighting and placing switch lamps on all switches on your respective sections, beginning September 1.

JAS. HANAHAN,  
Asst. Supt. in Charge of Track.

### REMAINS OF DANIEL A. SULLIVAN TO BE SHIPPED TO STATES FOR BURIAL.

The body of Daniel A. Sullivan, assistant superintendent of construction on the Seward Division of the Government Railroad, who was killed on August 23 at Mile 52 as the result of being run over by a car, will be shipped to the States for burial.

The deceased was inspecting the brake levers on a flat car, when engine No. 20, standing nearby, started down grade and before being stopped collided with the flat car. Death was instantaneous. The accident is being investigated by R. J. Weir, engineer in charge of the Seward Division. Mr. Sullivan was employed during the past three years on the Seward Division as assistant superintendent of construction in charge of steam shovel operations. He was an experienced railroad worker on construction work and for many years acted as superintendent for the con-

tracting firm of Grant, Smith & Co., being later employed by the Great Northern Railway system.

The deceased leaves a brother at Fox Home, Minnesota, and a sister at Port Angeles, Washington. He was 38 years of age and was a member of B. P. O. Elks, No. 186, of Olympia, Washington.

### DANCE GIVEN IN HONOR OF OPENING OF NEW SCHOOL BUILDING AT ESKA.

To celebrate the completion of the new school house at Eska, a dance was given in the building by the citizens of the mining town on August 29 and was attended by every person in Eska as well as by most of the population of Chickaloon and by a number of Anchorage persons.

Dancing began at 9 o'clock and ended at 2 o'clock Saturday morning. The Anchorage Jazz Orchestra furnished the music for the occasion. A tasty supper prepared by the ladies of Eska was served at midnight.

The members of the orchestra, which is composed of six pieces, are Miss Maudene Robinson, Miss Deedie Blodgett, Mr. F. O. Robinson, Mr. Paul Swanson, Mr. Rex Seymour and Mr. H. C. Mills. The orchestra returned to Anchorage on Saturday's train.

### LABOR DAY CELEBRATION HELD BY ANCHORAGE CITIZENS AT BALL PARK.

Labor day was fittingly observed yesterday by the laboring men of Anchorage and vicinity when over 500 gathered at the local ball park and enjoyed the program that had been arranged for the occasion.

A majority of the employees of the Alaskan Engineering Commission working in the Turnagain Arm district and at the coal mines at Eska and Chickaloon arrived in Anchorage Saturday night.

The program at the park consisted of sport events, musical selections rendered by the Anchorage band and an address by John F. Coffey. The athletic events were the 100-yard dash, the 50-yard dash for boys between 12 and 16 years; the 35-yard dash for boys under 12 years, potato race for boys, pie-eating contest, the wheel-barrow race, nail-driving contest for women, the fat men's race, the relay race of four teams, the hammer-throwing contest, and the men's obstacle race.

A ball game was played between teams representing the returned soldiers and the Anchorage Daily Times and resulted in a victory for the returned soldiers' team.

### LEGISLATION TO PREVENT PROFITEERING IS BEING CONSIDERED BY CONGRESS.

A bill has been introduced in the House of Representatives by Isaac Siegel, congressman from the Twentieth Congressional District of New York, which includes the city of New York, requiring all persons transacting business to obtain a license and to prevent profiteering practices. The bill which was introduced in Congress under date of August 6, has been referred to the committee on Interstate and Foreign Commerce and is now being considered by this committee.

The text of the bill is as follows:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That when used in this Act the term "person" includes individuals, partnerships, corporations, associations, and joint stock companies. The term "United States" includes the States, the Territories of Alaska and

Hawaii, and the District of Columbia. The term "Secretary" means the Secretary of the Treasury. The term "Commissioner" means the Commissioner of Internal Revenue. The term "Collector" means the Collector of Internal Revenue.

Sec. 2. That every person in the United States, before transacting business either as manufacturer, jobber, wholesaler, or retailer shall be required to obtain from the collector of the district wherein he transacts business a license or permit to transact business within such internal-revenue district for a period of one year. That at the time of making application for the issuance of such permit or license he shall state under oath the kind of business which he transacts, together with such other information as the collector shall require, and shall pay to such collector the sum of \$10, to be paid into the Treasury of the United States.

Sec. 3. That any person now or hereafter engaged in business in the United States to whom a permit or license shall have been issued, who shall expose or offer for sale or cause to be exposed or offered for sale to the public any article of goods, wares, or merchandise without having plainly stamped or printed thereon or attached thereto a card showing the true, actual cost price thereof, such person shall be guilty of profiteering and shall be punished as hereinafter provided.

Sec. 4. That every person who shall be guilty of violating either sections 2 or 3 of this Act shall be fined in a sum not exceeding \$5000 and may be imprisoned for not more than two years, or both.

Sec. 5. That where the person violating section 3 shall be a partnership or joint stockholder or corporation, each of the partners or directors shall each be liable to the penalty prescribed in section 4.

Sec. 6. That the language "engaged in business," used in section 3 of this Act, shall be construed to include those who manufacture or purchase from others goods, wares, and merchandise for the purpose of offering for sale such goods, wares, or merchandise.

Sec. 7. That the language "true, actual cost price thereof," used in section 3 of this Act, shall not be construed to include any drayage, freight or carriage charges paid by the purchaser, or any discount allowed on bills paid before maturity.

Sec. 8. That each and every article of goods, wares, or merchandise so exposed or offered for sale or caused to be exposed or offered for sale in violation of sections 2 or 3 of this Act shall constitute a separate offense under this Act.

Sec. 9. That in addition to the penalty provided for the violation of any part of this act, the commissioner shall have the right to immediately revoke the said permit or license issued to said person to transact business, and no permit or license shall be issued to said person to transact business within one year after such violation.

Sec. 10. That this Act shall take effect immediately.

#### MERCHANDISE SHIPMENTS FROM ALASKA FOR JULY VALUED AT \$3,640,548.

The value of merchandise shipments from Alaska to the States during the month of July, 1919, were valued at \$3,640,548, according to the report of John W. Troy, United States Collector of Customs, with headquarters at Juneau.

The kinds of merchandise shipped and their weights,

measurements and values, are shown in the following report, which has just been made public by the collector of customs:

Bones, hoofs, horns, etc.	\$	170
Curios		1,183
Fertilizers	77 tons	4,278
Fresh fish, other than salmon	743,749 lbs.	81,977
Dried, smoked, or cured fish	72,200 lbs.	3,870
Kippered herring	891,878 lbs.	121,124
Pickled fish	3,532 bls.	46,477
Canned salmon	11,733,994 lbs.	2,094,048
All other salmon		434,533
Clams		47,084
Shrimps		8,500
All other fish and fish products*		59,886
Furs and furskins (ex. sealskins)		39,346
Gypsum	750 tons	3,000
Copper ore, matte and regulus	3,021,912 lbs.	483,580
Lead ore, matte and regulus	32,281 lbs.	3,909
Stone, including marble		14,000
†All other articles		1,884

Total value of products of Alaska	\$3,461,136
Articles, the growth, produce, or manufacture of the United States returned	133,566
Total value of shipments of foreign merchandise	45,846

Total value of shipments of merchandise ....\$3,640,548  
†Included in "All other articles":

Manufactured furs	\$1,060
Raw wool	568 lbs. 397
Sheep pelts	112 lbs. 39
Reindeer skins	40 lbs. 10
Lead bullion, content	7,962 lbs. 378
	1,884

\*Included in "All other fish and fish products:

Canned codfish .....459,984 lbs. \$59,230  
All shipments to Seattle, Wash., except:

Shipped to Tacoma, Wash.—Copper ore, 5,229 tons; fresh fish, 169,745 lbs.; concentrates, gold and silver, 122,355 lbs.; gypsum, 750 tons; marble, 505 tons.

Shipped to Bellingham, Wash.—Canned salmon, 94,156 cases; canned codfish, 9,583 cases; salt codfish, 104,000 lbs.

Shipped to Anacortes, Wash.—Salt codfish, 99,200 pounds; kippered herring, 4,370 cases; canned salmon, 4,946 cases.

#### OPEN SEASON FOR DUCKS AND SHORE BIRDS COMMENCED YESTERDAY.

Yesterday marked the opening of the duck and shore bird season in this section of Alaska and the first light of dawn saw the departure from Anchorage of many lovers of the sport of duck shooting.

A party consisting of F. A. Hansen, engineer maintenance of way; A. O. Adams, port engineer; W. R. Manning, general storekeeper, and A. D. Balderston, chief clerk in the office of William Gerig, engineer in charge of the Anchorage Division, departed late Sunday night for the mouth of Beluga River with loads of ammunition and a well marked chart of the hunting grounds. They used a power boat to make the trip. The party returned to Anchorage late last evening.

Thrift takes you up the ladder—Waste brings you down.  
Buy War Savings Stamps.

### LOCAL GEOLOGIST MAKES REPORT ON MINERALS IN NELCHINA DISTRICT.

Albert Creek in the Nelchina country, a small stream about three miles in length, which enters Crooked Creek nine miles from its mouth, is the only stream in the Nelchina region that has produced any quantity of gold, according to Theodore Chapin, of the United States Geological Survey, with headquarters in Anchorage, who in his report on the Nelchina-Susitna region describes the formation of the various creeks in the district.

The report of Mr. Chapin, in part, is as follows:

"The placers were discovered in 1912, and in the following spring 10 claims were staked by Odin Olson, Fred Getchell, Joe Palmer and Duncan McCormick. During the season of 1913 much of the time was spent on dead work, but a cut 34 by 39 feet was opened and yielded about 60 ounces of gold. The gravel averaged over \$10 a cubic yard. Development work was continued in 1914 under a new lease. In June over half a mile of ditch was completed, and a strip was being ground-sluiced preparatory to sluicing. Work was suspended early in the fall. It is reported that 150 ounces of gold was recovered. Prospecting was done by a number of other men on the creek with indifferent success.

"The three main tributaries of Albert Creek are locally known as Money Gulch, Porphyry Gulch, and Noon Gulch. The bedrock on Albert Creek is tuffaceous sandstone and shale, which are associated with volcanic rocks. The bedrock is overlain by about 5 feet of poorly stratified coarse gravel containing many flat and angular boulders of graywacke. Through this gravel the alluvial gold is disseminated with little or no concentration on the bedrock. Upon the coarse gravel lies 2½ feet of finer gravel and clay and lenses of ice, and upon this lies two feet of silt and clay. The pay streak does not appear to be continuous, but prospecting has not yet been adequate to prove or disprove its extent or value. Timber for cabins and mining use was brought from Startup, a camp at the head of Squaw Creek, six miles south.

"Prospecting was being done in 1914 on other tributaries of Crooked Creek. Six men were at work on Poor-man Creek and early in the summer had ground-sluiced 350 feet of ground and had boxes ready to set up. Bedrock on the lower part of the creek consists of conglomerate, shale, and sandstone, and on the upper part of vesicular red andesitic lava with beds of white tuff. Bedrock at the workings is about six feet deep. The gold is rather flaky but contains small nuggets. It is reported that a small production was made. A little work was done on Cottonwood Creek, but bedrock was not reached. Prospecting was done also on Bonanza Creek, South Creek, Willow Creek, and other small streams.

"Prospects on Alfred and Mazuma Creeks, tributaries of Caribou Creek, were not visible to the writer. The following is taken from a published report by Martin and Mertie:

"Alfred Creek is a large stream tributary to Caribou Creek from the east about 15 miles above its mouth. The upper part of the valley is open and lies among rounded hills, but the lower part is deeply incised, the creek passing through several canyons, of which the lowest one, which is about half a mile long, terminates about half or three-quarters of a mile above the mouth of the creek in a broad flat. The trail follows the creek except at this lower canyon, which it avoids by passing over the bench to the north. A moderately dense growth of small spruce

extends along the lower half of the stream. In the upper part of the valley there is no vegetation larger than willows and small cottonwoods along the stream course. There are numerous patches of good grass on the hillsides.

"The rocks exposed along the upper half of Alfred Creek consist of Jurassic sandstones and shales cut by small dikes. Along the lower half of the creek the only rocks exposed are Upper Cretaceous shales, except at the lower end of the lowest canyon, where there is a large dike of coarse diabase. The rocks exposed on the tributaries are probably in large part the same as those on the main creek, except that the high ridge north of the creek is known to be capped by Tertiary volcanic rocks. These may be here, as they are at so many places in the district, underlain by Tertiary conglomerate. If so, this conglomerate is a likely source of placer gold.

"Alfred Creek has apparently been staked throughout the greater part of its length, but on only a few claims has more than technical assessment work been done. The discovery was made in 1911. A total of about \$1500 of gold is said to have been recovered from this creek.

"Mazuma Creek is tributary to Caribou Creek from the northeast at an altitude of about 3300 feet. The lower part of its course is in an inaccessible canyon, but the upper open part of its valley may be reached by a trail leading across the hills from the mouth of the stream entering Caribou Creek next below Mazuma Creek. The entire valley is above timber line and contains no vegetation larger than moderate-sized willows and small cottonwoods. The nearest timber is on Caribou Creek about two miles below Mazuma Creek, where there is a sparse growth of small spruce. Grass is abundant along the trail leading into the upper Mazuma Valley.

"The rocks on Mazuma Creek are basaltic lavas and tuffs, underlain along the upper part of the creek by coarse conglomerate. An exposure at an altitude of about 4600 feet shows coarse, poorly consolidated conglomerate overlain by angular blocks of lava which were probably transported from the hillsides above. The conglomerate is well consolidated near creek level but looser above. This difference may be either the result of local cementation; local leaching, or reworking. It is probably due to reworking, for the looser part is decidedly coarser than the well-consolidated conglomerate at the creek level. The well-consolidated conglomerate consists of boulders, in general not over six inches in diameter, and contains lenses of shale and sandstone, while the looser conglomerate has numerous boulders from one to two feet long. The boulders are chiefly granitic and fine-grained igneous rocks with some sandstone, shale, and porphyry. The conglomerate, both above and below the contact of the better and the less consolidated part, is thoroughly indurated along vertical fissures which stand out like dykes. The creek gravels, so far as noted, contain only material which might be derived from the conglomerate or the overlying volcanic rocks and include numerous large boulders.

Claims have been staked from three to five miles above the mouth of the creek. The discovery was made in 1906. Nuggets up to 16 or 18 cents in value are said to have been found. It is reported that a large number of them have "cement" sticking to them. There has apparently been little or no production from this creek. The improvements consist of a wing dam, several prospect holes, and a ditch which will deliver water from a tributary stream under moderate head.

"Whatever gold occurs in the gravels of Mazuma Creek



was probably derived by reconcentration from a more disseminated deposit in the conglomerate. If there is, as there appears to be, a loose reworked conglomerate lying upon and derived from an older and more thoroughly indurated conglomerate, the contact of the two is possibly gold-bearing."

#### CARGO CARRIED THROUGH PANAMA CANAL IN MAY AMOUNTED TO 566,892 TONS.

The number of ocean going commercial vessels passing through the Panama canal during the month of May, 1919, was 176, exclusive of seven U. S. Government ships, on which no tolls were levied, one other naval ship, and four launches and the tonnage aggregated 566,892 tons, Panama Canal measurement, according to figures contained in the report of Col. Chester Harding, governor of the Panama Canal Zone, to the Secretary of War.

The governor's report, in part, is as follows:

"The net tonnage of the 176 commercial ships aggregated 566,892 tons, Panama Canal measurement. Their registered gross tonnage was 727,260 and their registered net tonnage 468,030 tons. The cargo carried totaled 642,171 tons of 2240 pounds. Ships of eight different nationalities were included in the month's traffic. The total net tonnage exceeded by 86,025 tons that of commercial ships passing through the Canal in April, when 161 ships of 480,867 tons made the transit. The cargo carried was 135,242 tons more than that handled through the Canal in April, and was the greatest for any month so far during 1919; and had been exceeded only once, in October, during the fiscal year.

"The United States coastwise traffic was made up of 26 vessels aggregating 83,295 net tons, Panama Canal measurement, and carrying 106,020 tons of cargo. From Atlantic to Pacific it included four ships, with a total net tonnage of 16,439 tons, Panama Canal measurement, carrying 23,378 tons of cargo, and from Pacific to Atlantic 22 ships of 66,856 net tons, carrying 82,642 tons of cargo.

"The United States Shipping Board operated none of the four westbound ships in the coastwise trade, but operated all but one of those eastbound. This was in ballast; its aggregated net tonnage was 6823. Two of the westbound coastwise ships were operated by the U. S. Navy. In the foreign trade, the Shipping Board sent nine vessels, of 25,809 net tons, Panama Canal measurement, through from Atlantic to Pacific, carrying 27,419 tons of cargo. From Pacific to Atlantic the Shipping Board vessels in foreign trade numbered 11, of 30,751 net tons. Of these, four, of 14,561 tons, were in ballast. The seven ships carrying cargo carried an aggregate of 24,931 tons.

"Among the principal commodities included in the traffic from Pacific to the Atlantic during May were flour, five whole cargoes aggregating 36,197 tons; sugar, five whole cargoes amounting to 25,076 tons, with another shipment of sugar included with hemp and general; barley, seven whole cargoes, 20,925 tons; lumber, six whole cargoes, 13,955 tons; nitrates, four whole cargoes aggregating 13,451 tons, with another shipment of nitrate included with fruit and coffee; and coffee, three whole cargoes, 6125 tons, and other shipments included with leather. Two oil tankers passed through in ballast, from the west coast of South America to ports on the Gulf of Mexico; and another tanker carried 8033 tons of crude oil from Talara to Vallo.

"The bulk shipments from the Atlantic to the Pacific were: Fuel oil, 50,079 tons, from Gulf of Mexico ports,

6152 tons from Beaumont, 7927 tons from Tampico, and 36,000 tons from Puerto Lobos, for the west coast of North and South America; refined oil, 31,550 tons, of which 11,400 tons were from New York to San Francisco, 5000 tons from New York to Melbourne, 6910 tons from New Orleans to Honolulu, and 8200 tons from Port Arthur to San Francisco; coal, 26,648 tons, originating at Newport News, Norfolk, Baltimore, and New York, and destined, 9157 tons to the west coast of South America, 8831 tons to Wellington, and 8660 tons to San Francisco; and coke, one cargo of 1503 tons from Baltimore to Callao, with other coke included in a cargo of iron for Valparaiso. One British transport passed through the canal in May, carrying returning soldiers to Littleton.

#### WEEKLY FORCE REPORT.

##### Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, August 23, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	4	1	6
Drafting .....	0	4	0	4
Bridge Engineer .....	1	1	0	2
Land and Industrial .....	0	2	0	2
M. of W. Shops and Yards .....	2	6	42	50
Track, Bridge and Ballast .....	2	8	470	480
Receiving and Forwarding Agt. ....	1	3	25	29
Machine Shop and Roundhouse .....	1	3	60	64
Marine Ways .....	1	1	33	35
Stores and Material Yard .....	1	10	56	67
Employment Bureau and Terminal Mess .....	1	2	14	17
Transportation .....	1	10	47	58
Disbursing Office .....	1	5	0	6
Accounting .....	1	10	0	11
Base Hospital .....	1	1	10	12
Townsite .....	0	1	6	7
Telegraph and Telephone .....	1	6	30	37
Mining .....	2	5	104	111
Location Surveys, Broad Pass .....	1	2	30	33
	19	81	928	1031
Stationmen .....				8
Total .....				1039

#### ARCTIC EXPLORER PREDICTS BIG INCREASE IN NUMBER OF REINDEER IN ALASKA.

Vilhjalmur Stefansson, the great Arctic explorer, points out that in 1892 when the Alaskan Eskimos in the vicinity of Bering Strait had destroyed all the animals upon which they had lived, the Bureau of Education for the Natives of Alaska originated the plan of importing reindeer for a number of years from Siberia and Lapland, training the native Eskimos in the care of the animals. From the original 1,280 reindeer imported from Siberia, there are now 140,000 in Alaska and 80,000 have been killed for meat and their hides. Inside of ten years Mr. Stefansson predicts that the number of reindeer in Alaska will have increased to 5,000,000 and that their propagation will soon become the most lucrative of all the Territory's industries.

### PERSONAL

Mrs. C. G. Cameron, wife of C. G. Cameron, timekeeper in the Turnagain Arm district, visited in Anchorage last week.

Frank Daniels, foreman of the road building gang working in the Broad Pass district, was a visitor in Anchorage last week.

Charles Barriclaw, foreman of the snow shed construction crew working at Mile 76½, was a visitor in Anchorage over Labor Day.

Marc Gans has been appointed to the position of accountant in the stores department, succeeding M. H. Baker, who departed for the States last week.

M. L. Peters, foreman of a bridge and building gang working in Mile 52 in Seward Division, came to Anchorage with 16 of his crew to enjoy the Labor Day celebration.

Mrs. C. E. Berg, whose husband is in charge of the sawmill operated by the Alaskan Engineering Commission at Mile 86, spent several days in Anchorage during the past week.

John H. Dunn, superintendent-elect of the Anchorage public school, has resigned his position with the stores department, and assumed his duties in connection with his school work today.

Daniel Leech, formerly assistant superintendent of construction, in the Turnagain Arm district, was an outgoing passenger on the S. S. Alameda which sailed from Anchorage on August 23. Mr. Leech will visit in Seattle and coast cities during his stay in the States.

James Hanahan, assistant superintendent in charge of track, made an inspection of the main line north of Anchorage during the past week. Mr. Hanahan for the past month has been located south of Anchorage supervising the work of the extra gangs in raising and ballasting track south of Mile 71.

### Anchorage Division Notes.

All of the pioneer telephone line between Mile 71 and Mile 76 in the Turnagain Arm district of the Anchorage Division, was taken down during the week ended August 23, according to the report of J. J. Longacre, acting superintendent of the telegraph and telephone department of the Alaskan Engineering Commission. Telephone poles were distributed, according to the report, between Mile 74 and Mile 75. Poles were set and wire replaced in Mile 16 on the Matanuska branch. Three local telephones were connected in Anchorage during the week, two were disconnected, one was moved and four were changed. In the light and power branch of the department four meters were "cut in" and four were "cut out."

Eight hundred and forty-five short tons of coal were mined at Eska and Chickaloon coal mines during the week ended August 16, and 114 persons were reported on the payrolls, according to the report of Sumner S. Smith, resident mining engineer for the Alaskan Engineering Commission. At the Eska mine the work for the week consisted in a continued driving of the Emery East tunnel, in churn drill operations and in prospecting. The work at the Chickaloon mine consisted in a continued driving of the Second East, the Second West, and the "F" West tunnels. Seven hundred and ninety-three tons of coal were mined at Eska and Chickaloon mines during the week ended August 23, and 111 persons were reported on the payrolls. The work at the Eska mine consisted in the

continued driving of the Shaw West and the Emery East tunnels and at the Chickaloon mine in the driving of the Second East, the Second West and the "F" West tunnels. The work of constructing the Eska school house is progressing satisfactorily and will be ready for the ensuing school term.

### MASTER MECHANIC MAKES PROGRESS REPORT OF WORK IN MECHANICAL DEPARTMENT.

Engine service furnished during the week ended August 23, according to E. P. Hedburg, master mechanic, was as follows:

Mixed train service: Engine No. 620, four days; engine No. 275, three days. Work train service: Engine No. 1, one day; engine No. 247, three days; engine No. 277, six days; engine No. 221, three days; engine No. 224, six days; engine No. 264, seven days; engines No. 266, three days; engine No. 242, four days. Switch service: Engine No. 225, four days; engine No. 221, two days.

Running repairs were made during the week to engines Nos. 1, 221, 225, 242, 247, 266 and 620.

Light repairs were made to 17 freight cars, eight work-train cars, and two passenger train cars, in the car and carpenter shop, according to the report. The overhauling and repainting of coach No. 5 was completed, and the coach is now ready for service. One Seward Division Panama flat car was equipped with coal box and renumbered to the "4000" series. Seven pair of wheels were changed out during the week.

The daily average coal consumption at the power plant during the week reported was approximately 14 tons and at the townsite pumping plant slightly less than four tons. A stage of eight feet of water was maintained in the sump and 18 feet in the townsite tank.

Mr. Roy A. Trachsel, a returned soldier, was put to work as a locomotive fireman on August 24. Mr. Trachsel was discharged from the Army on June 20, 1919. At the time of his discharge he was attached to a flying corps at Illington, Texas.

### TRAIN SERVICE NORTH OF MILE 52 ON SEWARD DIVISION DISCONTINUED.

Train service on the Seward Division north of Mile 52 will be discontinued during the next four weeks owing to the reconstruction work being done on bridge No. 80 in Mile 52, according to advices received from R. J. Weir, engineer in charge of the Division by William Gerig, engineer in charge of the Anchorage Division.

Train service will be maintained out of Anchorage as far south as Mile 56 and out of Seward as far north as Mile 52. In order for passengers to travel between Anchorage and Seward it will be necessary for them to walk the intervening four miles between Mile 52 and Mile 56.

Passengers will be able to walk across the bridge during the time the repair work is being done, according to Mr. Weir.

During the time required for making the repairs to bridge No. 80 no passenger or freight equipment will be maintained between Mile 52 and Mile 56 and passengers traveling between Anchorage and Seward should take only such personal baggage as may be carried by hand while negotiating the four-mile gap.

A passenger train will leave Anchorage Thursday morning at 8.30 o'clock with passengers for Seward who expect to connect with the S. S. Alaska which is due to arrive in Seward September 6.

# ALASKA RAILROAD RECORD

VOL. III. ANCHORAGE, ALASKA, TUESDAY, SEPTEMBER 9, 1919. NO. 44

## CONSULTING ENGINEER FOR ALASKAN ENGINEERING COMMISSION ARRIVES IN ANCHORAGE.

William C. Edes, consulting engineer for the Alaskan Engineering Commission, accompanied by Mrs. Edes, arrived in Anchorage from Seward today.

Mr. Edes was met at Mile 53 by a special train carrying William Gerig, engineer in charge of the Anchorage Division of the Government Railroad.

Mr. Edes arrived in Seward on the S. S. Alaska, having come direct from Washington. He will remain in Anchorage for about two months engaged in aiding in the plans for an active construction campaign to be carried on next year in all divisions of the Government Railroad.

## ENGINEER MAINTENANCE OF WAY REPORTS WEEKLY PROGRESS IN ANCHORAGE DIVISION.

Two thousand four hundred and thirty cubic yards of gravel were handled in four working days by steam shovel No. 1, Engineer Jeffries, working at Girdwood in the Turnagain Arm district during the week ended September 6, according to the report of F. A. Hansen, engineer maintenance of way, to William Gerig, engineer in charge of the Anchorage Division of the Government Railroad. This shovel was moved from Girdwood on September 4 to Mile 56. The material handled was used for raising the grade between Mile 54 and Mile 65.

Four thousand four hundred and eighty-four cubic yards of gravel were handled by steam shovel No. 7, Engineer Patten, in five working days, working in the gravel pit in Mile 118, according to the report. The material was used for the purpose of bank widening between Campbell and Matanuska.

One thousand three hundred and forty cubic yards of material were handled by the ditcher, extra gang No. 1, working at Mile 76½ in the Turnagain Arm district, in digging in connection with the foundation excavation work for the snow sheds at this place.

One thousand and eighty cubic yards of gravel were handled between station 2630 and station 2645 by extra gang No. 5 with slip scrapers during the week reported. Six teams were used by this gang. Three additional scrapers will be used on this work, commencing September 8.

The water tank located at Mile 59½ is 90 per cent complete. The work is being done by bridge and building gang No. 2. This gang is also engaged in the installation of a water supply station for use of the steam shovel working in Mile 56 and the work is 90 per cent complete.

The work of placing riprap rock around the mole at

the new Anchorage dock occupied extra gang No. 2 during the week.

A steam shovel loading spur 2100 feet in length was placed at Mile 56 during the week by extra gang No. 3. This gang also placed coal and outfit spurs in the same mile, each spur being 500 feet in length.

Sixteen piling, aggregating 1223 lineal feet were shipped to Anchorage from Camp 86 on September 4 by bridge and building gang No. 4.

Thirty-seven piling aggregating 2608 lineal feet were rafted to Anchorage from Signal Point on the south shore of Turnagain Arm on August 30.

Ninety-three piling were driven by bridge and building gang No. 5 for the Anchorage dock during the week reported.

Timbers for 25 spans for use in snow shed construction at Mile 76½ were framed during the week by bridge and building gang No. 6. A water tank with a capacity of 3500 gallons was erected at Mile 56.

Oscar Lake & Co., digging coyote holes in Mile 56, completed 241 feet of holes during the week.

One hundred and seventy-eight logs were landed at the sawmill located in Mile 73 during the week and 77,291 board feet of lumber were sawed.

The work of bridge and building gang No. 7 consisted during the week of driving 50 piling for the Anchorage dock, in sway-bracing piling and placing riprap.

## RAILROAD BUILDING IN FAIRBANKS DIVISION SUBJECT OF REPORT BY ENGINEER IN CHARGE.

Track on the Government Railroad in the Nenana end of the Fairbanks Division has been laid as far north as Mile 428.62 and in the Happy district as far south as Mile 451.95, according to telegraphic advices received from Frederick D. Browne, engineer in charge of the Division.

Grading for the wagon road is under way between Mile 360.2 and Mile 364.6. The grading is complete for the railroad between Mile 364.6 and Mile 365.5. Track is now laid and ready for rolling stock between Mile 365.5 south of Nenana at the Nenana coal fields to Mile 428.62, north of the town of Nenana, which is located in Mile 415 on the railroad.

In the Happy district working south from Fairbanks steel has been laid as far as Mile 451.95 and grading is under way between the end of steel at Mile 451.95 and the end of steel out from Nenana at Mile 428.62. The gap between railheads at the end of August amounted to 23.3 miles and as the work of grading this portion of the road



is under way it is expected that communication by rail will be established before the close of the present construction season between Nenana coal fields and the town of Fairbanks.

#### DRAFT OF PROPOSED BILL REORGANIZING THE ARMY NOW BEFORE CONGRESS.

A draft of the proposed bill which has for its purpose the reorganization of the United States Army under peacetime conditions and regulations was introduced in Congress under date of August 4, and is now being considered by the House Committee on Military Affairs.

The bill provides for a peacetime establishment of 310,000 men and in effect makes permanent the organization which has developed in the War Department, except that it abolishes the Chemical Warfare Service and Inspector General's Department.

The most important branches of the Army are to be organized as follows:

"That the United States Army shall consist of general officers of the line, a General Staff Corps, an Adjutant General's Department, a Judge Advocate General's Department, a Quartermaster Corps, a Finance Department, a Transportation Corps, a Motor Transport Corps, a Medical Department (which shall consist of a Medical Corps, a Dental Corps, a Veterinary Corps, and an Army Nurse Corps), a Corps of Engineers, an Ordnance Department, a Signal Corps, an Air Service, a Tank Corps, chaplains, band leaders, a Bureau of Insular Affairs, a Military Bureau, detached officers, the professors and cadets of the United States Military Academy, detachments for schools and disciplinary barracks, the Infantry, the Cavalry, the Field Artillery, the Coast Artillery Corps, an Officers' Reserve Corps, unassigned recruits, and the officers and enlisted men of the retired list. From and within these several branches the President shall form such military organizations and such territorial, field, or tactical units or organizations as he may deem necessary, all organized as he may prescribe. The Army shall remain as at present constituted by law until the President, under the authority of this act, shall direct otherwise. The President shall merge, as expeditiously as possible after the approval of this act, all now existing departments, bureaus, and offices of the War Department into the organization herein prescribed or authorized; and shall have authority to make such distribution or redistribution of the duties, powers, functions, records, property, and personnel of such previously existing departments, bureaus and offices as he may deem necessary for the efficiency of the military service, and authority to prescribe the duties, powers, and functions of officers of the services, units, and organizations herein authorized or prescribed.

"General officers of the line: There shall be in the line of the Army six lieutenant generals, 32 major generals, and 88 brigadier generals. The general officers of the line who are authorized in this act for the various branches of the service shall be included in these numbers, and the assignment of general officers to any branch, corps, or department shall not create vacancies among general officers of the line.

"The Chief of Coast Artillery, officers on the active list who have held the rank of general officer by detail as chief of Staff Corps or bureaus, and the general officers of the staff, except those of the Medical Department, shall, on the passage of this act be recommissioned as general officers of the line in the grades and with the dates of rank

now held by them or heretofore held by them as head of a staff corps or bureau. In time of peace general officers of the line shall be appointed from the next lower grade of the line of the Army.

"The General Staff Corps: The General Staff Corps shall consist of one chief of staff, detailed by the President from among the general officers of the line, who, while so detailed, shall have the rank, pay, and allowances of a general, and shall take rank and precedence over all other officers of the Army; five assistants, who shall be detailed from among general officers of the line; 5 brigadier generals; 41 colonels; 73 lieutenant colonels; 89 majors; 17 captains, all detailed from corresponding grades in the Army as in this section hereinafter provided; 42 regimental sergeants major; 63 battalion sergeants major; 63 sergeants; 21 corporals; and 189 privates, first class. All officers detailed in the General Staff Corps shall be detailed therein for a period of four years, unless sooner relieved. While serving in the General Staff Corps, officers may be temporarily assigned to duty with any branch of the Army in which they hold permanent commissions, and no officer shall be eligible for a further detail in the General Staff Corps until he shall have served two years with the branch of the Army in which commissioned, except in time of actual or threatened hostilities. Section 27 of 'An act to increase the efficiency of the permanent Military Establishment of the United States,' approved February 2, 1901, shall apply to each position vacated by officers below the grade of general officer detailed in the General Staff Corps.

"In time of peace no officer shall be detailed as a member of the General Staff Corps, other than the Chief of Staff and the general officers herein provided for as assistants to the Chief of Staff, except upon the recommendation of a board of five officers not below the rank of colonel, who shall be selected by the President or the Secretary of War, not more than two members of the General Staff Corps shall be detailed as members of any such board. No detail of an officer as a member of the General Staff Corps shall be made more than one year after the making of such recommendations or at any time after the convening of another such board, unless again recommended by the new board.

"If any officer detailed in the General Staff Corps, or as an officer in any staff corps or department of the Army, shall be promoted to the next higher grade while so serving, he may be permitted to serve out the period of his detail, not exceeding four years, and the number of officers in the organization in which he shall be serving and in the grade to which he shall have been promoted shall be increased by one for such time as he shall be an additional number in said organization and grade; but the whole number of officers detailed to said organization shall at no time exceed the aggregate of the numbers allowed to the several grades thereof by law other than this provision.

"The Chief of Staff, under the direction of the President or of the Secretary of War, shall have supervision of all agencies and functions of the Military Establishment, and shall perform such other military duties, not otherwise assigned by law, as may be assigned to him by the President.

"The Chief of Staff shall be the immediate adviser of the Secretary of War on all matters relating to the Military Establishment, and shall be charged by the Secretary of War with the planning, development, and execution of the Army program.

"The Chief of Staff, by authority of and in the name

of the Secretary of War, shall issue orders as will insure that the policies of the War Department are harmoniously executed by the several corps, bureaus, and other agencies of the Military Establishment, and that the Army program is carried out speedily and efficiently.

"The duties of the General Staff Corps, under the direction of the Chief of Staff, shall be to prepare plans for the national defense and for the mobilization of the military forces in time of war; to investigate and report upon all questions affecting the efficiency of the Army and its state of preparations for military operations; to render professional aid and assistance to the Secretary of War and to general officers and other superior commanders, and to act as their agents in informing and coordinating the action of all the corps, bureaus, and agencies which are subject under the terms of this act to the supervision of the Chief of Staff; and to perform such other military duties not otherwise assigned by law as may from time to time be prescribed by the President.

"Motor Transport Corps: The Motor Transport Corps shall consist of 1 brigadier general; 8 colonels; 22 lieutenant colonels; 38 majors; 61 captains; 283 first lieutenants; 649 second lieutenants; 170 quartermaster sergeants, senior grade; 15 quartermaster sergeants; 419 first sergeants; 849 sergeants, first class; 4422 sergeants; 4958 corporals; 943 cooks; 4647 privates, first class; and 4314 privates.

"Corps of Engineers: The Corps of Engineers shall consist of 1 major general; 2 brigadier generals; 48 colonels; 52 lieutenant colonels; 134 majors; 322 captains; 431 first lieutenants; 137 second lieutenants; 131 master engineers, senior grade; 260 master engineers, junior grade; 50 regimental sergeants major; 50 regimental supply sergeants; 175 first sergeants; 52 battalion sergeants major; 2 battalion supply sergeants; 715 sergeants, first class; 20 sergeants bugler; 50 color sergeants; 20 assistant band leaders; 80 band sergeants; 120 musicians, first class; 1700 sergeants; 200 stable sergeants; 178 supply sergeants; 178 mess sergeants; 204 horseshoers; and 120 band corporals; 200 musicians, second class; 4174 corporals; 41 corporals bugler; 400 musicians, third class; 180 saddlers; 60 mechanics; 178 buglers, first class; 887 wagoners; 601 cooks; 5276 privates, first class; 178 buglers; and 10,698 privates.

"Ordnance Department: The Ordnance Department shall consist of 1 major general; 22 colonels; 59 lieutenant colonels; 87 majors; 100 captains; 97 first lieutenants; 34 second lieutenants; 932 ordnance sergeants; 792 sergeants; 1117 corporals; 84 cooks; 1095 privates, first class; and 2080 privates.

"Air Service: The Air Service shall consist of 1 major general; 1 brigadier general; 22 colonels; 45 lieutenant colonels; 120 majors; 428 captains; 699 first lieutenants; 594 second lieutenants; 515 master signal electricians; 2282 sergeants, first class; 1737 sergeants; 134 mess sergeants; 2485 corporals; 134 buglers, first class; 2738 wagoners; 584 cooks; 4966 privates, first class; 134 buglers; and 6741 privates.

"Tank Corps: The Tank Corps shall consist of 1 brigadier general; 5 colonels; 17 majors; 60 captains; 150 first lieutenants; 135 second lieutenants; 2 master engineers, senior grade; 3 master engineers, junior grade; 181 sergeants, first class; 1635 sergeants; 1415 corporals; 186 cooks; 1533 privates, first class; and 902 privates.

"Infantry: The Infantry shall consist of 100 colonels; 100 lieutenant colonels; 365 majors; 1600 captains; 2945 first lieutenants; 1860 second lieutenants; 220 regimental sergeants major; 240 regimental supply sergeants; 1440

first sergeants; 350 battalion sergeants major; 300 sergeants, first class; 80 sergeants bugler; 160 color sergeants; 80 assistant band leaders; 320 band sergeants; 480 musicians, first class; 9070 sergeants; 420 stable sergeants; 1680 supply sergeants; 1440 mess sergeants; 600 horseshoers; 480 band corporals; 800 musicians, second class; 22,505 corporals; 265 corporals bugler; 1600 musicians, third class; 420 saddlers; 3060 mechanics; 1260 buglers, first class; 4810 wagoners; 4685 cooks; 46,315 privates, first class; 1260 buglers; and 91,755 privates. The officers and enlisted men of the Porto Rico Regiment shall become a part of the Infantry branch herein provided for, and its officers shall be recommissioned in the Infantry with their present grades and dates of rank.

"Cavalry: The Cavalry shall consist of 30 colonels; 30 lieutenant colonels; 95 majors; 503 captains; 582 first lieutenants; 414 second lieutenants; 123 regimental sergeants major; 87 regimental supply sergeants; 474 first sergeants; 137 squadron sergeants major; 29 sergeants bugler; 58 color sergeants; 29 assistant band leaders; 58 band sergeants; 87 musicians, first class; 2910 sergeants; 474 stable sergeants; 474 supply sergeants; 495 mess sergeants; 995 horseshoers; 116 band corporals; 116 musicians, second class; 3302 corporals; 91 corporals bugler; 377 musicians, third class; 471 saddlers; 528 mechanics; 415 buglers, first class; 2522 wagoners; 1146 cooks; 7845 privates, first class; 444 buglers; and 16,164 privates.

"Field Artillery: The Field Artillery shall consist of 61 colonels; 61 lieutenant colonels; 163 majors; 793 captains; 1078 first lieutenants; 1078 second lieutenants; 142 regimental sergeants major; 143 regimental supply sergeants; 508 first sergeants; 143 battalion sergeants major; 224 master gunners; 61 sergeants bugler; 81 radio sergeants; 122 color sergeants; 61 assistant band leaders; 244 band sergeants; 366 musicians, first class; 3579 sergeants; 168 stable sergeants; 508 supply sergeants; 508 mess sergeants; 344 horseshoers; 366 band corporals; 610 musicians, second class; 8926 corporals; 143 corporals bugler; 686 chief mechanics; 1220 musicians, third class; 488 saddlers; 1317 mechanics; 1443 cooks; 447 buglers, first class; 5160 wagoners; 14,837 privates, first class; 732 buglers; and 18,595 privates.

"Coast Artillery Corps: The Coast Artillery Corps shall consist of 1 major general; 48 colonels; 47 lieutenant colonels; 148 majors; 715 captains; 748 first lieutenants; 728 second lieutenants; 79 master electricians; 166 engineers; 403 assistant engineers; 190 electrician sergeants, first class; 67 sergeants major, senior grade; 36 regimental supply sergeants; 503 first sergeants; 136 sergeants major, junior grade; 147 master gunners; 38 sergeants bugler; 14 color sergeants; 38 assistant band leaders; 171 electrician sergeants, second class; 152 band sergeants; 228 musicians, first class; 3933 sergeants; 503 supply sergeants; 503 mess sergeants; 221 radio sergeants; 228 band corporals; 380 musicians, second class; 5991 corporals; 272 firemen; 18 corporals bugler; 48 chief mechanics; 760 musicians, third class; 999 mechanics; 777 wagoners; 1005 cooks; 486 buglers, first class; 10,059 privates, first class; 496 buglers; 23,983 privates; and the Army Mine Planter Service, which shall consist of 20 masters, 20 first mates, 20 second mates, 20 chief engineers, 40 assistant engineers, 60 oilers, 120 firemen, 80 deckhands, 20 cooks, 20 stewards, and 20 assistant stewards. The number of rated men in the coast artillery corps shall not exceed 2746.

## 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.

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

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.

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### OFFICIAL CIRCULAR

#### Anchorage Division.

#### DERAIL SWITCH INSTALLED AT MILE 55 $\frac{1}{4}$ .

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Sept. 6, 1919.

Bulletin No. 174:

#### TO ALL CONCERNED:

A derail switch has been installed in main track at Mile 55 $\frac{1}{4}$ , with high switch stand on right side of track facing north. This switch must be left in position to derail at all times when not in use.

For information of any of the train and enginemen who may go south of Mile 55, the Seward Division advises that a derail switch has been installed in main track at point 1473 feet north of store house in Mile 52 yard, and must be set for derail when not in use. This switch has low switch stand.

J. T. CUNNINGHAM, Trainmaster.

#### LOTS IN TALKEETNA TOWNSITE TO BE SOLD AT PUBLIC SALE THIS MONTH.

Lots in the Talkeetna townsite upon which improvements have been made, will be sold at public sale in Talkeetna the latter part of September, according to R. D. Chase, special disbursing agent of the Alaskan Engineering Commission, who has been appointed superintendent of sale.

Only lots upon which substantial improvements were made prior to September 16, 1918, the date of the Talkeetna townsite survey, will be sold at this sale, according to Mr. Chase. Purchasers will be required to submit affidavits setting forth that they or their predecessors in interests placed substantial improvements upon their lots prior to September 16, 1918.

A sale of additional lots will probably be held sometime during the latter part of October to accommodate the residents of Talkeetna who are now engaged in mining in the Cache Creek, Iron Creek and Broad Pass districts. At this sale all lots remaining unsold at the first sale will be disposed of to the highest bidder.

#### RESIDENT MINING ENGINEER INVESTIGATES COAL OUTCROPS IN BROAD PASS.

Sumner S. Smith, resident mining engineer for the Alaskan Engineering Commission, with headquarters at Eska,

departed from Talkeetna September 4 for the West Fork of the Chulitna River in the Broad Pass district for the purpose of investigating various coal outcroppings reported in this vicinity.

Mr. Smith was accompanied by Frank Kelly, employed as accountant at the Eska coal mine and by William Bowker and Edward Maddox, packers. The party will use six pack horses on the trip and will devote about five weeks to the work. The supplies and provisions were transported from Talkeetna to Indian River by means of the power boat Betty M. From Indian River to Sullivan's Road House horses will be used.

#### SIX THOUSAND NINE HUNDRED AND FOURTEEN CUBIC YARDS OF GRAVEL MOVED.

Six thousand nine hundred and fourteen cubic yards of gravel were moved by two steam shovels working an aggregate of nine working days during the week ended September 6, according to reports submitted to William Gerig, engineer in charge of the Anchorage Division.

Steam shovel No. 1, Engineer Jeffries, working at Mile 56 in the Turnagain Arm district, handled 2430 cubic yards of gravel during four working days, according to the report. The greatest daily yardage was 882 cubic yards and was handled on September 2.

Steam shovel No. 7, Engineer Patten, working in the gravel pit located in Mile 188, four miles north of Anchorage, moved during a five-day period, 4484 cubic yards. The maximum daily yardage was 1080 and was handled on September 4.

#### OFFICES OF REGISTER AND RECEIVER OF U. S. LAND OFFICE COMBINED.

##### EXECUTIVE ORDER

Under authority of the Act of Congress entitled "An Act making appropriations for sundry civil expenses of the Government for the fiscal year ending June 30, 1920, and for other purposes," approved July 19, 1919, the offices of Register and Receiver of the land office at Juneau, Alaska, are hereby consolidated and all the powers, duties, obligations and penalties imposed by law upon both the Register and Receiver shall be exercised by and imposed on the Register, whose compensation shall be a salary of \$3000 per annum; and all fees and commissions collected by said register, when earned, shall be paid into the Treasury without abatement or deduction.

The consolidation of the two offices shall become effective when the Register shall have been appointed and shall qualify and enter on duty.

WOODROW WILSON.

The White House, 24 July, 1919.

#### ANCHORAGE CITIZENS CALLED TO SEWARD TO SERVE ON JURY.

A number of citizens of Anchorage departed from Anchorage on Sunday's train bound for Seward where they will serve as jurors in the United States District Court, which convened in that town yesterday.

The names of the Anchorage residents who will serve as jurors are Mr. C. M. Eckmann, Mr. H. C. Mills, Mr. J. E. Chovin, Mr. H. C. Bennett, Mr. U. G. Crocker, Mr. D. A. Quinn, Mr. E. R. Arbuckle, Mr. G. H. Tiffany, Mr. Henry Baxter, Mr. J. D. Whitney, Mr. G. B. Barber, Mr. W. A. Sherman, Mr. A. A. Shonbeck, Mr. Charles Austel and Mr. W. E. Lee.



### ACTIVITIES OF MECHANICAL DEPARTMENT SUBJECT OF REPORT BY MASTER MECHANIC.

No machinery was installed at the Anchorage Machine shops of the Alaskan Engineering Commission and no equipment was retired during the month of August, 1919, according to the report of E. P. Hedberg, master mechanic, to William Gerig, engineer in charge of the Anchorage Division of the Government Railroad.

The engine service supplied during the month was as follows: Engine No. 1, one day; engine No. 221, twenty-one days; engine No. 224, twenty-six days; engine No. 225, eighteen days; engine No. 242, seventeen days; engine No. 247, nine days; engine No. 264, twenty-seven days; engine No. 266, twenty-two days; engine No. 275, sixteen days; engine No. 277, twenty-six days, and engine No. 620, thirteen days. In addition, engine No. 221 double-shifted six days; engine No. 224, eight days; engine No. 242, eight days; and engine No. 264, eight days. The total engine days of service were 196, and the total engine days available were 306. The per cent of power utilized was 64.05 per cent.

Very little progress was made during the month on the assembly of the new "Panama" locomotive No. 601, and the work remains 70 per cent complete. Slight progress was made on the general overhauling of engine No. 265, and the work is 90 per cent complete.

Engine 280 was stored at Anchorage roundhouse during the month. Engine No. 242 is now in the shop undergoing light repairs, and the work is 50 per cent complete.

No engine failures were reported during the month.

Repairs were made to all engines running into this terminal and necessary repair parts and supplies were furnished for locomotives on the line.

Assignment of engines to service at the end of the month was as follows: To mixed train service as relief engines: Engines Nos. 275 and 620. To Anchorage switch service: Engine No. 225; to work train service: Engines Nos. 266, 277, 221 and 247.

Light repairs were made to 60 freight, 40 work and 9 passenger-train cars during the month in the car shop. Heavy repairs were made to 15 freight train and 1 passenger train cars. The repainting and overhauling of coach No. 5 was completed and the car was turned over to the transportation department for service.

The work of equipping 10 Seward Division flat cars with sideboards for coal transportation was completed. They were numbered 4031, 4032, 4033, 4034, 4035, 4036, 4037, 4039, 4040 and 4041.

Work was commenced on the fitting up of 12 additional Panama flat cars with side boards and four of them have been completed. Three of the eight new "Panama" flat cars received recently from Seward have been assembled.

Sixteen cars were stenciled light weight during the month. Two of the "400" series cars were re-numbered to the "2000" series. Two of the "2000" series cars were renumbered to the "4000" series, one of the "700" series cars was renumbered to the "3000" series, and 11 cars were cleaned out and inspected for powder shipments.

During the month 28,481 kilowatt hours of energy were produced. Of this amount 78.92 per cent was alternating current and 21.08 per cent was direct current. Twenty-eight and seventy-two hundredths pounds of coal were consumed and 142.74 pounds of water used per kilowatt hour of energy produced.

One hundred and twelve tons of coal were burned and 11,387,660 gallons of water were pumped at the townsite

pumping plant during the month, according to the report. Of this amount of water lifted 7,419,360 gallons, or 65.15 per cent were pumped to the townsite tank for townsite and commercial uses, and 3,968,300 gallons, or 34.85 per cent were pumped to the terminal yard tank for the use of the Alaskan Engineering Commission. Fifty-one and four-tenths gallons of water were lifted for each pound of coal consumed.

### NENANA CITIZENS WILL ELECT BOARD OF TRUSTEES TO GOVERN TOWN.

Petitions addressed to R. S. McDonald, United States Commissioner with headquarters at Nenana, asking for a special election for the consideration of the question of selecting a Board of Trustees to direct the affairs of the town of Nenana, in conjunction with the land and industrial department of the Alaskan Engineering Commission, as provided for in a law passed at the last session of the territorial legislature, were formally approved at a meeting of the citizens held at the townsite office on August 6, and the secretary of the present advisory board was instructed to present the petitions to the United States Commissioner with the request that action be taken in the matter at once.

The petitions, authorized at a previous meeting of the advisory board, were circulated among the property owners, and when turned in at the meeting of August 6, contained the names of 42 persons. The number required by law is 15.

The next step, under the law, is for the commissioner to set a date for a public hearing on the question of holding an election, at which time arguments may be advanced for and against the proposition.

Then, if in the opinion of the commissioner such action seems warranted, a formal order will be issued for a public election, when the voters will be given another opportunity to say whether or not they want a board of trustees to assist in the management of the town. The election also will be for the purpose of choosing a board of trustees.

The board of trustees provided for in the new law will be an improvement over the advisory board elected a year ago, inasmuch as the members will be vested with real, although limited, authority. They will be able to do things, whereas the members of the advisory board can act in an advisory capacity only. The terms of the advisory board members expired on August 13.

The trustees, of whom there will be seven, in case it is decided to elect such a board, will serve without salary, as do the members of the advisory board and their power to assess is limited to one-third of one per cent.

### MOVEMENTS OF STEAMERS WITH COMMISSION FREIGHT REPORTED BY WIRELESS.

The S. S. Anyox, loaded with a big cargo of miscellaneous freight consigned to the Alaskan Engineering Commission, arrived in Seward last night from Seattle, according to information given out by the Anchorage Radio station. The cargo consists of steel rails and general railroad equipment and supplies. The S. S. Anyox is expected to arrive in Anchorage Thursday afternoon.

The tug Anne W. departed from Seward for Anchorage Saturday evening with a cargo of general supplies for the Engineering Commission and is due to arrive in port Wednesday afternoon.

### FAIRBANKS BANKER MAKES TRIP OVER GOVERNMENT RAILROAD IN NENANA DIVISION.

That the Government Railroad as constructed by the Alaskan Engineering Commission south of Nenana is a first class piece of railroad construction, is the opinion of Mr. R. C. Wood, president of the First National Bank of Fairbanks, who recently completed a trip over the railroad and to the Nenana coal fields.

"There is no better stretch of railroad anywhere than the stretch of track constructed by the Alaskan Engineering Commission south from Nenana," according to Mr. Wood. "Steam shovels and the drag line scraper are being used to obtain gravel for ballasting purposes, and the road bed as a result is in the very best shape," said Mr. Wood.

The trip along the Government Railroad through the Nenana Valley is well worth taking, according to Mr. Wood, and will prove a veritable Mecca for tourists in the very near future.

Accompanying Mr. Wood on the trip was Robert Somers, territorial mine inspector; R. E. Sheldon, divisional road commissioner; Mrs. Frederick D. Browne, wife of Frederick D. Browne, engineer in charge of the Fairbanks Division of the Government Railroad; Dr. and Mrs. Bowen, Mrs. Ruth Wilson, and Mr. Packer, superintendent of construction for the Division.

Arriving at the Nenana River, where the railway bridge is still out, all of the party except Mrs. Browne and Supt. Parker crossed the river in a poling boat and went on to the Burns coal mine. This part of the journey was made on a handcar and all of the men took turns at helping the section men pump it along. "We started off like an express train, but soon slowed down," said Mr. Wood.

Arriving at the mine Mr. Burns took charge of the party and showed them through the works. "Much work has been done there," said Mr. Wood. They have gone down 800 feet and have it all stoped out. Mr. Burns is at present working on an eight-foot vein but is prospecting a 16-foot vein which is nearby. The coal is of a very good grade and would probably make excellent fuel for mining purposes. Mr. Wood stated that he hoped that it would be possible to have a couple of barge loads shipped to Fairbanks this fall for experimental use by the mining operators, and if adaptable, by next summer it would be obtainable in any quantity desired.

Superintendent Packer stated to Mr. Wood that trains between Nenana and Fairbanks will be in operation before the first of next year.

### SANITARY CATTLE BARNS TO BE ERECTED AT AGRICULTURAL STATIONS.

Dr. C. C. Georgeson, agronomist in charge of all agricultural and stock experimental stations in Alaska, announces that Lowden barns for cattle will be erected at the Kodiak and Matanuska stations this year.

The buildings will be 34 by 70 feet. There will be no wood work in them. The floors will be of concrete and the stanchions of iron. Each barn will house 30 head of stock.

Dr. Georgeson also announces that he is bringing a small herd of yak purchased from the Canadian Government's experimental farm at Banff, B. C., with which he will conduct experiments in cross breeding with the Galloway variety of cattle with which the experimental farms of Alaska are now stocked.

### THREE THOUSAND FOUR HUNDRED AND SEVENTY-FIVE TONS OF COAL MINED DURING AUGUST.

Three thousand four hundred and seventy-five short tons of coal were mined at the Eska and Chickaloon coal mines during the month of August, 1919, according to the monthly report of Sumner S. Smith, resident mining engineer, to William Gerig, engineer in charge of the Anchorage Division of the Government Railroad. There were 114 employees reported on the pay roll for the month.

At Eska the Shaw West tunnel was driven about 25 feet and the Emery East tunnel about 50 feet during the month, according to the report. Hole 44 was complete at a depth of 145 feet and hole 45 was drilled by the Star drill to a depth of 95 feet. Surface prospecting was continued at the mine and the coal outcrops were traced for a distance of over half a mile.

At the Chickaloon mine the "F" West tunnel was driven a distance of 50 feet; the Second East tunnel a distance of 75 feet during the month. A sump was cut at the station on the second level and the old saw mill boiler was moved to the hoist house for the purpose of securing additional power.

### WEEKLY FORCE REPORT.

#### Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, August 30, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	4	1	6
Drafting .....	0	4	0	4
Bridge Engineer .....	1	1	0	2
Land and Industrial .....	0	2	0	2
M. of W. Shops and Yards .....	2	6	42	50
Track, Bridge and Ballast .....	2	8	453	463
Receiving and Forwarding Agt. ....	1	3	9	13
Machine Shop and Roundhouse .....	1	3	60	64
Marine Ways .....	1	1	36	38
Stores and Material Yard .....	1	10	59	70
Employment Bureau and Ter- minal Mess .....	1	2	14	17
Transportation .....	1	10	42	53
Disbursing Office .....	1	5	0	6
Accounting .....	1	10	0	11
Base Hospital .....	1	1	9	11
Townsite .....	0	1	6	7
Telegraph and Telephone .....	1	6	26	33
Mining .....	2	5	106	113
Location Surveys, Broad Pass..	1	2	33	36
	19	84	896	999
Stationmen .....				8
Total .....				1007

### DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements of the office of the Anchorage Division of the Alaskan Engineering Commission for the week ended August 31, 1919, totaled \$11,847.35. Salaries and wages, \$4665.26; purchase orders, \$1730.78; construction contracts, \$2476.04; other expenses, \$983.79; steamship account, \$1756.48 and special deposit account, \$235.00.

### CONSTRUCTION WORK ON BRIDGES IN SEWARD DIVISION CONTINUES DURING WEEK.

Six concrete piers for bridge No. 72, located in Mile 49 in the Seward Division of the Government Railroad, were erected and the foundation excavation work for piers for bridge No. 70 and bridge No. 80 was continued, during the week ended August 30, according to advices received from R. J. Weir, engineer in charge of the division.

The timber framing gang working in the Seward yards completed the truss for bridge No. 75, according to the report. The five station contractors engaged on the enlargement of tunnels Nos. 2 to 7 and the eight station gangs employed on grading between Mile 47 and Mile 52, made good progress with the work.

The 56-foot temporary span was placed over Placer river at bridge No. 80 and all false work was erected during the week. The wrecking of bridge No. 8 was begun on August 29. The erection of concrete piers and a new 121-foot span will be commenced upon the completion of the work of wrecking.

H. Challstorp & Co., station contractors in tunnel No. 2 in Mile 52 completed the enlargement of the heading in this tunnel during the week and are now working on the bench. Good progress is being made in the enlargement of all the tunnels.

Fifteen bents were erected on snow shed No. 54-B during the week, and the tunnel section and two posts on the upper benches are being erected in these 11 bents. Twenty cars of sawed lumber were delivered to the snow sheds during the early part of the week.

The mechanical department was engaged in making light running repairs to engines Nos. 10, 11, and 178. Heavy repairs were made to the rotary snow plow. Work on gas engines, on the rock crusher from Mile 52 and on miscellaneous orders from out the line was accomplished. The carpenter gang has practically completed the work of constructing the caboose.

The payroll force for the period reported numbered 649.

### HIGH COST OF LIVING IN STATES INTERESTS THE TREASURY DEPARTMENT.

The conservation and economy measures which were so effective in fighting Germany are now to be brought into action against the new public enemy, the high cost of living. William Mather Lewis, director of the savings division of the Treasury Department, has called upon the six million active members of War Savings societies throughout the country to join the campaign to reduce prices.

There are 160,000 War Savings societies throughout the country and they are especially numerous in the governmental departments. Their membership is already carrying out the "work and save" plan which according to Governor W. P. G. Harding of the Federal Reserve Board is the most effective means of combatting the high prices of necessities. At a recent conference of New England thrift workers it was suggested that the machinery of the thrift organization be put to work on the cost of living problem, and the thrift workers are now working hand in hand with the revived food administrations in the various states and in some instances are acting as local representatives of the food authorities.

Thrift workers will extend their utmost co-operation to

food administration official agents of the Department of Justice, and state and municipal authorities working on the price problem, under the plan suggested by Director Lewis.

"Every sound analysis of the present price situation," said Mr. Lewis, "leads back to confirmation of Governor Harding's decision that no solution of high living costs can be reached until the country shakes off its present spending intoxication and settles down to demanding the receipt of a dollar's worth of food or material, measured by the labor or effort required to obtain the dollar."

"One great trouble is that millions of people are not spending from their earnings, but from their savings of the past two years."

"Liberty Bonds and other securities accumulated by the most worthy patriotic sacrifice during the war, are being cashed at a loss to purchase luxuries at prices exorbitant even for luxuries. The people have themselves to blame if prices of necessities have followed the prices of luxuries up, when merchants observed the absolute carelessness with which people parted with their money. We read without particular surprise, because of numerous similar instances, of a farmer buying out the entire stock of expensive haberdashery in the store where he was previously accustomed to drive hard bargains for necessities."

### AUGUST WEATHER FOR ANCHORAGE.

Date	Temperature			Rain Inches	Wind	Day
	Max.	Min.	Range			
Aug. 1.....	72	55	17	.....	SW	Cldy.
Aug. 2.....	80	49	31	0.08	SW	Cldy.
Aug. 3.....	60	55	5	0.07	.....	Cldy.
Aug. 4.....	65	53	12	0.50	SW	Cldy.
Aug. 5.....	66	44	22	.....	W	P. Cldy.
Aug. 6.....	67	39	32	0.10	SW	Cldy.
Aug. 7.....	59	52	7	0.70	SW	Cldy.
Aug. 8.....	70	49	21	0.20	SW	Cldy.
Aug. 9.....	70	50	20	0.10	SE	Cldy.
Aug. 10.....	64	52	17	0.05	SW	Cldy.
Aug. 11.....	69	52	17	0.05	SW	Cldy.
Aug. 12.....	68	52	16	0.05	W	Cldy.
Aug. 13.....	68	50	18	0.05	W	Cldy.
Aug. 14.....	65	48	17	.....	W	Cldy.
Aug. 15.....	75	49	26	.....	W	Clear
Aug. 16.....	67	40	27	.....	W	Clear
Aug. 17.....	66	42	24	0.02	SW	Cldy.
Aug. 18.....	63	50	13	0.03	W	Cldy.
Aug. 19.....	59	47	12	0.50	.....	Cldy.
Aug. 20.....	63	38	25	.....	W	Clear
Aug. 21.....	66	36	30	.....	W	Clear
Aug. 22.....	66	42	24	.....	W	Cldy.
Aug. 23.....	62	42	20	.....	W	P. Cldy.
Aug. 24.....	64	43	21	.....	W	Cldy.
Aug. 25.....	65	45	20	0.32	W	Cldy.
Aug. 26.....	57	49	8	0.55	.....	Cldy.
Aug. 27.....	62	49	13	0.15	W	Cldy.
Aug. 28.....	54	45	9	0.40	SW	Cldy.
Aug. 29.....	52	38	24	0.05	W	Cldy.
Aug. 30.....	59	36	23	.....	W	P. Cldy.
Aug. 31.....	62	38	24	.....	W	Clear

SUMMARY—Temperature: Mean maximum, 65.00; mean minimum, 46.10; mean, 55.55; maximum, 80, Aug. 2; minimum, 36, Aug. 21 and 30. Precipitation: Total, 3.82 inches; greatest in 24 hours, 0.70, Aug. 7. Number of days with .01 inch or more precipitation, 19; clear, 5; partly cloudy, 3; cloudy, 23.



### PERSONAL

Frederick E. Rader, in charge of the agricultural experimental farm at Matanuska, was a recent visitor in Anchorage.

John M. Robinson, special officer for the Alaskan Engineering Commission, made an official trip over the line south of Anchorage last week.

L. O. Nyberg, in charge of the piling camp located at Mile 86 in the Turnagain Arm district of the Anchorage Division visited in Anchorage over Sunday.

Sherman Duggan, chief clerk in the transportation department, has resigned his position and will engage actively in the practice of the legal profession in Anchorage.

J. H. Wheelock, employed at the pumping plant, was successfully operated on at the hospital Saturday morning by Dr. J. B. Beeson, chief surgeon, for acute appendicitis.

Mrs. Sumner S. Smith, wife of Sumner S. Smith, resident mining engineer, came down from her home at Eska on Saturday's train. She expects to return to her home on tomorrow's train.

C. W. Fink, foreman at the new Anchorage dock, is a patient at the Government Hospital as the result of a broken rib sustained when he fell a distance of 12 feet from the dock at 11.30 a. m. Saturday.

Edward Connors, of the telegraph and telephone department, in charge of a telephone construction crew working in the Turnagain Arm district, arrived in Anchorage late Saturday evening and returned to his work at 4 a. m. yesterday.

James E. Wilson, territorial road commissioner for the Third Judicial Division, arrived in Anchorage Thursday from Valdez. Mr. Wilson before returning to his headquarters at Valdez, will make a trip to the Broad Pass district in the interests of wagon roads.

George A. Parks, chief of the field division in Alaska of the United States Land Office with headquarters at Juneau, who has been in Anchorage and the nearby towns during the past month, engaged in official work, departed from Anchorage last Thursday for his headquarters.

William Gerig, engineer in charge of the Anchorage Division of the Government Railroad, accompanied by F. A. Hansen, engineer of maintenance of way, made an inspection trip over the main line south of Anchorage as far as Mile 53 during the week. They departed from Anchorage Thursday morning and returned Thursday evening.

Mrs. John W. Hallowell, wife of John W. Hallowell, assistant to the Secretary of the Department of the Interior, departed from Anchorage last Thursday on the Government Railroad to Seward where she will take steamer for Juneau, at which point she will visit the family of Governor Thomas Riggs, until joined by Mr. Hallowell, now en route from the interior of Alaska.

A party of Anchorage residents departed Sunday morning on the Anchorage-Seward train for the purpose of viewing the glacier at Mile 52 on the Government Railroad. The party returned to Anchorage Sunday evening. The names of the members of the party are Mr. and Mrs. R. D. Chase and daughter Miss Nancy Chase, Mr. and Mrs. G. E. Jennings and two children, Mrs. Charles Balhiser and Mr. A. B. Cummings.

### Anchorage Division Notes.

The Anchorage Advisory Board held a meeting last Tuesday evening at the office of the townsite, at which was discussed the question of taking advantage of the

territorial law providing for the election of a board of trustees for the government of towns along the Government Railroad. The question was left open for future consideration and to more thoroughly learn the attitude of the residents of Anchorage regarding the matter it was decided to give wide publicity to the law under which the election of the new board will be held.

Eight hundred and ten tons of coal were mined at the Eska mine and 80 men were on the payroll during the week ended August 30, according to the report of Sumner S. Smith, resident mining engineer, in charge of coal mining in the Matanuska coal fields. The work at the Eska mine consisted in the continued driving of the Shaw West tunnel, the Emery East tunnel, in churn drill operations and in prospecting. At the Chickaloon mine 36.6 tons of coal were mined and 32 men were reported on the payroll. The work during the week consisted in the continued driving of the Second East, the Second West and the "F" West tunnels.

Forty foot telephone poles were set in the steam shovel pit at Girdwood in the Turnagain Arm district and 15 holes were dug and 25 foot poles set and cross-armed south of Girdwood, during the week ended August 30, by the telegraph and telephone department of the Alaskan Engineering Commission, according to J. J. Longacre, acting superintendent of the department. Three local telephones were installed in Anchorage during the week, and one was moved, according to the report. Four long distance telephones were changed and two were moved. Eight meters were "cut in" and six were "cut out" during the week by the electric light branch of the department.

That the district through which the Government Railroad operates is a big game country is evidenced by the fact that a bull moose walked across the railroad track within a few yards of Camp 86, in the Turnagain Arm district, and was shot by L. O. Nyberg, foreman at the camp. The result of the walking by the moose and the successful shooting by Foreman Nyberg was that the occupants of the camp feasted during the week on the fat and choice portions of the carcass. At Talkeetna a mother bear and two cubs wandered about on the outskirts of the town. They were shot by Harry R. Brown, deputy United States Marshal, and T. R. Owens, a former employee of the Alaskan Engineering Commission. The carcasses were eaten by the residents of Talkeetna and the pelts were shipped to Anchorage for tanning and mounting.

### BILL AUTHORIZING BIG APPROPRIATION FOR GOVERNMENT RAILROAD PASSES HOUSE.

The bill authorizing Congress to appropriate the sum of \$17,000,000 for the completion of the Government Railroad by the Alaskan Engineering Commission, passed the House of Representatives last Saturday, according to special dispatches received here from the Seattle Post-Intelligencer.

From dispatches received yesterday from Washington it was learned that there will be no opposition to the measure when it reaches the United States Senate. It is the consensus of opinion in Washington that the bill will pass the Senate at an early date.

Someone is saying what you spend foolishly. Who is depositing your dollars? Invest them in War Savings Stamps and save them yourself.

# ALASKA RAILROAD RECORD



VOL. III. ANCHORAGE, ALASKA, TUESDAY, SEPTEMBER 16, 1919. NO. 45

## OCEAN GOING VESSEL TIES UP TO NEW ANCHORAGE DOCK.

The S. S. Anyox, a freight vessel loaded with 1000 tons of general railway supplies for use of the Alaskan Engineering Commission, sailed into Anchorage port at 6.30 o'clock Saturday morning and tied up at the new ocean dock. To Captain N. L. Nelson of the S. S. Anyox belongs the distinction of being the master of the first ocean-going vessel to make use of Anchorage's new harbor improvements.

Immediately after the Anyox was made fast, the work of discharging her cargo commenced. The freight was taken from the hold of the ship and by the use of slings was placed upon flat cars which were spotted at the ship's side. As fast as the cars were loaded they were hauled out by the yard switch engine and spotted at the various warehouses to which the freight was destined.

The landing of the S. S. Anyox at the dock brings to fruition the plans formulated by William Gerig, engineer in charge of the Anchorage Division of the Government Railroad, who came to Anchorage three years ago to take charge of dock and harbor improvements as contemplated by the Alaskan Engineering Commission. That the original plans of Mr. Gerig were feasible and practicable in every respect is evidenced by Saturday's successful docking of the big freighter.

During the course of the day nearly every business man and woman of Anchorage took advantage of the occasion and walked out on the long mole to see the sight for which Anchorage has been impatiently waiting for over three years and which proves with a brilliant clarity that as an open port Anchorage will easily climb to the front along with the other incomparable ports on Alaska's coast line.

In speaking of the event Mr. Gerig, to whom was allotted the task of determining whether or not ocean-going vessels could be afforded dockage facilities here, asserted that it was gratifying to note with what ease the big freighter steamed into the dredged channel and made fast to the new dock.

## MAINTENANCE OF WAY DEPARTMENT REPORTS ON WORK DONE IN AUGUST.

Thirty-four thousand six hundred and thirty cubic yards of gravel were handled by steam shovel No. 1 working at Girdwood in the Turnagain Arm district during the month of August, according to the report of F. A.

Hansen, engineer of maintenance of way, to William Gerig, engineer in charge of the Anchorage Division of the Government Railroad. The material was used for the purpose of raising track between Mile 56 and Mile 69.

Twenty-four thousand one hundred and twenty cubic yards of material were excavated by steam shovel No. 7 during the month, according to the report. The material was distributed as follows: Two thousand five hundred and sixty cubic yards of gravel were used as ballast and for bank widening between Mile 226 and Mile 232; 2250 cubic yards of rock, which were loaded in Mile 16 on the Matanuska branch, were used for riprapping the embankment between Mile 8 and Mile 30 on the branch road; 15,516 cubic yards of gravel, loaded in Mile 118, were used for the mole at the new dock, and 3794 cubic yards for ballasting and bank widening between Campbell and Matanuska.

Eight thousand and fifty-five cubic yards of rock were cast over by the ditcher working in the vicinity of Indian in the Turnagain Arm district during the month, according to the report. The ditcher also loaded 1496 cubic yards of rock which were dumped for riprap at the new Anchorage dock.

Two rafts consisting of 115 piling, aggregating 7005 lineal feet, were rafted to Anchorage from the south shore of Turnagain Arm during the course of the month. One hundred and twenty-five piling, aggregating 8520 lineal feet, were brought in from Signal Point and 250 piling, aggregating 18,537 lineal feet, were brought in from Bird Creek. The piling will be used in the construction of the new dock at Anchorage.

Three hundred and two piling were driven during the month at the new dock and 264 piling were driven at the bulkhead to be used as a protection for the end of the mole.

Extra gang No. 2, with locomotive crane, loaded 15 cars of timbers for use in snowshed construction, loaded 11,048 railroad ties at the Knik River bridge and unloaded 29 cars of steel at Talkeetna. This gang was brought to Anchorage on August 27, at which date the gang commenced the work of placing rock for riprap for the new dock.

Extra gang No. 3 was engaged during the month in raising track and renewing ties between Mile 60 and Mile 68, and in laying side tracks. A siding 2100 feet in length was laid in Mile 64 and one 1800 feet in length was laid in Mile 60. A spur to be used as a steam shovel loading track, 2000 feet in length, was laid in Mile 56. Four

thousand six hundred and thirteen railroad ties were renewed by this gang.

Five miles of wagon road were built and two bridges were erected across Indian River in the Broad Pass district by extra gang No. 4. This gang was disbanded on August 27 and the members distributed among various extra gangs working along the main line of the railroad.

Extra gang No. 4 working with slip scrapers in Mile 56 handled approximately 3900 cubic yards of material. The average yardage per day per team approximated 30 cubic yards.

At the saw mill located in Mile 73 in the Turnagain Arm district 153,594 feet of timber, board measure, were sawed for use in the construction of snowsheds.

A construction camp consisting of 10 tents, meat house and blacksmith shop for use of the forces engaged in the construction of the snowsheds was completed during the month at Mile 76½. A water tank with a capacity of 6000 gallons was erected and a 15-horsepower vertical boiler was installed at Mile 59½. The building to house the pump, boiler, well and tank is 60 per cent complete.

#### ADMIRAL HUGH RODMAN DELIVERS INTERESTING ADDRESS AT PUBLIC RECEPTION.

"So long as our fleet retains its present comparative strength and efficiency we cannot imagine that any nation, bar none, will have the hardihood to make war on us," Admiral Hugh Rodman asserted in a recent address at a great civic reception held in San Francisco in honor of Secretary of the Navy Josephus Daniels and officers of the Pacific fleet.

The advent of the Pacific fleet, the admiral said, is sure to increase greatly the commercial marine, develop the harbors, give additional employment to the worker and add to the business of the Pacific Coast.

"We want you good people of the Pacific Coast to feel that this is your fleet, your protective force," he said, "but you should realize that we need your hearty cooperative assistance in keeping up its efficiency."

The Admiral in his address said:

"To one who is unaccustomed to making addresses in public, I am afraid that you have given me rather a large proposition in the discussion of the fleet, so I will confine myself to giving you a brief description of it, and some of the salient reasons for sending such a powerful fleet to this coast.

"Two years ago, when we entered the war we had a strong competition as to who had the second largest navy, Great Britain, of course, taking first place.

"Well, that competitor has been wiped off the face of the earth; it has been completely eliminated; in fact, doubly so, for not only was it chased off the high seas and driven into its holes behind its guns in its fortified harbors, like a lot of plague-stricken rats, but it was compelled under stress to ignominiously surrender, and then, with the usual Hun treachery, was surreptitiously sunk at its anchorage in Scarpa Flow.

"And so I repeat in all truth, that it is completely annihilated; not a vestige remains; in fact, not enough to offer a target to a well-armed ferry boat.

"The primary credit for this must be given to the British Grand Fleet, which had three years of the most strenuous hard work in accomplishing this before we entered the war; but it should be remembered that when we did enter we contributed our full share by at once sending our

destroyers, battleships, mining force and other types of vessels to the war zone, all of which immediately took an active part and rendered most valuable service.

"No further thought need be given to any fears of Germany ever being a menace, so long as present conditions obtain.

"It is true that we are now at peace with the whole world, nor can we imagine that any nation, bar none, will have the hardihood to make war on us, so long as our fleet retains its present comparative strength and efficiency; for it is a maxim, in naval warfare, that an enemy which is separated from us by the broad expanse of an ocean, and which must be crossed to attack us, must have a superior force to our own, to expect any degree of success.

"A war with any country that now has a stronger navy than ours, is to my mind utterly out of the question; nor could I imagine that any would be foolish enough to meet us on our shores, or attempt an invasion.

"When our ships had all returned from the war zone, when peace was declared, our Secretary of the Navy very wisely decided that Washington's adage, 'In time of peace prepare for war,' still holds good, and that since our Atlantic coast had heretofore been the most probable scene of hostilities, as it was, that now, being at peace with the whole world, with no prospective wars for years to come, that our Pacific Coast should be developed as our Atlantic Coast had been in bygone years.

"You should understand that ships alone are not all that go to make a Navy. We must have navy yards, dry docks, coaling stations, repair plants, naval bases, radio, aerial and training stations, and these must not only be established and be ample to take care of a fleet but they must be actually tried out and tested to prove their efficiency.

"And so our secretary very wisely decided to send this magnificent fleet, consisting of over 175 vessels, aggregating 500,000 tons displacement, valued at \$425,000,000, including vessels of all types, dreadnoughts, battleships, armored cruisers, destroyers, submarines, mine-layers, sweepers, supply, fuel and hospital ships, most of which are here today in your home waters to be followed immediately by the remainder, to develop the Pacific Coast to the highest degree from a naval standpoint.

"We may need additional yards, more dry docks, and some of the other utilities, but under any circumstances, in addition to constituting your protective force, it is sure to greatly increase your commercial marine, develop your harbors, give additional work to the laboring class, to say nothing of the disbursement of public funds for the food, supplies, repairs, etc., of the fleet and also of the personal funds of the officers and men. The great wisdom of building the Panama canal has been amply demonstrated, which as you know from the debates in Congress, was built for strategic as well as for commercial purposes, by our recent passage through it, which was accomplished expeditiously, smoothly, and without a single untoward incident.

"It leaves no doubt whatever that should the necessity or desirability arise of uniting the Atlantic and Pacific fleets, in either ocean, that it could be accomplished in a remarkably short time, not over one week, and so the Pacific Coast today is doubly insured, not only against invasion but from any attack on its fleet, which would offer any chance of success.

"In conclusion, let me state that the Navy is deeply



appreciative of all that the good State of California has done for it. To the people of San Francisco, that though our visit this time is necessarily short, we hope to return in the not far distant future, and that you may rest assured that you will then be given a most cordial welcome aboard our ships, and let us have opportunity of returning some of the many courtesies which you have so kindly and generously shown us."

#### ENGINEER IN CHARGE OF SEWARD DIVISION SUBMITS PROGRESS REPORT.

Grand & Co., grading contractors working in Mile 27 in the Seward Division, completed their work between station 1397 and station 1406, during the week ended September 6, according to the report of R. J. Weir, engineer in charge of the Division.

Fransen & Co. have about completed the excavation of all gravel in their cut between station 1570 and station 1575 in Mile 40.

Marion steam shovel crew No. 5 has completed all cuts to be dug from the main line between Mile 40 and Mile 42½ and is now "cut in" in a small gravel cut at station 2245 in Mile 42½. The yardage moved by this shovel during the week was 1756 cubic yards, according to the report.

The excavation of the bench in tunnel No. 2 is being rapidly carried on by Challstrop & Co. in order that track may be thrown to the new line between bridge No. 80 and bridge No. 81. The excavation of headings in tunnels Nos. 3, 4, 5, 6 and 7 is progressing satisfactorily.

Concrete pier No. 4 in bridge No. 72 was poured during the week. All other piers for this bridge were poured during the previous week. Concrete pier No. 2 in bridge No. 73 has been completely poured and pier No. 3 is 50 per cent poured. Excavation for piers Nos. 1, 4 and 5 in this bridge are under way. The wrecking of the old Alaska Northern 120-foot span in bridge No. 80 was completed during the week and concrete piers Nos. 2, 3 and 4 were poured.

Fifty-three bents in snowshed No. 54-B have been erected and two-thirds of these bents have all posts in place. A finishing crew began bracing and placing in lagging the latter part of the week.

Two thousand four hundred cubic yards of material were moved during the week from Mile 50 by the Bucyrus steam shovel No. 4. The material was used in filling in bridges No. 75 and No. 77.

All the station gangs working between Mile 47 and Mile 52 are making good progress on their contracts. Divyak & Co. put off a successful shot, lifting 3000 cubic yards of rock, which will be used in filling bridge No. 69. Roehen & Co. have completed the fills in the upper line of the switchback in Mile 49. Saella & Co. are filling bridge No. 74 and now have the fill about 75 per cent complete. Eli Barich & Co. will complete the slope of the cut at snowshed No. 54-A next week and will then begin foundation excavation for the shed.

The sump at the water station located in Mile 51 has been lowered 16 feet during the past week and a good supply of water has been attained. The sump will be extended about six feet lower.

The mechanical department was engaged in making the usual light running repairs to rolling stock, heavy repairs to the rotary snow plow, in finishing the new caboose and in turning out orders for out the line.

The force numbered 657 for the week.

#### MASTER MECHANIC MAKES WEEKLY REPORT OF ENGINE SERVICE FURNISHED.

Engine service furnished on the Anchorage Division during the week ended September 6, according to E. P. Hedberg, master mechanic, was as follows:

Mixed train service: Engine No. 620, four days; engine No. 275, two days; engine No. 1, one day. Work train service: Engine No. 224, two days; engine No. 266, six days; engine No. 221, five days; engine No. 247, six days; engine No. 277, three days. Switch service: Engine No. 225, four days.

Running repairs were made during the week to engines Nos. 224, 225, 264 and 620.

The daily average coal consumption at the power plant during the week was approximately 14 tons. A stage of eight feet of water was maintained at the sump at the townsite pumping plant and a stage of 18 feet at the townsite tank.

Engine service furnished during the week ended September 13 was as follows:

Mixed train service: Engine No. 620, four days; engine No. 275, two days; engine No. 1, two days. Work train service: Engine No. 266, five days; engine No. 277, three days; engine No. 221, six days; engine No. 247, six days; engine No. 224, four days. Switch service: Engine No. 225, five days.

Running repairs were made during the week to engines Nos. 1, 224, 225, 275, 277 and 620.

#### TRACK LAYING CONTINUES ON GOVERNMENT RAILROAD IN FAIRBANKS DIVISION.

Two and nine hundredths miles of track were laid on the Government Railroad in the Fairbanks Division during the week ended September 6, according to advices received from Frederick D. Browne, engineer in charge of the Division. Of the track laid 1.68 miles were laid in the Nenana district and .41 of a mile in the Happy district.

The distance between the end of steel in the Nenana district and the end of steel in the Happy district out of Fairbanks was 21.46 miles at the close of work on September 6. The work of closing this gap is progressing rapidly and it is expected that before the end of the present construction season rail communication between the coal fields south of Nenana and the town of Fairbanks will be an established fact. Upon the completion of this gap of 21.46 miles coal will be shipped to Fairbanks from the Burns mine which is being operated near Mile 365, which is approximately 50 miles south of the town of Nenana.

#### ANCHORAGE MAN RECEIVES ACKNOWLEDGEMENT FOR LOAN OF BINOCULARS.

For having loaned a pair of binoculars to the United States Navy at the time when the Navy officials were active in the campaign for securing "Eyes for the Navy," G. E. Jennings, agent in charge of the Anchorage passenger depot, is in receipt of a handsomely engraved parchment acknowledging the Navy's thanks for the glasses.

The acknowledgement which is signed by Franklin D. Roosevelt, assistant secretary of the Navy, is printed on the highest quality of paper, and presents a very handsome appearance.

Get the thrift habit and get out of debt. Thrift Stamps and War Savings Stamps are first aids.

## 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.

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

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.

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### CHAIRMAN F. MEARS WILL ARRIVE IN ANCHORAGE FROM BROAD PASS NEXT MONDAY.

F. Mears, chairman and chief engineer of the Alaskan Engineering Commission, who accompanied John W. Halliwell, assistant to the Secretary of the Interior and Dr. Alfred H. Brooks, head of the United States Geological Survey, to Fairbanks on an inspection trip of the proposed route of the Government Railroad, will return to Anchorage next Monday, according to advices received from him by William Gerig, engineer in charge of the Anchorage Division of the railroad.

Chairman Mears is now at Carlo Creek and with Mr. Secrest is going over the route upon which Mr. Secrest and party have been working during the past summer. He will arrive in Indian River Sunday and in Anchorage Monday.

### CONSULTING ENGINEER FOR ALASKAN ENGINEERING COMMISSION BACK AT DESK.

William C. Edes, consulting engineer for the Alaskan Engineering Commission, has returned to Anchorage from a 10 months' official sojourn in Washington, D. C., and is again at his desk in the administration building, working on plans in connection with an active construction season next spring.

Regarding the appropriation of \$17,000,000 for use of the Alaskan Engineering Commission to complete the Government Railroad, Mr. Edes said that there was little likelihood of the measure meeting with any strong opposition. He said that Congress viewed with great favor the opening up of Alaska and realized that the most efficacious means of accomplishing this purpose was to appropriate funds with which the Government Railroad might be pushed to completion.

Mr. Edes who is accompanied by Mrs. Edes is residing at his former Anchorage residence and will remain here about two months before returning to Washington.

### OVER FOUR HUNDRED CARS IN SERVICE IN ANCHORAGE DIVISION IN AUGUST.

Four hundred and sixty-five cars, representing all types and classes of rolling stock, were in service in the Anchorage Division of the Government Railroad on August 31, 1919, according to a report of E. P. Hedberg, master mechanic. The list of cars reported as in service includes 10 flat cars received from the Seward Division and equipped by the local mechanical department with coal

beds.

The list of rolling stock follows:

Business Car (A-1)	1
Tank Cars	5
Coaches	4
Baggage Cars	1
Outfit Cars (O-X Series)	15
Roger Ballast (100 Series)	10
Roger Ballast (600 Series)	7
Panama Flats (400 Series)	18
Western Dumps (500 Series)	34
Oliver Dumps (500 Series)	25
Seattle Flats (700 Series)	9
Seattle Flats (700 Series equipped with side boards but not yet renumbered)	10
Box Cars (800 Series)	24
Panama Flats (900 Series)	6
Caboose Cars (1000 Series)	8
Gondola Cars (1200 Series)	13
Stock Cars (1300 Series)	3
Seattle Hart Cars (1400 Series)	26
Refrg. Cars (1500 Series)	6
Panama Harts (1600 Series)	20
Panama Flats (2000 Series)	84
Panama Flats (2100 Series)	74
Side Boards	
Seattle Flats (3000 Series)	16
Side Board	
Panama Flats (4000 Series)	46
Total Cars	465

### OVER FIFTY THOUSAND MESSAGES HANDLED AT LOCAL TELEPHONE OFFICE DURING MONTH.

Fifty thousand six hundred and eighty local telephone messages were handled through the Anchorage office of the telegraph and telephone department during the month of August, according to the report of J. J. Longacre, acting superintendent of the department. There were 4132 official business messages handled during this period and 388 commercial long distance calls.

In the telegraph branch of the department 879 commercial messages and 533 official business messages were handled at the Anchorage office. A total of 3234 telegraph messages, which include all classes of messages, were sent and received at the Anchorage office during the period reported.

A total of 106 messages were sent and received at the Anchorage radio station, according to the report. Of this number 20 messages were sent, 11 were received, 58 were relayed and 17 were classed as emergency relays.

There were 291 telephone instruments in service in Anchorage during the month, 19 fire alarm and other telephones, 157 long distance instruments and four telephone switchboards.

During the month a small construction crew was located at Girdwood and was engaged in reconstruction work. Sixty-four holes were dug, 62 poles were set, seven miles of line were staked, two miles of line were chained and five miles of abandoned temporary line were recovered. Ten spans of six wires and five poles were taken down at Mile 16 on the branch line to allow the steam shovel to work and were replaced after the work was finished. Ten spans of six wires and 10 poles were replaced in the line in Mile 86 after the work at the tie camp located there was completed.

## FACTS REGARDING AIRPLANES USED DURING WAR MADE PUBLIC BY WAR DEPARTMENT.

When war was declared in April, 1917, the United States had two aviation fields and 55 serviceable airplanes, according to Col. Leonard P. Ayres, chief of the statistics branch of the General Staff, who, in his report to Newton D. Baker, Secretary of War, gives many interesting facts regarding airplanes used in the Great War.

The report in part follows:

"When war was declared April, 1917, the United States had two aviation fields and 55 service airplanes. The National Advisory Committee on Aeronautics, which had been conducting a scientific study of the problems of flight, advised that 51 of these airplanes were obsolete and the other four obsolescent.

"This judgment was based on the operations in Mexico, which had demonstrated serious defects in the designs of American planes used there. It was well known that improved types had been developed in the European conflict, but the details of their design were carefully guarded and withheld from neutrals.

"Immediately following the declaration of war, the allied governments, particularly the French, urged the necessity of sending 4500 American aviators to France during the first year, if superiority in the air were to be insured. This request emphasized the need of speed. The European instructors who came over later to assist in the training work made no pretense that the 4500 schedule was practicable. The problem was to approximate it as nearly as possible. Public expectation was greatly exaggerated, due to the general ignorance, shared by even the best informed American authorities on aviation, as to the requirements, other than simple flying ability, which this service exacts.

"There were three primary requisites for bringing into existence an elementary aviation service. These were training planes, aviator and service planes. All of them had to be created.

"For the task of training, as well as that of securing the necessary planes and motors, there existed in our Army no adequate organization of qualified personnel. Before the war our air service had been small, struggling and unpopular. Aviation was restricted to unmarried officers under 30 years of age, and offered no assured future as a reward for success. It had made its greatest appeal to the younger and more daring types of line officers, and was not an organization on which a great industrial expansion could be built, or from which any large numbers of qualified instructors could be drawn.

"Training for aviation divides itself into three stages—elementary, advanced, and final. Elementary training, given to all candidates alike, includes physical training, hygiene, various practical and theoretical military subjects, the study of the structure and mechanism of airplanes and engines, signaling, observation, ground gunnery and elementary flying to the point of doing simple flying alone.

"Advanced training consisted in the specialized work necessary to qualify the student as a well-prepared all-around pilot or observer, as the case might be, ready to take up and master quickly any type of machine or any kind of observation or bombing duty which the exigencies of the service might necessitate.

"Final training, given in Europe, was a short intensive specialization on the particular type of machine, or the particular military problem to which the pilot or observer

was finally assigned.

"The initial shortage of instructors and the opening of new fields made it necessary to retain a considerable proportion of the early graduating classes as instructors. At the date of the armistice there were 34 fields in operation, with 1063 instructors; 8602 men had been graduated from elementary training, and 4028 from advanced training. There were then actually in training 6528 men, of whom 59 per cent were in elementary, and 41 per cent in advanced training schools.

"There had been sent to the expeditionary forces more than 5000 pilots and observers, of whom, at the date of armistice, 2226 were still in training, and 1238 were on flying duty at the front.

### Training Planes and Engines.

"With 4500 aviators demanded and only 55 training planes on hand, the production of training planes was the problem of greatest immediate concern. A few planes provided for in the 1917 fiscal appropriation were on order. Other orders were rapidly placed. Deliveries of primary training planes were begun in June, 1917. To the date of the armistice over 5300 had been produced, including 1600 of a type which was abandoned on account of unsatisfactory engines.

"Advanced training planes reached quantity production early in 1918; up to the armistice about 2500 were delivered. Approximately the same number were purchased overseas for training the units with the expeditionary force.

"European experience had demonstrated that the maintenance of a squadron, whether in training or in service, requires more engines than planes for replacements. Pending the results of American experience, British figures, requiring an average production of two engines per plane were adopted as standard for American computations. Extensive orders were placed for two types of elementary and three types of advanced training engines.

"The quantity production of training engines was reached in 1917, and by the end of November, 1918, a total of nearly 18,000 training engines and more than 9,500 training planes had been delivered. Of the engines, all but 1346 were built in the United States; and of the 9500 elementary training planes, more than 8000 were of American manufacture.

### Service Planes.

"As soon as war was declared it became possible for American officers and engineers to learn the secrets of the great improvements that had been developed during the war in the design of airplanes used in battle service. A commission was immediately sent abroad to select types of foreign service planes for production in the United States.

"A controlling factor in their selections was the necessity of redesigning the models so as to take American motors, as foreign engine production was insufficient to meet even the needs of the Allies.

"Because of this and because of the rapidity with which the designs of the smaller planes were changing, the best allied authorities urged the concentration of American production on the more stable observation and bombing machines, leaving the production of pursuit planes to the European factories, which were in closer contact with the front. In the case of any plane selected only an estimate could be made as to its probable adaptability to a new type of motor, this engineering risk being less in the more conservative types of design. This consideration, together with the imperative need for quick large-scale production,



led to the selection of four types for this experiment: The DeHavilland—4 (British) observation and day-bombing machine, the Handley-Page (British) night-bomber, the Caproni (Italian) night bomber, and the Bristol (British) two-seater fighter. This selection was approved by the French and British authorities.

"The redesigned De Havilland—4 proved to be a good, all-round plane of rather poor visibility, with a tank design which increased the danger in case of a crash, but with these defects more than compensated by unusually good maneuver ability, and great speed. The De Havillands were acknowledged to be the fastest observation and bombing planes on the western front. At the time of the armistice this plane was being produced at a rate of over 1100 per month. A total of 3227 had been completed, 1885 had been shipped to France, and 667 to the zone of the advance. The Handley-Page was redesigned to take two high-powered American motors, passed its tests, and on the date of the armistice, parts for 100 had been shipped abroad for assembly.

"Delay in the receipt of plans for the Caproni greatly retarded the redesign of this machine. Successful tests of the new model were, however, completed previous to the armistice. The Bristol fighter was a failure. The changes necessary to accommodate the American engine so increased the total weight as to render the machine unsafe.

"The total at the end of November, 1918, was nearly 7900, of which nearly 4100 were of American manufacture, and remaining 3800 were of foreign manufacture. In other words, of every 100 battle planes which we received up to the end of November, 1918, 52 were of American manufacture and 48 were made in the foreign factories.

"Two new models—the Le Pere two-seater fighter, and the Martin bomber—were designed around the standard American motor, and in tests prior to the armistice each showed a performance superior to that of any known machine of its class. Neither, however, was completed in time for use in actual service.

#### Service Engines.

"The rapid development of the heavier types of airplane, together with the pressing need for large scale production, made necessary the development of a high-powered motor adaptable to American methods of standardized quantity production. This need was met in the Liberty 12-cylinder motor which was America's chief contribution to aviation. After this standardized motor had passed the experimental stage production increased with rapidity, the October output being over 4200. The total production of Liberty engines to the date of the armistice was 13,574. Of this production 4435 were shipped overseas to the expeditionary forces and 1025 were delivered to the British, French and Italian air services. It is noteworthy that at the present time the British are requesting the delivery of Liberty motors to them in accordance with arrangements made during the war.

"Other types of service engines, including the Hispano-Suiza 300 horsepower, the Bugatti, and the Liberty eight cylinder, were under development when hostilities ceased. The Hispano-Suiza 180 horsepower had reached quantity production; 469 of this type were produced, of which about one-half were shipped overseas for use in foreign-built pursuit planes.

"Up to the end of November, 1918, the total number of service engines secured was in excess of 22,000. Of this number more than 16,000, or 73 per cent, were from American sources and less than 6000 from foreign sources."

#### AUGUST SHIPMENTS OF MERCHANDISE FROM ALASKA VALUED AT \$7,267,848.

Shipments of merchandise from Alaska to the States during the month of August 1919 were valued at \$7,267,848, according to the report of John W. Troy, United States Collector of Customs for Alaska with headquarters at Juneau. The largest individual shipment was canned salmon which amounted to 30,948,720 pounds and was valued at \$5,043,144.

The report in detail follows:

Animals .....	\$	150
Bones, hoofs, horns, etc. ....		120
Curios .....		1,549
Fertilizers .....	123 tons	9,090
Fresh fish, other than salmon.....	818,563 lbs.	82,163
Dried, smoked or cured fish .....	115,100 lbs.	7,003
Kipperred herring .....	451,894 lbs.	56,928
Pickled salmon .....	5,990 bls.	86,497
Canned salmon .....	30,948,720 lbs.	5,043,144
All other salmon .....		262,380
Clams .....		11,415
Shrimps .....		4,825
All other fish and fish products *.....		18,339
Furs and furskins (except seal skins).....		99,790
Jewelry .....		278
Gypsum .....	1,350 tons	5,400
Oils, animal, fish and other .....	71,232 gals.	57,606
Copper ore, matte and regulus .....	4,333,009 lbs.	793,650
Lead ore, matte and regulus .....	138,034 lbs.	6,929
†All other articles .....		25,743
Total value of products of Alaska .....		\$6,572,998
Articles the growth, produce or manufacture of the United States, returned .....		224,118
Total value of foreign merchandise .....		470,732

Total value of shipments of merchandise ...\$7,267,848

†Items included in "all other articles":

Manufactured furs .....	\$	1,378
Fruits .....		26
Wool .....	125 lbs.	77
Turnips .....	2,250 lbs.	55
Hair seal skins (quantity) .....	6,878	10,441
Platinum .....	14 ozs.	1,418
Palladium .....	100 ozs.	12,000
Lead bullion .....	7,331 lbs.	348
Total .....		\$25,743

\*Including:

Crabs .....	3,300 lbs.	\$ 612
Fishmeal .....	598,470 lbs.	14,950
Stearine .....	2,362 lbs.	1,760
Whalebone .....	1,356 lbs.	1,017

Total .....

#### DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements of the office of the Anchorage Division of the Alaskan Engineering Commission for the week ended September 7, 1919, totaled \$52,213.10. Salaries and wages, \$50,430.99; purchase orders, \$229.33; steamship account, \$1459.49; special deposit account, \$15.00; and other expenses, \$42.29.

# FIGURES SHOWING TOTAL AMOUNT OF WORK ARE COMPILED BY ENGINEER IN CHARGE.

Figures showing the amount of work accomplished on the Anchorage Division of the Government Railroad from the beginning of activities to August 31, 1919, as well as the work accomplished during the month of August, are given in a tabulated report of William Gerig, engineer in charge of the Anchorage Division.

On the main line of the railroad there are 10.50 miles of right of way cleared and ready for grading and 18.90 miles have been graded and are ready for track. On the main line 165.50 miles of track, 9.54 miles of sidings, 1.21 miles of spur track and 8.50 miles of terminal track have been laid since the commencement of construction work.

On the branch line 37.72 miles of track, 6.13 miles of sidings and 3.20 miles of spur track have been laid since the commencement of construction activities.

The tabulated statement of the work accomplished follows:

	1	2	3
	Total	Total	Pctg.
	to	for	from
	Aug.	Aug.	Sew.
	31st	1919	Div.
Clearing, acres .....	3,143.31	11.83	100
Grubbing, acres .....	706.23	.....	.....
Excavation—Prism of Cut: (cu. yds.)			
Common .....	1,575,159	7,044	100
Loose rock .....	669,120	1,537	100
Frozen material .....	695,653	.....	.....
Solid rock .....	2,353,256	51,923	100
Excavation—Borrow, Ditches, Etc.: (cu. yds.)			
Common .....	1,987,671	69,881	3
Loose rock .....	342,074	2,763	1
Frozen material .....	331,724	.....	.....
Solid rock .....	832,533	37,566	100
Embankment: (cu. yds.)			
Swell .....	785,053	521,255	.....
Total equiv. embankment .....	9,572,243	195,560	64
Prism of embankment .....	7,564,268	195,553	80
Waste or shrinkage .....	1,848,289	12,645	36
Total .....	9,412,557	208,198	27
Overhaul, 1000 cu. yds. 100 ft. ...	15,065.17	44.32	100
Trestles—Temporary:			
Piles, lin. ft. ....	141,479	5,148	100
Lumber, 1000 ft., b. m. ....	948.7	10.8	100
Iron, pounds .....	65,887	2,176	100
Trestles—Permanent:			
Piles, lin. ft. ....	541,725	90,922	77
Lumber, 1000 ft., b. m. ....	8,998.7	1,144.5	92
Iron, pounds .....	2,981,934	308,946	94
Steel in bridges, tanks, etc. ....	43,500	.....	.....
Lumber, 1000 ft., b. m. ....	4,298.5	9.5	27
Hardware, pounds .....	172,393	120	.....
Excavations in Foundations—Wet: (cu. yds.)			
Common .....	4,250	.....	.....
Loose rock .....	318	.....	.....
Solid rock .....	568	.....	.....
Frozen material .....	4,138	.....	.....
Excavations in Foundations—Dry: (cu. yds.)			
Common .....	23,246	776	10
Loose rock .....	3,005	.....	.....
Solid rock .....	2,038	40	10

	Total to Aug. 31st	Total for Aug. 1919	Pctg. from Sew. Div.
Frozen material .....	1,141	.....	.....
Masonry: (cu. yds.)			
Concrete—Class A .....	2,873.8	.....	.....
Concrete—Class B .....	149.0	.....	.....
Riprap, cu. yds. ....	9,635	3,354	33
Timber Culverts, Bulkheads, and Crib:			
Logs, lin. ft. ....	319,381	1,177	100
Piles, lin. ft. ....	40,269	11,611	.....
Lumber, 1000 ft., b. m. ....	334.5	4.5	11
Iron, pounds .....	89,816	1,590	24
Rock filling, cu. yds. ....	40,311	15,516	.....
Snowsheds:			
Lumber, 1000 ft., b. m. ....	25	25	.....
Iron, pounds .....	300	300	.....
Track—Spurs, Sidings, Etc.:			
Ballast, cu. yds. ....	153,346	1,286	7
Ties, number .....	178,898	5,244	22
56-pound rail, lin. ft. ....	131,782	10,949	2
70-pound rail, lin. ft. ....	631,052	5,169	21
Track—Main Line:			
Ballast, cu. yds. ....	416,992	13,678	62
Ties, number .....	487,660	39,644	85
70-pound rail, lin. ft. ....	1,659,431	.....	.....
Telegraph Line:			
Permanent, lin. ft. ....	943,115	83,000	100
Temporary, lin. ft. ....	335,189	.....	.....
Water pipe, lin. ft. ....	12,058	.....	.....
Sewer pipe, lin. ft. ....	7,951	.....	.....
Back fill, lin. ft. ....	7,424	.....	.....
Wagon road, lin. ft. ....	49,134	.....	.....
Foundation posts, lin. ft. ....	14,661	.....	.....
Brush material, lin. ft. ....	7,800	.....	.....
Coyote holes, lin. ft. ....	6,598	1,511	87
Logs in temporary bridges and buildings, lin. ft. ....	235,034	.....	.....
Blind drains, lin. ft. ....	1,101	.....	.....

## STEAMSHOVEL ACTIVITIES CONTINUE IN AN- CHORAGE DIVISION OF RAILROAD.

Nine thousand and six cubic yards of gravel were handled by steam shovel No. 1, Engineer Jeffries, working in Mile 56 in the Turnagain Arm district, during the week ended September 13, according to reports submitted to William Gerig, engineer in charge of the Anchorage Division. The greatest daily yardage handled by this shovel was 1722 cubic yards and was handled on September 12.

Steam shovel No. 7, Engineer Patten, moved 6914 cubic yards of material during the week, according to the report. The greatest daily output of material was 2004 cubic yards and was handled on September 8. During three days of the past week this shovel was working in gravel in the pit in Mile 118. On September 11 the shovel was moved from the pit in Mile 118 to the rock dump in Mile 115. The rock loaded was used for filling along the mole at the new Anchorage dock.

Saving is more fun than spending. One builds up, the other tears down. Build with War Savings Stamps and laugh at the future.

## PERSONAL

L. N. Lowell, an employee of the telegraph and telephone department, visited Anchorage last week.

Frank Gleason, working with the snowshed construction gang at Mile 76½ in the Turnagain Arm district, was a visitor in Anchorage last week.

C. M. Murphy, mechanical foreman at the Eska coal mine, came down to Anchorage from his headquarters Tuesday and returned on Friday's train.

Nick Davis, employed on the snow shed work in the Turnagain Arm district, was a Sunday visitor in Anchorage. He returned to his work late Sunday evening.

S. R. Capps, heading a geological party which has been working during the past summer in the Kantishna country, arrived in Anchorage Thursday afternoon from Talkeetna and departed Saturday aboard the S. S. Alameda for Seattle, en route to Washington, D. C.

Mrs. Frank Kelly, wife of Frank Kelly, accountant at the Eska coal mine, and Miss Eva McDonald, a sister of Mrs. Kelly, made the trip from Eska to Talkeetna on the regular train last week. Before returning to their home they visited in Anchorage, arriving here Thursday and returning to Eska on the Friday morning train.

An informal reception was held Thursday afternoon at the Anchorage Woman's club in honor of Mrs. William C. Edes who returned to Anchorage last week from Washington, D. C. Musical selections were rendered by Mrs. Einar Ericson, Mrs. H. U. M. Higgins, and Mrs. William B. Clayton. A brief talk on settlement work was given by Mrs. J. E. Hughes.

James Hanahan, assistant superintendent in charge of track in the Anchorage Division, who has been located in the Turnagain Arm district, superintending the raising of track, came to Anchorage Sunday and departed Monday on an inspection trip of the main line north of Anchorage. He will go north as far as Talkeetna and will use a gasoline speeder to make the trip.

J. M. Culbertson, employed by the Alaskan Engineering Commission in the capacity of skipper of the power boat Matanuska, has resigned his connection with the Engineering Commission and was an outgoing passenger aboard the S. S. Alameda, which departed from Anchorage Saturday noon. Captain Culbertson will be located in the future at Walla Walla, Washington, where he will engage in business.

## Anchorage Division Notes.

The S. S. Alameda arrived in Anchorage port early Saturday morning from Seattle and departed at 3 o'clock in the afternoon on her return voyage to the Puget Sound metropolis. Twenty-eight first class passengers arrived and her cargo of freight was consigned to Anchorage merchants.

A temporary circuit was run at the Anchorage hospital for the purpose of furnishing current for the X-Ray equipment, during the week ended September 6, by the telegraph and telephone department, according to the report of J. J. Longacre, acting superintendent of the department. Nine meters were connected by the light and power branch of the department during the week, according to the report. Three telephones were installed in Anchorage during the week, four were disconnected, three were changed and one was moved. One long distance telephone was connected and one was disconnected.

Seven hundred and eighty-six short tons of coal were

mined at Eska and Chickaloon coal mines and 116 men were employed during the week ended September 6, 1919, according to the report of Sumner S. Smith, resident mining engineer in charge of the coal mines operated by the Alaskan Engineering Commission. The work at the Eska mine consisted in a continued driving of the Shaw West and the Emery East tunnels, in churn drill operations and in prospect work. At the Chickaloon mine the work of driving the Second East, the Second West and the "F" West tunnels was continued during the week.

## EMPLOYEES OF ALASKAN ENGINEERING COMMISSION HUNT DUCKS ON LEWIS RIVER.

A party composed mostly of employees of the Alaskan Engineering Commission departed from Anchorage at an early hour Sunday morning, bound for the mouth of Lewis River, where the day was spent in hunting ducks and geese. On the return trip from Lewis River a record run was made by the power boat J. J. with Skipper J. A. Johnson at the helm, having made the voyage, which is 42 miles, in two hours and ten minutes.

The members of the party were C. M. Eckmann, baggage master at the Anchorage depot; A. Haag, chief clerk in the maintenance of way department; William Fox, of the mechanical department; Lieut. Hervey, of the local detachment of U. S. Guards; P. H. Weber, storekeeper in charge of warehouse No. 1; Dr. Fromme, L. A. Brown, L. Popp, Lee Hartley, John Dorwin and John Mayne.

## WEEKLY FORCE REPORT.

## Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, September 6, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	4	1	6
Drafting .....	0	4	0	4
Bridge Engineer .....	1	1	0	2
Land and Industrial .....	0	2	0	2
M. of W. Shops and Yards .....	2	6	40	48
Track, Bridge and Ballast .....	2	8	473	483
Receiving and Forwarding Agt. ....	1	3	0	4
Machine Shop and Roundhouse .....	1	3	58	62
Marine Ways .....	1	1	35	37
Stores and Material Yard .....	1	8	58	67
Employment Bureau and Ter- minal Mess .....	1	2	14	17
Transportation .....	1	10	36	47
Disbursing Office .....	1	5	0	6
Accounting .....	1	10	0	11
Base Hospital .....	1	1	9	11
Townsite .....	0	1	6	7
Telegraph and Telephone .....	1	6	27	34
Mining .....	2	5	109	116
Location Surveys, Broad Pass. ....	1	2	33	36
	19	82	908	1009
Stationmen .....				8
Total .....				1017

The road to financial independence is easily traveled when a start is once made. Invest your surplus earnings in War Savings Stamps and make the start.



# ALASKA RAILROAD RECORD



VOL. III. ANCHORAGE, ALASKA, TUESDAY, SEPTEMBER 23, 1919. NO. 46

## OCEAN GOING STEAMER BERTHS AT NEW ANCHORAGE DOCK.

With the ease and grace of a gull lighting on the waters the S. S. Admiral Watson with Captain C. A. Glasscock in command, steamed into port Sunday morning and berthed at the new Anchorage dock. The steamer Admiral Watson is the first large ocean-going passenger vessel to make use of the Anchorage ocean dock.

The S. S. Admiral Watson under her own steam and without any assistance from tugs steamed into the dredged channel at 10 a. m. and a few minutes afterward berthed at the new dock. Low tide was 1.6 feet above zero at 11 a. m. on Sunday according to the official tables giving the stages of the tides. At the time the Admiral Watson berthed there was not to exceed six feet of water above the low water mark. Despite the fact that the tide was ebbing it was possible for Captain Glasscock on account of the slack water at the dock, and his splendid seamanship, to make a port landing.

The performance Sunday of the S. S. Admiral Watson demonstrates that it is entirely practicable to berth vessels at the new dock at any and all stages of the tide, although the work of dock construction is only partially complete and additional dredging remains to be done.

While the vessel was at the dock and in the presence of several hundred people, William Gerig, engineer in charge of the Anchorage Division of the Government Railroad, who is responsible for the plan whereby the dock construction was made possible, on behalf of the Alaskan Engineering Commission, and F. A. Redwood, representing the Anchorage Chamber of Commerce, on behalf of the people of Anchorage, congratulated Captain C. A. Glasscock upon being the first skipper of an ocean-going passenger vessel to set foot on the new dock. In responding to the congratulatory expressions Captain Glasscock stated that he appreciated the honor of commanding the first passenger vessel to make use of Anchorage's dock and in turn felicitated Mr. Gerig upon his success in conclusively proving to the marine world that Anchorage possessed a dock capable of accommodating any vessel that might visit the waters of Cook Inlet, and a port as safe and sound as any along the Alaska coast.

At 2 o'clock in the afternoon a passenger train left the Anchorage depot with passengers for the steamer, and with officials of the Alaskan Engineering Commission and with residents of the town who were interested in seeing for the first time the sight of an ocean-going passenger vessel tied up at the new dock.

There were 22 first class passengers arriving on the

Watson and the freight shipment amounted to 179 tons, practically all of which were consigned to merchants of Anchorage. The Admiral Watson departed for Seattle at 6 o'clock in the evening.

## CHAIRMAN OF ALASKAN ENGINEERING COMMISSION ARRIVED IN ANCHORAGE YESTERDAY.

Col. F. Mears, chairman and chief engineer of the Alaskan Engineering Commission, arrived in Anchorage yesterday from a three weeks' trip through the Broad Pass district and the Fairbanks Division of the Government Railroad.

Col. Mears departed from Anchorage three weeks ago in company with John W. Hollowell, assistant to the Secretary of the Interior and Dr. George H. Brooks, head of the United States Geological Survey, for the purpose of making a personal inspection of the proposed line of the Government Railroad between Indian River and Fairbanks.

Mr. Hollowell and Dr. Brooks departed from the interior of Alaska by way of the Fairbanks-Chitina trail and took steamer at Cordova for the States. Mr. Hollowell expects to be back in Washington by the first of October, at which time he will report to Congress the result of his inspection of the Government railway project in Alaska.

## RAIL COMMUNICATION BETWEEN ANCHORAGE AND SEWARD RESUMED.

With the completion of the repairs to bridge No. 80 in the Seward Division of the Government Railroad rail communication between Anchorage and Seward has been resumed. The first train since the repairs were completed departed from Anchorage Sunday morning and a part of the rolling equipment was carried through to Seward without change at Mile 52.

## WORK OF ENLARGING TUNNELS ON SEWARD DIVISION OF RAILROAD PROGRESSING.

All the station contractors engaged on the work of enlarging the tunnels on the Seward Division of the Government Railroad made satisfactory progress during the week ended September 13, according to advices received from R. J. Weir, engineer in charge of the Division.

Two thousand cubic yards of material were moved during the week by Grand & Co., station contractors working in Mile 27. The material was used in filling in the embankment between station 1350 and station 1389.

Marion steam shovel No. 5 moved 3304 cubic yards of

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.20.

common excavation during the week. The material was placed in the embankment between station 2236 and station 2265 in Mile 43. A track crew of from six to twelve men has lined and lifted all the temporary track between station 2196 and station 2236 in Mile 43.

Sand and stone are now being delivered to bridge No. 70, preparatory to beginning concrete work. The 56-foot deck span for bridge No. 72 has been trussed at the bridge site and is in readiness to be lowered into place. The work of completing this bridge will be accomplished about September 20. All the concrete piers have been completed for bridge No. 73 and the 56-foot pony truss has been trussed at the bridge site. It is proposed to lower the trusses into place and complete construction of this bridge during the coming week. Excavation for concrete piers for bents Nos. 1 to 12, inclusive, is now under way for bridge No. 75. The erection of the 121-foot deck span across Placer river was begun on September 7, and has progressed rapidly during the week. This bridge was opened for the resumption of train operations on September 15.

One hundred and twenty-eight bents in snowshed No. 54-B have been erected. About 75 per cent of these bents have been erected to the slope, the remaining 25 per cent being about 75 per cent complete. The finishing crew is making good progress placing braces and roofing. All foundation work on shed No. 54-B was completed during the latter part of the week and a crew of 14 men are excavating the foundation benches.

Three thousand seven hundred and sixty cubic yards of material was moved during the week from Mile 50 by the Bucyrus steam shovel No. 4 and used in filling bridges Nos. 75 and 77 and in widening fills in Mile 50. Eli Barich & Co. completed their grading contract in Mile 54 during the week and are now engaged in excavating foundation for snowshed No. 54-A. M. Divyak & Co., and M. Grubich & Co., both of whom put off large shots last week, blocking the operation of trains in Mile 48, cleared the main line on September 11. Good progress is being made in filling bridges Nos. 69 and 74 by station gangs.

The sump at the water station in Mile 51 has been completed and is now ready for use. The track on the revised line will be laid at the tank during the coming week.

Running repairs were made to engines Nos. 10, 11 and 278 during the week by the mechanical department. Progress was made on the repairs to the rotary plow. The heavy repair work was completed on the tank of engine No. 285. The painting force completed the outside painting of the shop buildings and are now engaged on interior work, which is about 50 per cent complete.

The usual amount of work was accomplished during the week on work orders from the stores department and points out on the line.

The shop heating plant was put in working condition and after being given a short run was found to be in shape for winter use.

#### TREASURY DEPARTMENT IS SPEEDING UP ITS THRIFT CAMPAIGN IN STATES.

The people in many parts of the United States are virtually in league with the profiteers, according to William Mather Lewis, Director of the Savings Division of the Treasury Department, who has just returned to Washington after visiting the various Federal Reserve Districts.

"A vertiable orgy of extravagant buying is going on," he said, "The reaction from the careful use of money during war time is widespread and disturbing. Retailers are

securing goods from jobbers without arguing about prices, if they can only be assured of immediate delivery. They know their customers will scramble for the goods, regardless of cost. Thus, with an abnormal demand and a limited output, nothing else can be expected than high prices. It is a natural, though deplorable, consequence that profiteers abound.

"The people must return to the policy of careful buying and regular saving if they wish to help the situation. The Treasury Department in order to combat this artificial situation, is intensifying and speeding up its thrift campaign. Statements on the principles of finance and the laws of investment and budgetry are being brought to workers in factories; to farmers; to business and professional men, and members of women's organizations by means of printed publicity and the spoken word. A nation-wide attack upon swindlers who are persuading people to dispose of their Liberty Bonds and War Savings Stamps is also being inaugurated.

"Throughout New England, savings and thrift organizations already are exerting their combined efforts to combat increased cost of the necessities of life.

"Savings directors and hundreds of officers of Savings societies are to King the lead in disseminating information as to fair prices.

"In their communities they are aiding the determination and publication of fair prices and in curbing unjust profits. They are following the plan of campaign recently outlined by Governor W. P. C. Harding of the Federal Reserve Board, to promote to regular and efficient work; to increase production and insure reasonable economies; to devote that production to necessities rather than to extravagances or luxuries.

"Steps are being taken to insure similar efforts throughout the other Federal Reserve Districts."

"It is not essential that we return to the extremes of economy, still less the actual sacrifices, of war times. It is essential, however, that we keep firm hold on the savings accumulated by purchase of war finance securities, not only as a matter of selfish benefit, but as a factor in bringing prices down.

"Along these lines lies unbounded opportunity for national service by War Savings Societies and their members. Organized in nearly every line of major industry none is in better position to know real facts as to production of fair prices than members of the societies.

"It is in their power to check waste not only amongst themselves and those dependent on them but amongst all in the communities in which they live.

"They can do this through precept and example, by wise buying and by treating what they buy with respect due to the hours of labor its purchase cost them.

"It lies in their power through regular and consistent saving and safe and conservative investment in such securities as War Savings Stamps and Savings Certificates, to add to the capital necessary for industrial expansion and increased production.

"Under direction of Attorney General A. Mitchell Palmer, the food administrations of the states have been revived. Every War Savings Society member owes a duty to co-operate with those administrations to the utmost, to aid establishment and publication of fair prices, and to discover, check and prosecute cases of profiteering.

"The Savings Division of the Treasury Department appeals therefore, that the Saving Societies and their members reenlist in this campaign. They can show the people of America where, how, when and what to buy. They can

teach how and when to save. They can assure a larger part of our national effort to production of necessities. They can aid to bring about increased employment and can prevent the lowering of the general standard of living of America. In so doing, they will perform a patriotic service to themselves, their industries, their communities and the nation."

#### OVER THREE HUNDRED DOLLARS COLLECTED FOR RELIEF OF ORPHANS.

Three hundred and sixty-eight dollars have been collected from the various departments of the Alaskan Engineering Commission during the past two weeks for the Armenian and Syrian Relief fund, according to figures tabulated by the land and industrial department which has charge of the work of collecting funds from the employees of the Engineering Commission.

There remain to be heard from three departments before the work of collecting the funds will have been completed. The employment and mess department, the mining department and the transportation department have practically completed their reports of monies collected and expect to report in full within the next few days.

The list of the departments reporting and the amount of funds collected follows:

Accounting department .....	\$ 13.50
Bridge engineer .....	10.00
Commissioner's office .....	17.50
Disbursing office .....	11.50
Dock .....	9.00
Drafting department .....	4.00
Land and industrial .....	4.00
Maintenance of way .....	165.00
Marine ways .....	27.25
Mechanical department .....	32.75
Medical department .....	11.00
Stores department .....	28.00
Telegraph and telephone department .....	21.00
Townsite .....	12.00
H. R. Miller, agent, Birchwood .....	1.50
<b>Total .....</b>	<b>\$368.00</b>

#### OVER FIVE HUNDRED SOLDIERS' ALLOTMENTS CLEARED UP IN TWO MONTHS.

Uncle Sam is anxious to pay any dependants of those who joined the army and and to whom an allotment was made, but who have failed to receive the allotment.

At Washington, the army clerks have been busy with the records of three million soldiers, and the individual soldier who sometimes gets tangled up with the great detail of records in his case, has often made a mistake in address, name or other portion of the record, which explains cases where allotments were supposed to have been made out to parents or relatives and no checks ever sent out by the government.

Do not write to Washington, if you failed to receive the allotment, but send a letter to the Demobilization Camp, Presidio of San Francisco, San Francisco Cal., asking for the form of a letter requesting deferred allotments. Captain C. C. Burch, personnel officer of the camp, said that more than five hundred allotments have been cleared up in the past two months by this means.

Officers of the Demobilization Camp will answer your letter by furnishing a form, which upon being filled out

by the allottee must be sent to the Adjutant General of the Army as addressed on the form.

This will get a return check. By writing direct to Washington without sending the form and the information required as indicated on the form, time will be lost by causing the busy War Department officials at Washington to write back for additional information. Send to San Francisco and get the form and in forwarding this to Washington the check will be the reply.

#### OPERATING EXPENSES OF ANCHORAGE TOWNSITE AMOUNT TO \$1409.12 FOR AUGUST.

One thousand four hundred and nine dollars and twelve cents was the amount of money expended during the month of August to defray the maintenance and operation expenses of the Anchorage townsite, according to figures compiled at the townsite office.

The detailed statement of expenses for the period from July 1 to August 31, 1919, follows:

##### Administration:

Total to July 31, 1919 .....	\$203.29
Salaries .....	124.73
Stationery and supplies .....	7.22
Fuel, light and telephone .....	5.00
Maintenance buildings and grounds..	10.40
	<b>\$350.64</b>

##### Fire Protection:

Total to July 31, 1919 .....	\$799.57
Salaries .....	457.07
Maintenance of team .....	2.66
Maintenance equipment and hydrants	202.15
Maintenance buildings and grounds....	2.60
Fuel, light and telephone .....	9.00
Miscellaneous supplies .....	3.85
	<b>1,476.90</b>

##### Maintenance of Streets and Alleys:

Total to July 31, 1919 .....	\$128.40
Month of August, 1919 .....	291.45
	<b>419.85</b>

##### Sanitation:

Total to July 31, 1919 .....	\$560.17
Disposal of garbage .....	235.44
Inspection .....	4.00
Maintenance of Sewers .....	35.40
Superintendence .....	18.15
	<b>853.16</b>

**Total .....** **\$3,100.55**

#### TWO AND SIXTY-TWO HUNDREDTHS MILES OF TRACK LAID IN FAIRBANKS DIVISION.

Two and sixty-two hundredths miles of track were laid in the Fairbanks Division of the Government Railroad during the week ended September 13, according to advices received from Frederick Brown, engineer in charge of the Division, by William Gerig, engineer in charge of the Anchorage Division. Of the track laid 1.31 miles were laid in the Nenana district and 1.12 miles in the Happy district. A spur track of .19 of a mile in length was laid for loading ties in the Nenana district according to the advices.

The steel is now laid north of Nenana as far as Mile 431.39 and as far south of Fairbanks as Mile 450.42. The gap between railheads amounted to 19.03 miles at the close of work on September 13. The progress made is satisfactory and with a continuation of favorable weather the track should be complete between Fairbanks and the coal fields, located about 50 miles south of the town of Nenana, about the middle of November.



# 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.

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

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

## OFFICIAL CIRCULARS.

### Anchorage Division.

#### NEW SIDE TRACKS LAID.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Sept. 16, 1919.

Circular No. 395:

#### TO ALL CONCERNED:

In connection with the construction of new sidings south of Kern, the following sidings have been laid and named as follows:

Mile 64.0 Portage Station No. 64 Car Capacity 45

Mile 59.3 Spencer Station No. 59 Car Capacity 38

The next siding south of Spencer is Tunnel at Mile 51.2 on the Seward Division.

The name of "Spencer" for construction spur at Mile 54 is changed to siding at Mile 59.3, and a name will not be assigned to spur at Mile 54 to replace the name of "Spencer."

Freight and passenger fares shown in tariffs applying to Spencer at Mile 54 will apply to the new station Spencer at Mile 59.3.

WM. GERIG, Engineer in Charge.

#### CONCERNING BOILERS NOT IN USE.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Sept. 19, 1919.

Circular No. 396:

#### TO ALL CONCERNED:

In future when any equipment such as boilers, engines, pumps, gas-engines, etc., whether portable or on steam shovels, pile drivers, or other rolling or marine equipment or at pumping plants, sawmills etc., are taken out of service or tied up, particular care should be taken to see that they are properly cared for to avoid, in as far as possible, damage from weather conditions such as freezing and loss of fittings.

For instance, when steam shovels are taken out of service or tied up, all lubricators should be taken off the engines and properly drained, steam gauges removed and drained, all grease cups removed and holes plugged up with waste or wooden plugs, and the parts mentioned together with any other accessories belonging to such equipment boxed up, properly marked for identification and stored at headquarters.

All cylinder heads and steam chest covers should be loosened or slacked off and cylinder and valve seats properly oiled; and drain cocks removed or left open and drain

plugs removed from pockets of exhaust chambers and such other places where water would stand.

Boilers should be thoroughly drained and if practicable should be cleaned out; lower hand hold plates should be removed to see that no water is left in the water legs of boiler.

When tying up any of the other equipment as mentioned, similar action as far as practicable should be taken in order that equipment may be left in the best possible condition to stand exposure and in order to have the fittings available for use again when needed.

WM. GERIG, Engineer in Charge.

#### PHYSICAL CHARACTERISTICS OF ROAD CHANGED.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Sept. 15, 1919.

Bulletin No. 175:

#### TO ALL CONCERNED:

That part of Bulletins Nos. 161, of June 6, 1919, and 172, of July 30, 1919, relative to physical characteristics of road between Bird and Mile 56 is changed as follows:

Car capacity	Miles		Miles	Station
in cars	from		from	Number
Water, fuel	Anchor-	STATION	Seward	
Telephones	age.			
50	YP 32.7	BIRD	81.7	82
		6.0		
11	38.7	Construction Siding	75.7	76
		0.8		
57	P 39.5	GIRDWOOD	74.9	75
		2.2		
6	41.7	Sawmill Spur	S 72.7	73
		1.3		
16	43.0	Shoo-fly	71.4	72
		0.4		
	W 43.4	Water Tank	71.0	
		0.2		
18	Spur P 43.6	KERN	S 70.8	71
		0.3		
9	43.9	Construction Siding	70.5	71
		3.4		
11	47.3	Construction Spur N	67.1	68
		0.3		
4	47.6	Construction Spur N	66.8	67
		2.8		
45	50.4	PORTAGE	64.0	64
		1.5		
	P 51.9	Wye	62.5	63
		3.2		
38	W 55.1	SPENCER	59.3	59
		2.3		
5	57.4	Construction Spur S	57.0	57
		1.0		
57	P 58.4	Mile 56	56.0	56

End of Anchorage Division

N—Switch at north end of spur.

S—Switch at south end of spur.

J. T. CUNNINGHAM, Trainmaster.

#### DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements of the office of the Anchorage Division of the Alaskan Engineering Commission for the week ended September 14, 1919, totaled \$65,055.73. Salaries and wages were \$63,998.53; purchase orders, \$346.65; compensation, \$91.67; steamship account, \$260.53; special deposit account, \$245.00, and other expenses, \$113.30.

## OVER TWO MILLION SOLDIERS REACHED FRANCE DURING WAR.

Two out of every three American soldiers who reached France took part in major engagements between the Allies and the Hun during the Great War according to the report of Col. Leonard Ayres, chief of the Statistics Branch of the General Staff, to Newton D. Baker, Secretary of war. The number of Yankee soldiers who reached France was 2,084,000 and of these 1,390,000 saw active service in the front line.

The report of Colonel Ayres, in part, follows:

"American combat forces were organized into two divisions, which, as has been noted, consisted of some 20,000 men. These divisions were the largest on the western front, since the British division numbered about 15,000 and those of the French and German about 12,000 each. There were sent overseas 42 American divisions and several hundred thousand supplementary artillery and service of supply troops.

"Of the 42 divisions that reached France 29 took part in active combat service, while the others were used for replacements or were just arriving during the last month of hostilities. The battle record of the United States Army in this war is largely the history of these 29 combat divisions. Seven of them were Regular Army divisions, 11 were organized from the National Guard, and 11 were made up of National Army troops.

"American combat divisions were in battle for 200 days from the 25th of April, 1918, when the first regular Division after long training in quiet sectors, entered an active sector on the Picardy front, until the signing of the armistice. During these 200 days they were engaged in 13 major operations, of which 11 were joint enterprises with French, British, and Italians, and 2 were distinctively American.

"At the time of their greatest activity in the second week of October all 29 American divisions were in action. They then held 101 miles of front, or 23 per cent of the entire allied battle line. From the middle of August until the end of the war they held during the greater part of the time, a front longer than that held by the British. Their strength tipped the balance of man power in favor of the Allies, so that from the middle of June, 1918, to the end of the war the allied forces were superior in number to those of the enemy.

"The total battle advances of all the American divisions amount to 782 kilometers, or 485 miles, an average advance for each division of 17 miles, nearly all of it against desperate enemy resistance. They captured 63,000 prisoners, 1,378 pieces of artillery, 708 trench mortars and 9,650 machine guns. In June and July they helped to shatter the enemy advance toward Paris and to turn retreat into a triumphant offensive. At St. Mihiel they pinched off in a day an enemy salient which had been a constant menace to the French line for four years. In the Argonne and on the Meuse they carried lines which the enemy was determined to hold at any cost, and cut the enemy lines of communication and supply for half the western battle front.

In January American troops were holding 10 kilometers, or 6¼ miles, of front in quiet sectors. In April their line had strengthened to 50 kilometers. In July this figure was doubled and in September tripled. The high point was reached in October, with 29 divisions in line, extending over a front of 162 kilometers or 101 miles, nearly

one-quarter of the entire western front.

"The length of front shown as occupied by the French includes the lines held by the Italian Second Army Corps. On November 11, 1918 the Italians held 14 kilometers, or 2 1-3 per cent, of the western front.

"Another measure of American participation is the effect caused by the rapid arrivals of American troops on the rifle strength of the allied armies. One of the best indexes of effective man power is the number of riflemen ready for front line service. For example, there are 12,250 rifles in an American division and smaller numbers in those of other armies.

"On the first of April the Germans had an actual superiority of 324,000 riflemen on the western front. Their strength increased during the next two months but began to drop during June. At the same time the allied strength with the constantly growing American forces, was showing a steady increase, so that the two lines crossed during June. From that time on allied strength was always in the ascendancy and since the French and British forces were weaker in October and November than they were in April and May, this growing ascendancy of the allies was due entirely to the Americans. By November 1 the allied rifle strength had a superiority over the German of more than 600,000 rifles.

### Thirteen Battles.

"American troops saw service on practically every stretch of the western front from British lines in Belgium to inactive sectors in the Vosges. On October 21, 1917, Americans entered the line in the quiet Toul sector. From that date to the armistice American units were somewhere in line almost continuously.

"It is difficult to cut up the year and 22 days which intervened into well-defined battles, for in a sense the entire war on the western front was a single battle. It is possible, however to distinguish certain major operations or phases of the greater struggle. Thirteen such operations have been organized in which American units were engaged, of which 12 took place on the western front and 1 in Italy. Battle clasps will be awarded to the officers and men who participated in these engagements.

"The first major operation in which American troops were engaged was the Cambrai battle at the end of the campaign of 1917. Scattering medical and engineering detachments, serving with the British, were present during the action but sustained no serious casualties.

"The campaign of 1918 opened with the Germans in possession of the offensive. In a series of five drives of unprecedented violence the imperial Great General Staff sought to break the allied line and end the war. These five drives took place in five successive months, beginning in March. Each drive was so timed as to take advantage of the light of the moon for that month.

"The first drive opened on March 21, on a fifty-mile front across the old battlefield of the Somme. In 17 days of fighting the Germans advanced their lines beyond Noyon and Montdidier and were within 12 miles of the important railroad center of Amiens with its great stores of British supplies. In this battle, also known as the Picardy offensive, approximately 2,200 American troops, serving with the British and French were engaged.

"The attack upon Amiens had been but partially checked when the enemy struck again to the north in the Armentieres sector and advanced for 17 miles up the valley of the Lys. A small number of Americans serving with the British, participated in the Lys defensive.

"For their next attack (May 27) the Germans selected

the French front along the Chemin des Dames north of the Aisne. The line from Rheims to a little east of Noyon was forced back. Soissons fell, and on May 31 the enemy had reached the Marne valley, down which he was advancing in the direction of Paris. At this critical moment our Second Division, together with elements of the Third and Twenty-eighth Divisions were thrown into line. By locking the German advance at Chateau-Thierry, they rendered great assistance in stopping perhaps the most dangerous of the German drives. The Second Division not only halted the enemy on its front but also recaptured from him the strong tactical positions of Bouresches, Belleau, Wood and Vaux.

"The enemy had by his offensives established two salients threatening Paris. He now sought to convert them into one by a fourth terrific blow delivered on a front of 22 miles between Montdidier and Noyon. The reinforced French Army resisted firmly and the attack was halted after an initial advance of about 6 miles. Throughout this operation (June 9-15) the extreme left line of the salient was defended by our First Division. Even before the drive began the division had demonstrated the fighting qualities of our troops by capturing and holding the town of Cantigny (May 28).

"There followed a month of comparative quiet, during which the enemy reassembled his forces for his fifth onslaught. On July 15 he attacked simultaneously on both sides of Rheims, the eastern corner of the salient he had created in the Aisne drive. To the east of the city he gained little. On the west he crossed the Marne, but made slight progress. His path was everywhere blocked. In this battle 85,000 American troops were engaged—the Forty-second division to the extreme east in Champagne, and the Third and Twenty-eighth to the west, near Chateau-Thierry.

#### Allied Offensive.

"The turning point of the war had come. The great German offensive had been stopped. The initiative now passed from Ludendorff to Marshal Foch, and a series of allied offensives began, destined to roll back the German armies beyond the French frontier. In this continuous allied offensive there may be distinguished six phases or major operations in which the American expeditionary forces took part. In four of the six operations the American troops engaged were acting in support of the allied divisions and under the command of the generals of the Allies.

"The moment chosen by General Foch for launching the first counteroffensive was July 18, when it was clear that the German Champagne-Marne drive had spent its force. The place chosen was the uncovered west flank of the German salient from the Aisne to the Marne. The First, Second, Third, Fourth, Twenty-sixth, Twenty-eighth, Thirty-second, and Forty-second, American Divisions, together with selected French troops, were employed. When the operation was completed (August 6) the salient had been flattened out and the allied line ran from Soissons to Rheims along the Vesle.

"Two days later the British struck at the Somme salient, initiating an offensive which, with occasional breathing spells, lasted to the date of the armistice. American participation in this operation was intermittent. From August 8 to 20 elements of the Thirty-third Division, which had been brigaded for training with the Australians were in the line and took part in the capture of Chipilly Ridge. Later the Twenty-seventh and Thirtieth Divi-

sions, who served throughout with the British, were brought over from the Ypres sector and used in company with Australian troops to break the Hindenburg line at the tunnel of the St. Quentin Canal (Sept. 20—Oct. 20).

"In the meantime simultaneous assaults were in progress at other points on the front. On August 18 Gen. Mangin began the Oise Aisne phase of the great allied offensive. Starting from the Soissons-Rheims line, along which they had come to rest August 6, the French armies advanced by successive stages to the Aisne, to Laon, and on November 11 were close to the frontier. In the stages of this advance they were assisted by the Twenty-eighth, Thirty-second, and Seventy-seventh American Divisions. But by September 15 all of those were withdrawn for the coming Meuse-Argonne offensive of the American Army.

"The day after the opening of the Oise-Aisne offensive the British launched the first of a series of attacks in the Ypres sector which continued with some interruptions to the time of the armistice and may be termed the "Ypres-Lys offensive." Four American Divisions at different times participated in this operation. The Twenty-seventh and Thirtieth were engaged in the recapture of Mount Kemmel August 31 to September 2. The Thirty-seventh and Ninety-first were withdrawn from the Meuse-Argonne battle and dispatched to Belgium, where they took part in the last stages of the Ypres-Lys offensive (Oct. 31 Nov. 11).

"With the organization of the American First Army on August 10, under the personal command of General Pershing, the history of the American Expeditionary Forces entered upon a new stage. The St. Mihiel (Sept. 12-16) and Meuse Argonne (Sept. 26—Nov. 11) offensives were major operations planned and executed by American generals and American troops.

"In addition to the 12 operations above mentioned, American troops participated in the Battle of Vittorio-Veneto (Oct. 24 to Nov. 4), which ended in the route of the Austrian Army.

#### CONSULTING ENGINEER INSPECTS LINE NORTH OF ANCHORAGE.

William C. Edes, consulting engineer for the Alaskan Engineering Commission, departed from Anchorage on Wednesday for Talkeetna and Indian River where he met Col. F. Mears, who has just completed an inspection trip of the proposed route between Indian River and Nenana.

Mr. Edes was accompanied on the trip by W. J. S. Fogelstrom, bridge engineer, and by John A. Robinson, special inspector for the Engineering Commission. They went as far north as Talkeetna on the regular Wednesday's train and from Talkeetna to Indian River the power boat Bety M. was used. Mr. Edes returned to Anchorage yesterday.

#### SECREST SURVEY PARTY ARRIVES FROM BROAD PASS.

The Secrest survey party, numbering 33 persons, has finished its labors and most of the party arrived in Anchorage yesterday on the special train from Talkeetna. Mr. T. W. Secrest, head of the party, will arrive on Thursday's train. The party departed from Anchorage on May 28 and worked as far north as Carlo Creek.

Habits are formed in youth. The BEST habit is the Thrift Habit. It is acquired with War Savings Stamps.



### DEPARTMENT OF MAINTENANCE OF WAY MAKES WEEKLY REPORT OF PROGRESS.

Eight thousand seven hundred and thirty-six cubic yards of gravel were handled by steam shovel No. 1, Engineer Jeffries, working in Mile 56, during the week ended September 20, according to the report of F. A. Hansen, engineer of maintenance of way, to William Gerig, engineer in charge of the Anchorage Division of the Government Railroad.

Steam shovel No. 7, Engineer Patten, working in Mile 115 and Mile 118, handled 6560 cubic yards of material during the week, according to the report. Of the material handled 5588 cubic yards was gravel and 972 cubic yards was rock. The rock was dumped for riprap at the mole near the new ocean dock and the gravel was used partly in bank widening between Anchorage and Birchwood on the main line of the Government Railroad and partly for filling purposes at the mole.

The erection of the superstructure of the snow sheds was begun on September 18. Two hundred and three thousand feet, board measure, of timbers and 10,000 feet, board measure of logs have been framed. Forty-one thousand feet, board measure, of lumber for sills and blocks and 22,000 feet, board measure, of lumber for the superstructure, have been erected. Three additional tents have been erected for the use of the crew engaged on this work and improvements were made to the dining room and kitchen. The camp was originally built to accommodate 40 men but can now accommodate 100 men. About 90 men are employed on the job at the present time. Good progress is being made on this work.

The ditcher was used on September 15 for dumping rock for filling in at the end of the trestle over Glacier Creek at Girdwood. On September 16 the machine was brought to Anchorage for repairs and on September 17 was sent to the Eklutna bridge to remove debris which had collected north of the bridge as a result of the breaking of the Eklutna glacier.

Extra gang No. 3 was engaged during the week in raising track in Mile 61 and Mile 62 and in digging a ditch at the right of the center line north of Twenty Mile River for the purpose of draining a swamp located near the river.

The high water of the past week on the flat south of Kern was 1½ feet higher than the highest stage of water during the month of August, but only covered the track to a height of about five inches at two different places for a stretch of approximately 100 feet each. This section of the track has now been raised.

Extra gang No. 5 working with slip scrapers moved approximately 25 cubic yards of material per team per day during the past week. Six teams were engaged in the work. Two teams were used during one day in excavating a channel opposite Mile 55½ for the purpose of draining the steam shovel pit. Extra gang No. 5 was brought to Anchorage on September 21 and disbanded.

Bridge and building gang No. 1 which has been engaged in getting out piling at Signal Point for use in the construction of the new Anchorage dock was brought to Anchorage on September 18 and disbanded. One raft containing 47 piling, aggregating 3432 lineal feet, was brought in with the outfit. Another raft, which remains at Signal Point, will be brought to Anchorage later.

Bridge and building gang No. 4 in charge of L. O. Nyberg, foreman, which has been engaged in getting out piling at Bird Creek, arrived in Anchorage on September 18

and was disbanded. A load of piling consisting of 18 piling, aggregating 1487 lineal feet, was shipped in with the outfit. This gang since July 27 shipped to Anchorage 355 piling aggregating 26,488 lineal feet.

Eighty-three thousand five hundred and ninety-two feet board measure were sawed from 236 saw logs at the sawmill in the Turnagain Arm district. The sawed lumber is for use in the construction of the snow sheds at Mile 76½.

### WEEKLY FORCE REPORT.

#### Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payrolls Saturday, September 13, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	4	1	6
Drafting .....	0	4	0	4
Bridge Engineer .....	1	1	0	2
Land and Industrial .....	0	2	0	2
M. of W. Shops and Yards .....	2	6	40	48
Track, Bridge and Ballast .....	2	8	475	485
Receiving and Forwarding Agt. ....	1	3	37	41
Machine Shop and Roundhouse .....	1	3	59	63
Marine Ways .....	1	1	36	38
Stores and Material Yard .....	1	8	50	59
Employment bureau and Ter- minal Mess .....	1	2	12	15
Transportation .....	1	11	35	47
Disbursing Office .....	1	5	0	6
Accounting .....	1	10	0	11
Base Hospital .....	1	1	9	11
Townsite .....	0	1	7	8
Telegraph and Telephone .....	1	6	27	34
Mining .....	2	5	110	117
Location Surveys, Broad Pass. ....	1	2	33	36
	19	83	931	1033
Stationmen .....				8
Total .....				1041

### TWO HUNDRED AND TWENTY-THREE PATIENTS TREATED AT HOSPITAL IN AUGUST.

Two hundred and twenty-three patients were treated at the Anchorage hospital during the month of August, 1919, according to the report of J. B. Beeson, chief surgeon for the Alaskan Engineering Commission. These patients spent an aggregate of 341 hospital days in the institution.

Of the number of cases treated 63 were classed as private cases, 23 as members of employees' families and 106 as dispensary cases. There were seven examinations conducted by Dr. Beeson during the month. No deaths occurred at the hospital during the month reported.

### INQUIRY CONCERNING WHEREABOUTS OF CHESTER STORMS RECEIVED.

Any person having information regarding the present whereabouts of Chester Storms who is supposed to have departed from Anchorage in October of 1917, is requested to communicate with Mrs. Sadie Westfall at 2425 San Pedro street, Los Angeles, California. The records of the Alaskan Engineering commission show that C. E. Storms worked on the dock as a laborer in 1917, but the records do not disclose a Chester Storms ever employed by the Anchorage division.

## PERSONAL

Herb Davis, resident engineer in the Turnagain Arm district, was in Anchorage last week.

T. C. Cameron, an employee of the coal mines at Eska, was in Anchorage for several days during the week.

Mrs. J. K. Moore, wife of the section foreman at Moose on the Matanuska branch of the Government Railroad, visited in Anchorage last week.

John H. Robinson, special officer for the Alaskan Engineering Commission, made the trip last week to Indian River and returned to Anchorage yesterday.

Edward Christensen, working on the snow sheds at Mile 76½ in the Turnagain Arm district, visited in Anchorage for several days during the past week.

Miss Joe Niemi and Miss Alexia Shaw, telephone operators employed by the telegraph and telephone department of the Alaskan Engineering Commission made the round trip last week to Talkeetna.

Mrs. William C. Edes was a round-trip passenger last week on the regular train to Talkeetna. Mrs. Edes accompanied Mr. Edes and party as far as Talkeetna, returning to Anchorage on Thursday's train.

Addison Forrest Stowe, who during the past three years has been in charge of the warehouse at Indian River in the Broad Pass district, expects to visit in Anchorage about October 1. Mr. Stowe will remain in Anchorage about three weeks before returning to his headquarters.

George Chantes, accompanied by Mrs. Chantes, arrived in Anchorage last week from Mile 86 in the Turnagain Arm district where they have been employed in getting out piling for the construction of the new Anchorage dock. Mrs. Chantes was employed as cook at the piling camp.

Peter Cavanaugh, who has been operating a star drill for the Alaskan Engineering Commission at Eska, is in Anchorage with his family. Mrs. Cavanaugh and children will depart from Anchorage some time next month for the States, after which Mr. Cavanaugh will return to his employment at Eska.

R. D. Chase, special disbursing agent for the Alaskan Engineering Commission, made a trip last week to Talkeetna for the purpose of appraising the lots in the Talkeetna townsite, which are to be sold within the next few days. While on the trip Mr. Chase distributed pay checks to members of section gangs between Matanuska and Talkeetna.

E. R. Tarwater, special disbursing agent of the Alaskan Engineering Commission for the Seward Division with headquarters at Seward, was in Anchorage last week, having arrived on Friday's train from the Resurrection Bay town. While in Anchorage Mr. Tarwater joined the local order of Elks. He returned to his headquarters on the train Sunday.

C. C. Tousley, a member of the Capps geological survey party which during the past season operated in the Kantishna country, was an outgoing passenger aboard the S. S. Admiral Watson which departed from Anchorage for Seattle Sunday evening. Mr. Tousley after spending the winter visiting relatives in the eastern states, will return to Alaska next spring.

## Anchorage Division Notes.

Several piling supporting the bridge across the Eklutna River were washed out Wednesday night by the high waters caused by the breaking of the Eklutna glacier. Train service was delayed for a few hours on account of repairs which were made to the bridge by bridge and building gang

No. 6 in charge of Charles Barriclaw.

Engine service furnished on the Anchorage Division of the Government Railroad during the week ended September 20, according to E. P. Hedburg was as follows: Mixed train service: Engine No. 620, four days; engine No. 275, two days. Work train service: Engine No. 264, one day; engine No. 266, six days; engine No. 221, six days; engine No. 224, 7 days; engine No. 275, one day; engine No. 277, four days. Switch service: Engine No. 275, one day; engine No. 225, six days. Running repairs were made during the week to engines Nos. 225, 247, 264, 275 and 277.

Eight hundred and ninety-nine short tons of coal were mined at the Eska and Chickaloon coal mines and 114 men were on the payrolls of the two mines during the week ended September 13, according to the report of Sumner S. Smith, resident mining engineer, in charge of coal mining operations for the Alaskan Engineering Commission. The work at the Eska mine consisted in the continued driving of the Shaw West and the Emery East tunnels. At the Chickaloon mine the work consisted in the continued driving of the Second East, the Second West and the "F" West tunnels. The work of driving the 5½ counter was commenced during the week, according to the report.

## EXECUTIVE ORDER.

"It is hereby ordered that the following described tract of land at Seward, Alaska, be, and the same is hereby, reserved and set aside for the use of the Navy Department for the erection of wharves, coal storage yards, and other naval purposes:

"All that certain tract of land bounded on the west by a line drawn parallel to and 200 feet easterly from the center line of the Government Railroad; on the north by the north line of Monroe Street extended easterly; on the east by the waters of Resurrection Bay, and on the south by the south line of Washington Street extended eastward. Provided, That the land hereby reserved and set aside and the wharves, yards, and other improvements thereon shall also be available for use by the Department of the Interior, in such manner and at such times as shall not interfere with the use thereof for naval purposes, pursuant to such arrangements as may be made by the Secretaries of the Navy and Interior.

WOODROW WILSON.

## EXECUTIVE ORDER.

"It is hereby ordered that the following portion of the townsite withdrawal at the head of Passage Canal (Portage Bay), Alaska, made by Executive Order dated April 21, 1914, be, and the same is hereby, reserved and set aside for the use of the Navy Department for the erection of wharves, coal storage yards, or other naval purposes.

"All that portion of said townsite withdrawal lying east of a line drawn north and south through engineers station 35 of the surveyed line of the U. S. Government Railroad, with the exception of the following described right-of-way for said railroad: A strip of land 200 feet in width lying parallel to and 100 feet equally on either side of the located center line of said railroad. Provided, That the land hereby reserved and set aside and the wharves, yards and other improvements thereon shall also be available for use by the Department of the Interior, in such manner and at such times as shall not interfere with the use thereof for naval purposes, pursuant to such arrangement as may be made by the Secretaries of the Navy and Interior.

WOODROW WILSON.

The White House, 16 August, 1919.

# ALASKA RAILROAD RECORD



VOL. III. ANCHORAGE, ALASKA, TUESDAY, SEPTEMBER 30, 1919. NO. 47

## WORK OF TUNNEL ENLARGEMENT IN SEWARD DIVISION CONTINUES.

The enlargement of tunnels Nos. 2 to 7 inclusive in the Seward Division from the Alaska Northern standard to the Alaskan Engineering Commission standard section is progressing satisfactorily and the work is 90 per cent complete, according to the report of R. J. Weir, engineer in charge of the Division, for the week ended September 20.

A small section crew completed a passing track in front of the Seward depot during the week and cleared streams of debris which endangered the bridges between Seward and Mile 6 during recent high waters.

A small carpenter crew commenced the erection of a warehouse 30 feet by 100 feet on the Seward dock.

Grand & Co., stationmen working in Mile 26, have begun a rock borrow pit in order to complete the fills between station 1583 and station 1586 and between station 1588 and station 1589 plus 50.

Sakanoff & Co., working in Mile 12, have finished blasting all material between station 1663 and station 1667 and will have this cut completed during the coming week.

Marion steam shovel No. 5 moved 2750 cubic yards of earth and rock during the week. This material was placed in the embankment in Mile 43.

A small extra gang stationed at Mile 40 made repairs to the track necessitated by the recent high waters in Mile 36 and have put a light running surface on the track between station 2180 and station 2196.

All concrete pedestals of piers Nos. 6 to 13 inclusive for bridge No. 70 were poured during the week. Bent No. 13 was framed and erected. The foundation excavation for bents Nos. 1 to 5 inclusive is in progress and the concrete was poured for the base of pier No. 5. Five carloads of lumber for the erection of this bridge were unloaded during the week.

Concrete pedestals in four bents of the south trestle approach to bridge No. 75 were poured during the week and foundation excavation and the erection of concrete forms on other piers is in progress.

The reconstruction of bridge No. 80 has been entirely completed. The work of erecting the 121-foot deck span began on September 7 and was completed on September 15. The finishing work on this bridge was completed on September 19.

All work on the reconstruction of bridge No. 81 has been completed. Bridge and building crew No. 5 was engaged in maintenance work on bridges No. 78 and No. 79 on September 20. Some damage to these bridges was

caused by the recent heavy rains.

All posts and caps for snowshed No. 54-B are in place and bolted. Approximately 65 per cent of the braces are in place and bolted. Approximately 30 per cent of the roofing and side lagging is spiked in place.

Foundation excavation for snowshed No. 54-A is now about 30 per cent completed. Only a small crew has been engaged in this excavation. Within a short time it is expected that additional men can be relieved from snowshed 54-B for work on this excavation and setting mudsills.

Four thousand one hundred cubic yards of material were moved during the week from Mile 50 by Bucyrus steam shovel No. 4 and used in filling bridge No. 75.

Running repairs were made by the mechanical department to Engines Nos. 10, 11 and 278. Repairs were made to Browning crane and rotary snow plow and to different steam shovels working out on the line.

A carpenter gang has been engaged in remodeling an old cook car. The Browning crane was engaged in work for the stores department, in the framing yard, in logging operations and in unloading coal from the barge Lawrence.

The number of men on the force for the week totaled 630.

## FORMER SERVICE MEN MAY EXCHANGE THEIR INSURANCE POLICIES.

Locomotive engineers, firemen and trainmen taken from active service on railroads in America and transferred to France as Soldiers of the United States, performed notable work in the greatest war of all times.

Figures compiled by the Actuarial Department of the Bureau of War Risk Insurance in Washington, show that more than \$107,758,200 of government insurance was carried by railroad men engaged in the transportation service of the Engineers Corps, American Expeditionary Forces and upon railroads in the United States.

There were thousands of enginemen and trainmen in all branches of the service but in the compilation of these figures, only those men actively engaged in the transportation service of the Engineer Corps were included.

The conservation of this insurance of the railroad men has been undertaken by the Bureau of War Risk Insurance which is organizing a volunteer field force with the purpose of reaching every discharged service man to encourage him to maintain his insurance.

The bureau will be maintained as a permanent institution, serving as a monument to the individual deed of every man whether the feat he performed was such as to call

BUY WAR SAVINGS STAMPS. PRICE THIS MONTH \$4.20.



for a Congressional Medal of Honor or consisted of the discomforts of barrack life in America, awaiting overseas orders.

A total of \$40,000,000,000, approximately, of insurance was carried by the nearly 5,000,000 soldiers, sailors, marines, army and navy nurses. Of this amount, \$22,881,000 was carried by locomotive engineers in the transportation service of the Engineers Corps.

There were 500 gasoline locomotive engineers in the Corps. These men carried \$4,350,000 insurance. The same number of locomotive firemen were enlisted in the Engineer Corps, there being 2,520 in the American Expeditionary Forces and 110 in railroad work in the United States. Of this number 450 were engaged in light railroad work in France and 50 in America. They carried \$22,881,000 of War Risk Insurance.

Brakemen, trainmen, flagmen of the American Expeditionary Forces numbered 5,460, while 95 were engaged in this work in America, making a total of 5,555. Of this number 860 were employed on A. E. F. light roads and 95 on light railroads in the United States. These men carried \$48,328,500 insurance.

In addition to trainmen there were 319 engine watchmen carrying \$2,775,300 insurance and two hundred and eighty two of these men were abroad with the A. E. F. There were besides, 46 engine house firemen carrying \$400,200 of war risk insurance.

There were 706 locomotive inspectors, 630 of whom were in France. These men carried \$6,142,200 war risk insurance.

The engineer corps suffered in battle, deaths numbering 59 officers and 1,207 enlisted men. The wounded were 216 officers, 6,739 enlisted men. Prisoners taken were one officer and 153 enlisted men.

The Bureau of War Risk Insurance is not acting alone in this effort to conserve the insurance carried by railroad men, but has acquired a vast field force of volunteer workers. This co-operating host includes the Red Cross, Y. M. C. A., K. of C. War Camp Community service, Y.M.H.A., and many other organizations; manufacturers, professional men, bankers, and individuals interested in welfare work among former service men.

Under the terms of the War Risk Insurance Act, former service men are allowed five years in which to change their insurance to one of the six permanent forms. Applications now are being received from men requesting that their insurance be converted and arrangements are being made by the Bureau to make this change. The six permanent forms of insurance are as follows:

1. 20 year Endowment.
2. 30 year Endowment.
3. 20 Payment Life.
4. 30 Payment Life.
5. Endowment at Age 62.
6. Ordinary Life.

Some idea of the magnitude of the operations of the Bureau may be gained by the insurance claim which it will be called upon to pay. This figure approximates \$1,017,000,000. The amount of premiums received from all service men and which was deducted from their pay was only about \$200,000,000 or less than one-fifth of the amount of insurance claims. The excess premiums which resulted in war losses will be paid by the government.

No discharged service man is denied the privilege of continuing his insurance even though it temporarily may have been allowed to lapse.

Extremely liberal provisions have been allowed for re-

instatement, application for which may be made under the following conditions:

A. The applicant must be in as good health as at the date of discharge, or at the date the insurance lapsed if lapse occurred after discharge, and must so state in the signed application for reinstatement.

B. The application must be accompanied by a remittance to pay the premium for the month of grace during which protection was provided after discharge, and for the first month on the reinstated insurance.

Prominent provisions of the War Risk Insurance policy are as follows:

1. The total permanent disability clause is granted without cost to the insured and it is free from all restrictions.
2. Government insurance does not charge its policy holders any overhead expenses.
3. It contains an extremely liberal definition of disability.
4. It gives very substantial payments.
5. It contains no age restrictions.
6. It is unrestricted as to travel, residence or occupation.
7. Premiums paid in advance are refunded down to the month, in case of death.
8. The policy is non-taxable.
9. Unusually liberal cash, loan, paid up insurance and extended term insurance values are included.
10. It participates in dividends.

If the policy holder is unable to keep the full amount of the war risk insurance he carried while in the service, he may reinstate part of it from \$1000 up to \$10,000 in multiples of \$500. Reductions may be made in multiples of \$500 to any amount, but not less than \$1000. Premiums are due on the first of the month, although payments may be made any time during the calendar month.

Keeping the records up to date in Uncle Sam's big insurance organization is an herculean task. It requires the services of thousands of people to care for the more than 30,000,000, individual records which are on file in the Bureau of War Risk Insurance.

More than five miles of file cabinets 4 1-2 feet high are required to hold these records. The magnitude of \$40,000,000,000 may be gained by the fact that were this sum in dollar bills, end for end, the line thus formed would reach the moon more than nineteen and a half times.

At one time sufficient floor space to house the various sections was so scarce that it was with the greatest difficulty that room would be secured to keep abreast with the Bureau's growth. Until very recently it was situated in 16 buildings in Washington ranging from garages to the New National Museum.

Railroad men throughout the country who have not kept up their insurance will be reached through the members of the Home Service Sections of the Red Cross, the Y. M. C. A., the K. of C., and various other organizations which will give them any desired information on war risk insurance. The organizations have been supplied with literature covering every phase of Uncle Sam's insurance and this will in turn be furnished railroad men.

#### DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements of the office of the Anchorage Division of the Alaskan Engineering Commission for the week ended September 21, 1919, totaled \$5603.49. Salaries and wages were \$4953.88; purchase orders, \$444.85; steamship account, \$25.46; special deposit account \$15.00, and other expenses \$164.30

# ARMENIAN AND SYRIAN RELIEF FUND CONTINUES TO GROW.

Four hundred and forty-three dollars is the sum of money that has been collected from the employees of the Alaskan Engineering Commission for the benefit of the Armenian and Syrian orphans. All departments of the Engineering Commission with the exception of two departments, have submitted reports of funds collected. The two departments remaining to be heard from are the mining department and the transportation department.

The largest contribution was received from the Maintenance of way department. The amount of this contribution was \$240. Besides contributing the sum of \$240 to the Armenian and Syrian Relief fund the employees in the maintenance of way department donated \$242.25 toward the support of the French War Orphans, making a total of \$482.25 from the employees in this department.

The following is the list of the departments making contributions and the amounts donated:

Accounting department .....	\$ 13.50
Bridge engineer .....	10.00
Commissioner's office .....	17.50
Disbursing office .....	11.50
Dock .....	9.00
Drafting department .....	4.00
Land and industrial .....	4.00
Maintenance of way .....	240.00
Marine ways .....	27.25
Mechanical department .....	32.75
Medical department .....	11.00
Stores department .....	28.00
Telegraph and telephone department .....	21.00
Townsite .....	12.00
H. R. Miller, Agent Birchwood .....	1.50

Total .....\$443.00

The donations to the Armenian and Syrian Relief fund from the maintenance of way department were received from the following sources:

Engineering corps No. 3, Kern .....	\$ 1.00
Section gang No. 14, Girdwood .....	2.50
Section gang No. 15, Mile 81 .....	6.50
Section gang No. 16, Indian .....	7.50
Section gang No. 18, Potter .....	4.00
Section gang No. 19, Campbell .....	5.00
Section gang No. 20, Anchorage .....	6.00
Section gang No. 21, Whitney .....	3.00
Section gang No. 23, Birchwood .....	2.50
Section gang No. 24, Eklutna .....	4.00
Section gang No. 25, Matanuska .....	18.00
Section gang No. 26, Wasilla .....	7.00
Section gang No. 27, Pittman .....	2.00
Section gang No. 28, Houston .....	3.00
Section gang No. 31, Mile 196 .....	4.00
Section gang No. 32, Caswell .....	2.50
Section gang No. 33, Montana .....	8.00
Section gang No. 34, Sunshine .....	5.00
Section gang No. 35, Talkeetna .....	17.00
B. & B. gang No. 5, Anchorage .....	16.50
Section gang No. A-1, Palmer .....	3.50
Section gang No. A-2, Moose Creek .....	4.00
B. & B. gang No. 1, Signal Point .....	8.00
B. & B. gang No. 2, Anchorage .....	12.00
B. & B. gang No. 6, Girdwood .....	8.50
B. & B. gang No. 7, Anchorage .....	12.00
Anchorage Corral, Anchorage .....	8.50

Extra gang No. 3, Mile 60.....	20.00
Extra gang No. 5, Mile 56 .....	11.50
Extra shovel gang No. 2, Anchorage .....	13.00
George E. Bailey, foreman W. S. on line, Matanuska .....	2.50
S. N. Cappers, pumpman, Matanuska .....	5.00
Steam shovel gang No. 1, Mile 56 .....	1.50

Total .....\$240.00

Donations received from the employees of the maintenance of way department for the support of French war orphans are listed as follows:

Engineering corps No. 3, Kern .....	\$ 3.00
Section gang No. 14, Girdwood .....	2.50
Section gang No. 15, Mile 81 .....	6.50
Section gang No. 16, Indian .....	7.50
Section gang No. 18, Potter .....	4.00
Section gang No. 20, Anchorage .....	8.00
Section gang No. 23, Birchwood .....	5.50
Section gang No. 25, Matanuska .....	3.00
Section gang No. 27, Pittman .....	3.00
Section gang No. 31, Mile 196 .....	2.00
Section gang No. 32, Caswell .....	2.50
Section gang No. 33, Montana .....	5.00
Section gang No. 34, Sunshine .....	3.50
Section gang No. A-1, Palmer .....	3.50
Section gang No. A-2, Moose Creek .....	4.00
B. & B. gang No. 1, Signal Point .....	8.00
B. & B. gang No. 2, Anchorage .....	11.00
B. & B. gang No. 5, Anchorage .....	16.75
B. & B. gang No. 6, Mile 75 1/2 .....	15.50
B. & B. gang No. 7, Anchorage .....	7.00
Anchorage Corral, Anchorage .....	9.50
Extra gang No. 5, Mile 56 .....	11.50
Foreman water service on line, Matanuska .....	2.50
Pumpman, Matanuska .....	5.00
Steam shovel No. 1, Mile 56 .....	2.00
Extra gang No. 3 .....	53.50
Steam shovel No. 2 .....	36.50

Total .....\$242.25

## HOLDERS OF LIBERTY BONDS URGED TO INVEST INTEREST IN WAR SAVINGS STAMPS.

Holders of bonds of the Third Liberty loan have before them an opportunity to give timely and effective aid to the government campaign to reduce the cost of living. President Wilson has said that rigid economy and saving on the part of the people are necessary to enable the country to overcome the menace of high prices. On September 15 the government paid to the holders of Third Liberty Bonds the semi-annual interest payment amounting to \$88,750,-981.81. The Savings Division of the Treasury urges every bond-holder to reinvest his interest in War Savings Stamps and Treasury Savings Certificates.

The saving effected by this aggregate investment would be in direct accord with the rigid economy sought by the President, and would aid in curtailing consumption to give the country's production a chance to catch up.

The treasury department of the Government calls attention to the fact that the chief advantage of investing interest money in War Savings Stamps is that by this means interest money is earning interest. War Savings Stamps are equally as safe an investment as the Liberty or Victory Bonds.

### ATTENTION!

Liberty Bond coupons are not interest-bearing.

# 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.

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

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

## OFFICIAL CIRCULARS.

### Anchorage Division.

#### ASSISTANT CHIEF ENGINEER APPOINTED.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Sept. 27, 1919.

#### General Circular No. 1:

The appointment of Mr. Wm. Gerig as assistant chief engineer of the Alaskan Engineering Commission, effective October 1, 1919, is announced for the information and guidance of all concerned.

Mr. Gerig will continue as "Engineer in Charge," Anchorage Division, in addition to his other duties.

F. MEARS,  
Chairman and Chief Engineer.

#### CONCERNING DUPLICATE LAUNDRY LISTS.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Sept. 27, 1919.

#### Circular No. 397:

#### TO ALL CONCERNED:

Effective this date, all departments sending out laundry locally will make duplicate lists of such laundry sent, and will furnish the Stores Department with a copy of this list, upon which lists laundry settlements will be based.

WM. GERIG, Engineer in Charge.

#### STORM WINDOWS.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Sept. 29, 1919.

#### Circular No. 398:

#### TO ALL CONCERNED:

Hereafter no storm windows will be put on Commission houses until the occupants shall have cleaned all permanent windows. The Commission forces will clean the storm windows prior to placing them on the cottages.

WM. GERIG, Engineer in Charge.

#### UNITED STATES CIVIL SERVICE EXAMINATION FOR AGRICULTURIST.

The United States Civil Service Commission announces an open competitive examination for agriculturist in charge of demonstrations on reclamation projects, for men only. A vacancy in the Bureau of Plant Industry, Department of Agriculture, Washington, D. C., at \$3500 a year, and vacan-

cies in position requiring similar qualifications, at this or higher or lower salaries, will be filled from this examination, unless it is found in the interest of the service to fill any vacancy by reinstatement, transfer, or promotion.

The duties of the appointee will be to take charge of demonstrations on reclamation projects by supervising the work of field men engaged in conducting these demonstrations and investigating problems involved in establishing successful crop and live-stock industries on these projects.

Competitors will not be required to report for examination at any place, but will be rated on the following subjects, which will have the relative weights indicated, on a scale of 100: (1) General education and scientific training, 25; (2) Experience, 35; (3) Thesis or publications, to be filled with application, 40.

Under the first two subjects competitors will be rated upon the sworn statements in their applications and upon corroborative evidence.

Applicants must have graduated from a college or university of recognized standing and have had at least five-years' experience in the supervision of demonstration or extension work in agriculture.

Under the third subject evidence of the applicant's ability to think clearly and write concisely should be presented in the form of a thesis or dissertation relating to the establishment of agricultural industries under irrigation. Publications dealing with the establishment of agricultural industries under irrigation may be submitted in lieu of a thesis.

Applicants must have reached their twenty-fifth birthday on the date of the examination.

Applicants must submit with their applications their unmounted photographs, taken within two years, with their names written thereon. Proofs or group photographs will not be accepted. Photographs will not be returned to applicants.

Applicants will be admitted to this examination regardless of their residence and domicile; but only those who have been actually domiciled in the State or Territory in which they reside for at least one year previous to the examination, and who have the county officer's certificate in the application form executed, may become eligible for permanent appointment to the apportioned service in Washington, D. C.

This examination is open to all male citizens of the United States who meet the requirements.

Applicants should at once apply for Form 2113, stating the title of the examination desired, to the Civil Service Commission, Washington, D. C.; the Secretary of the United States Civil Service Board, Customhouse, Boston, Mass., New York, N. Y., New Orleans, La., Honolulu, Hawaii; Post Office, Philadelphia, Pa., Atlanta, Ga., Cincinnati, Ohio, Chicago, Ill., St. Paul, Minn., Seattle Wash., San Francisco, Calif.; Old Customhouse, St. Louis, Mo.; Administration Building, Balboa Heights, Canal Zone; or to the Chairman of the Porto Rican Civil Service Commission, San Juan, P. R.

Applications should be properly executed, excluding the medical certificate, and must be filed with the Civil Service Commission, Washington, D. C., with the material required, prior to the hour of closing business on October 14, 1919.

An act of Congress approved July 11, 1919, provides: "That hereafter in making appointments to clerical and other positions in the Executive branch of the Government in the District of Columbia or elsewhere preference shall be given to honorably discharged soldiers, sailors, and mar-



ines, and widows of such, and to the wives of injured soldiers, sailors, and marines who themselves are not qualified, but whose wives are qualified to hold such positions."

Applicants entitled to the benefit of this act should attach to their applications their original discharge, or a photostat copy, or certified copy thereof, or their official record of service, which will be returned after inspection by the Commission.

### SENIOR HIGHWAY ENGINEER.

The United States Civil Service Commission announces an open competitive examination for senior highway engineer, for men only. Vacancies in the Bureau of Public Roads, Department of Agriculture, at entrance salaries ranging from \$2200 to \$4000 a year, and in positions requiring similar qualifications, will be filled from this examination, unless it is found in the interests of the service to fill any vacancy by reinstatement, transfer, or promotion.

The duties of this position will involve superintending the construction of roads of various types throughout the United States and cooperating with State highway departments in connection with the provisions of the Federal Aid Road Act, which will include engineering inspection and the review of specifications and plans. In addition, the appointees will be called upon to inspect and investigate road-building materials, administrative organization, and methods of management, inspect roads locally, and give advice in regard to their improvement, etc.

Competitors will not be required to report for examination at any place, but will be rated on the following subjects, which will have the relative weights indicated:

Subjects	Weights
1. Education and preliminary training.....	30
2. Responsible experience and fitness .....	70
Total .....	100

Competitors will be rated upon the sworn statements in their applications and upon corroborative evidence.

The entrance salary within the range stated will depend upon the qualifications of the appointee, certification to fill the higher-salaried positions being made from those attaining the highest average percentages in the examination. A general average percentage of at least 85 is required for eligibility for appointment at a salary of \$3000 a year or over.

Under the first subject applicants must show that they have had at least six years of preliminary civil-engineering experience, the successful completion of each year of a civil-engineering course in a college or university of recognized standing being accepted in lieu of eighteen months of such experience.

Under the second subject applicants must show that they have had at least eight years of responsible civil-engineering experience, not less than five of which must have been in responsible highway engineering. Additional credit will be given for experience in the construction of cement, concrete, brick, and bituminous types of surfaces.

Great care should be taken by applicants to make the statements in their applications as to their training and experience complete and correct in all details.

Applicants must not have reached their fiftieth birthday on the date of the examination and must be physically qualified for performing the duties required in this position.

Applicants must submit with their applications their unmounted photographs, taken within two years, with their

names written thereon. Proofs or group photographs will not be accepted. Photographs will not be returned to applicants.

Applicants will be admitted to this examination regardless of their residence and domicile; but only those who have been actually domiciled in the State or Territory in which they reside for at least one year previous to the examination, and who have the county officer's certification in the application form executed, may become eligible for permanent appointment to the apportioned service in Washington, D. C.

This examination is open to all male citizens of the United States who meet the requirements.

Applicants should at once apply for Form 1312, stating the title of the examination desired, to the Civil Service Commission, Washington, D. C.; the Secretary of the United States Civil Service Board, Customhouse, Boston, Mass., New York, N. Y., New Orleans, La., Honolulu, Hawaii; Post Office, Philadelphia, Pa., Atlanta, Ga., Cincinnati, Ohio, Chicago, Ill., St. Paul, Minn., Seattle Wash., San Francisco, Calif.; Old Customhouse, St. Louis, Mo.; Administration Building, Balboa Heights, Canal Zone; or to the Chairman of the Porto Rican Civil Service Commission, San Juan, P. R.

Applications should be properly executed, including the medical certificate, and must be filed with the Civil Service Commission, Washington D. C., prior to the hour of closing business on October 21, 1919.

The exact title of the examination, as given at the head of this announcement, should be stated in the application form.

An act of Congress approved July 11, 1919, provides:

"That hereafter in making appointments to clerical and other positions in the Executive branch of the Government in the District of Columbia or elsewhere, preference shall be given honorably discharged soldiers, sailors, and marines, and widows of such, and to the wives of injured soldiers, sailors and marines who themselves are not qualified but whose wives are qualified to hold such positions."

Applicants entitled to the benefit of this act should attach to their applications their original discharge, or a photostat copy, or certified copy thereof, or their official record of service, which will be returned after inspection by the Commission.

### INFORMATION REGARDING SOLDIERS GIVEN OUT BY WAR DEPARTMENT.

Of the 42 American Divisions of the United States Army which reached France, 36 were organized in the summer and early autumn of 1917 and the other six were organized as divisions by January 1918, but had been in training as separate units months before that time, according to the report of Col. Leonard P. Ayers, Chief of the Statistics Branch of the General Staff of the United States Army.

The report of Col. Ayers in so far as it concerns the training of the soldiers of Uncle Sam, is as follows:

"Although the average American soldier who fought in France had been under training only six months before sailing, the figure for the training of the divisions is greater than that. The main reason for the difference is that gaps in the divisions were filled by men who had received much less training than the original troops of the organization.

"The average division had been organized eight months before sailing for France and its period of training was

further lengthened by a two months interim between the time the division landed in France and the time it entered the line.

"The First and Second Divisions left this country as separate units and were organized in France. The troops of which they were composed were mostly thoroughly trained men of the Regular Army. The Second Division also included two regiments of Marines. The next three, while their stay in this country as organized divisions was short, were composed of selected units of the National Guard, most of which had seen service on the Mexican border and could be counted as well-trained bodies of troops. All the other divisions show extended periods of training in this country. The Regular Army divisions show the shortest periods, but were made up of the most experienced soldiers.

"It is noticeable that all but two of the National Guard and National Army divisions were organized in August and September 1917. The two exceptions to the rule were the Twenty-ninth, whose records show that it started the process of reorganization a few days ahead of schedule, and the Ninety-second (colored) Division which for a number of months trained in separate units at a number of different camps.

"The conclusion to be drawn seems to be that the average American division entered battle only after 10 or 11 months of thorough training. This is true of the skeletons of divisions, but it is not true of all the men who made up their strength. There are two reasons for this. In the first place, some weeks or even months usually elapsed from the time a division was organized to the time when it reached full strength. In the second place, troops were frequently taken from one division to bring up to strength another which was sailing, or to be sent overseas to replace losses. The training of individual enlisted men was therefore less than for the divisions as organizations.

"The length of training of the men can be got at in another way. By September, 1917, we had 500,000 men in this country training for overseas duty. We did not have 500,000 men in France until May, 1918, or eight months later. It is probable that the millionth man who went

overseas began training in December, 1917. He did not reach France until July, 1918, after seven months of training. Evidence of this character goes to show that for our first million men the standard of seven months' training was consistently maintained as an average figure.

"In June with the German drives in full swing, the allies called on us to continue the extraordinary transportation of troops begun in April. The early movement had been met by filling up the divisions that sailed with the best trained men wherever they could be found. Divisions embarked after July 1 had to meet shortages with men called to the colors in the spring. By November the average period of training in the United States had been shortened to close to four months, and the average for the period July 1 to November 11 was probably five months.

"Seven months may then be taken as the average training figure for the first million men, five months for the second million, an average of six months' training before going into front-line trenches was maintained, although the experience of divisions used in replacements in the last months was under this figure.

"There were of course many cases in which the training was under these averages. To make these cases as few as possible a number of safeguards were set up. In this country a careful system of reporting on training was arranged so that only the better trained divisions might be sent forward. At the replacement centers in France the men who had slipped through without sufficient training were singled out and put through a 10 days' course in handling the rifle.

"In the last months of the war, the induction of men was carried forward at top speed and every device was used for hastening training. The result fully justified the effort. Into the great Meuse-Argonne offensive we were able to throw a force of 1,200,000 men while we had many thousands of troops engaged in other parts of the line. Our training-camp officers stood up to the test; our men, with their intensive drilling in open-order fighting, which has characterized American training, routed the best of the German divisions from the Argonne Forest and the valley of the Meuse.

#### CLIMATOLOGICAL DATA—AUGUST, 1919.

CLIMATOLOGICAL DATA—AUGUST, 1919.																	
STATIONS	Mile on Railroad	Approximate Elevation, feet	Temperatures in Degrees, Fahr.							Precipitation Inches			Number of Days			Prevailing Direction of Wind.	
			Mean Maximum	Mean Minimum	Mean	Highest	Date	Lowest	Date	Greatest Daily Range	Total	Greatest in 24 Hours	Total Snowfall, Inches	Clear	Partly Cloudy		Cloudy
ANCHORAGE											21						
D. D. Vint, Obs.	115	40	65	46.10	55.55	80	2	31	30	32	3.82	0.70	...	5	8	23	W
MATANUSKA							5										
F. E. Rader, Obs.	151	200	62.8	46.5	54.7	70	11	33	31	30	2.23	0.50	...	6	8	17	E
CHICKALOON							22										
J. E. Manning, Obs.	188	910	62.4	41.3	51.8	80	3	32	21	36	1.75	0.80	...	9	3	19	W
TALKEETNA																	
J. F. Coffey, Obs.	227	366	64.64	44.97	54.8	71	1	31	21	35	3.90	0.86	...	11	3	17	W
INDIAN RIVER																	
A. F. Stowe, Obs.	266	735	61.61	43.29	52.45	73	11	22	31	41	3.23	0.42	...	10	11	10	SW

## AMERICANISM.

There never was a time in the history of this country when it was necessary to so firmly stand for "Americanism" and all the word implies, as today. In the past it was the boast of this republic that it was a place of refuge for the oppressed of all lands. That here the persecuted citizens of other governments could find an asylum. The doctrine worked well, until it began to be abused. Latterly, the United States have become a place of refuge, not of the oppressed, but of the agitators, the political criminals of and refugees from other lands. Here, the foreign anarchist, with his stick of dynamite in one hand, a flaming torch in the other, and his pockets bulging with bombs, has become a conspicuous figure. He comes as a disturber and trouble maker. His ambition is to overthrow the present order of things, governmental, social, and economic. Instead of a well regulated system of society, in which every man's rights are sacred, he offers bloodshed, assassination, the destruction of all law and order, and a rule of chaos.

Nearly every agitator in America is foreignborn. In a few instances native-born Americans, without patriotism, love of country or moral decency, join these foreign agitators, just as a miserable, sheep-killing, outlawed dog will sometimes unite with a pack of wolves in his neighborhood. Nine-tenths of the criminal element in the labor unions and practically all members of the I. W. W. organization are of foreign birth. Practically all of our dynamiters are foreigners. These people should not be tolerated, any more than a mad dog is tolerated. The loyal citizens of this country, native and foreign-born—and there are hosts of the latter—have devoted their lives, their fortunes and their natural energies to the upbuilding and advancement of this country. They have made the country what it is. Proud of this land, its government, its traditions, its institutions, they are not going to sit idly by and see it destroyed. It is the duty of every loyal citizen to uphold our laws, to see that property rights are secure, to encourage patriotism and suppress disorder and anarchy. Assisting in doing all of these things would stamp every man as a loyal American.

Americanism means love of our flag, devotion to the principles upon which this government was wisely founded—opposition to lawlessness, love of liberty as distinguished from license, respect for individual property rights, the right of every man to enjoy the fruits of his own labors—the equality of opportunity for all men, respect for women, a careful regard for the youth of the land; and, above all it means an abiding faith in the beneficence of our institutions—devotion to our laws, which are intended to protect all classes and favor none.

## HABITS OF THRIFT WILL REDUCE THE HIGH COST OF LIVING.

The efforts of the United States Government to overcome the high cost of living through a country-wide appeal to the people of America to save, have been epitomized by President Wilson in his message to the people in connection with the railway shopmen's demands for an increase in wages.

"Only by keeping the cost of production on its present level, by increasing production and by rigid economy and saving on the part of the people can we hope for large decreases in the burdensome cost of living which now weighs us down," said President Wilson.

## ANCHORAGE TIDE PREDICTIONS.

The tide predictions at Anchorage for the month of October, 1919, are given in the following table:

Date	Time and height of low and high water.			
Wednesday, October 1	5.49 3.7	12.03 25.0	6.18 9.7	10.55 24.8
Thursday, October 2	6.47 5.4	1.07 24.5	7.23 10.6	..... .....
Friday, October 3	1.06 24.1	7.54 6.1	2.09 24.7	9.30 10.2
Saturday, October 4	2.16 24.5	8.59 5.7	3.03 25.9	9.33 8.4
Sunday, October 5	3.18 25.9	9.58 4.4	3.53 27.5	10.27 5.7
Monday, October 6	4.03 27.9	10.49 2.6	4.39 29.5	11.16 2.5
Tuesday, October 7	4.59 30.0	11.37 0.9	5.21 31.5	..... .....
Wednesday, October 8	5.00 -0.6	5.45 32.0	12.21 -0.5	6.02 33.3
Thursday, October 9	0.40 -3.3	6.30 33.5	1.03 -1.3	6.41 34.6
Friday, October 10	1.26 -5.3	7.15 34.3	1.47 -1.4	7.20 35.2
Saturday, October 11	2.10 -6.3	8.00 34.3	2.30 -0.7	8.00 35.0
Sunday, October 12	2.54 -6.3	8.48 33.3	3.15 0.6	8.40 34.0
Monday, October 13	3.39 -5.2	9.39 31.7	4.02 2.5	9.26 32.1
Tuesday, October 14	4.26 -3.2	10.37 29.9	4.51 4.6	10.25 29.3
Wednesday, October 15	5.19 -0.4	11.40 28.1	5.48 6.5	11.42 27.7
Thursday, October 16	6.20 2.0	12.40 27.2	6.53 7.8	..... .....
Friday, October 17	6.58 26.4	7.27 3.9	1.49 26.8	7.58 7.8
Saturday, October 18	2.03 26.1	8.23 4.8	2.47 27.2	9.09 6.4
Sunday, October 19	3.10 26.7	9.37 4.7	3.40 28.2	10.07 4.2
Monday, October 20	4.06 27.8	10.31 3.9	4.27 29.4	11.00 1.7
Tuesday, October 21	4.57 29.0	11.20 3.0	5.11 30.6	11.44 -0.6
Wednesday, October 22	5.43 30.2	12.05 2.3	5.51 31.5	..... .....
Thursday, October 23	6.27 -2.4	6.20 31.0	12.46 1.6	6.29 32.1
Friday, October 24	1.08 3.2	7.05 31.0	1.24 1.5	7.05 32.2
Saturday, October 25	1.48 -2.9	7.45 31.4	2.08 2.0	7.39 31.9
Sunday, October 26	1.25 -3.7	7.24 30.8	1.46 3.0	7.03 31.0
Monday, October 27	2.09 -2.7	8.05 29.8	2.29 4.3	7.34 29.8
Tuesday, October 28	2.49 -1.2	8.47 28.6	3.12 6.0	7.58 28.4
Wednesday, October 29	3.31 0.6	9.35 27.3	3.57 7.6	8.30 26.8
Thursday, October 30	4.19 2.6	10.31 26.2	4.49 8.9	9.18 25.2
Friday, October 31	5.12 4.4	11.32 25.6	5.50 9.5	11.22 24.1

The tides are placed in order of occurrence, with their times on the first line and heights on the second line of each day. A comparison of consecutive heights will indicate whether it is high or low water. Heights are reckoned from mean lower low water, which is 0, and the datum of soundings on the Coast and Geodetic Survey charts for this region. The depth of water may accordingly be estimated by adding the tabular height of the tide to the soundings, unless a minus (-) sign is before the height, in which case it is to be subtracted. The time is legal standard established by act of the United States Congress for the meridian 150 degrees West. All hours later than 12 noon appear in bold-faced type; ante meridian figures are given in the ordinary light-faced type.

## CORRECTIONS FOR TURNAGAIN ARM POINTS AS COMPARED WITH ANCHORAGE.

Location	Time of Tide	High Water
Fire Island	35 min. earlier	3.0 ft. lower
Little Creek	25 min. earlier	0.4 ft. higher
Sheep Creek	32 min. earlier	0.7 ft. higher
McHugh Creek	30 min. earlier	0.9 ft. higher
Rainbow Creek	28 min. earlier	1.2 ft. higher
Falls Creek	25 min. earlier	1.4 ft. higher
Indian Creek	18 min. earlier	1.6 ft. higher
Bird Creek	8 min. earlier	1.9 ft. higher
Bird Point	15 min. later	2.5 ft. higher
Sunrise	35 min. later	2.8 ft. higher

Heights of low water are approximately the same. Heights are reckoned from Mean Lower Low Water at Anchorage.



## Anchorage Division Notes.

Col. F. Mears, chairman of the Alaskan Engineering Commission and William Gerig, engineer in charge of the Anchorage Division of the Government Railroad made the trip to Seward last Wednesday. They returned to Anchorage Friday evening.

W. J. S. Fogelstrom, bridge engineer, returned to Anchorage on last Thursday's train from Talkeetna. Mr. Fogelstrom in company with T. W. Seerest, who has been in the Broad Pass country during the past summer doing location work, visited Hurricane Gulch for the purpose of viewing the proposed bridge site at this place.

Sumner S. Smith, resident mining engineer, in charge of coal mining operations for the Alaskan Engineering Commission, who during the past two weeks has been in the Broad Pass country investigating various coal outcroppings, has returned to his headquarters at Eska. Frank Kelly and William Bowker accompanied Mr. Smith on the trip.

Eight hundred and sixty short tons of coal were mined at the Eska and Chickaloon coal mines and 118 persons were employed, during the week ended September 20, according to the report of Sumner S. Smith, resident mining engineer in charge of coal mining operations for the Alaskan Engineering Commission. The work at the Eska mine during the week consisted of the continued driving of the Shaw East and the Emery West tunnels and at the Chickaloon mine the Second East, the Second West, "F" West, and the 5 $\frac{1}{2}$  counter.

All tripods used as telephone poles and all cross-arms between Mile 74 and Mile 76 in the Turnagain Arm district, excepting four located in deep water at Girldwood, were taken down and the wire strung on new permanent poles during the week ended September 20, by the telegraph and telephone department of the Alaskan Engineering Commission, according to the report of J. J. Longacre, acting superintendent of the department. A pipe underground crossing was installed at Girldwood to care for the line to Anchorage. Four poles washed out at Mile 59 and Mile 60 during the week and have been replaced.

## RECORD TIME MADE SUNDAY BY TRAIN ON ANCHORAGE-SEWARD RUN.

The record time for this season on the Anchorage-Seward line of the Government Railroad was made last Sunday when passengers from Seward were landed in Anchorage in nine hours and twenty-five minutes. A delay of about an hour was caused on the Seward Division by a car getting off the track.

The train from Seward came as far as Mile 56, where it was met by the Anchorage equipment and the passengers brought to Anchorage. The train departed at 7:10 in the morning and the passengers were landed in Anchorage at 4:35 in the afternoon.

The train departing from Anchorage at 9 a. m. arrived at Mile 56 at 12:10 p. m., and returning, departed from Mile 56 at 1:45, arriving in Anchorage at 4:35 p. m. The Seward equipment departed from Seward at 7:10 a. m., and arrived at Mile 56 at 1 p. m. Returning to Seward the train departed from Mile 56 at 1:45 p. m., arriving in Seward at 6:35 p. m.

The passenger coach in use in the Seward Division was brought through to Anchorage and will undergo repairs in the Anchorage car shops before being returned to Seward.

## TRACK LAYING OPERATIONS CONTINUE IN FAIRBANKS DIVISION.

Two and one hundredths miles of track were laid in the Fairbanks Division of the Government Railroad during the week ended September 20, according to advices received from Frederick D. Browne, engineer in charge of the division, by William Gerig, engineer in charge of the Anchorage Division.

Of the track laid 1.67 miles were laid on the main line between Nenana and Fairbanks, .33 of a mile was spur track and .01 of a mile was a siding track. Ninety six-hundredths of a mile was laid in the Nenana district and .01 of a mile in the Happy district on the main line.

Steel has been laid as far north from Nenana as Mile 432.35 and as far south from Fairbanks at Mile 449.71, which leaves a gap to be laid of 16.36 miles.

## DISTANCE FROM POST OFFICE TO NEW DOCK 8386 FEET.

The distance between the new Anchorage dock and the post office building is 8386 feet or 1.6 of a mile according to measurements made by H. U. M. Higgins of the drafting department of the Alaskan Engineering Commission.

The measurements were made with the aid of a pedometer and the route traveled was east on Fourth street, north on E street, northeast on pathroadway to railroad track leading onto the dock and then north to dock.

Other distances from various points to the dock are as follows: From Administration building of Alaskan Engineering Commission, 5000 feet or 0.9 of a mile; from the City freight shed, 6616 feet or 1.3 of a mile; and from Baxter's corner 7726 feet or 1.5 of a mile.

## WEEKLY FORCE REPORT.

## Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payroll Saturday, September 20, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	4	1	6
Drafting .....	0	4	0	4
Bridge Engineer .....	1	1	0	2
Land and Industrial .....	0	2	0	2
M. of W. Shops and Yards .....	2	6	41	49
Track, Bridge and Ballast .....	2	8	457	467
Receiving and Forwarding Agt. ....	1	3	10	14
Machine Shop and Roundhouse .....	1	3	58	62
Marine Ways .....	1	1	35	37
Stores and Material Yard .....	1	8	59	68
Employment bureau and Ter- minal Mess .....	1	2	13	16
Transportation .....	1	11	35	47
Disbursing Office .....	1	5	0	6
Accounting .....	1	10	0	11
Base Hospital .....	1	1	9	11
Townsite .....	0	1	7	8
Telegraph and Telephone .....	1	6	27	34
Mining .....	2	5	111	118
Location Surveys, Broad Pass. ....	1	2	33	36
	19	83	806	908
Stationmen .....				8
Total .....				1006

# ALASKA RAILROAD RECORD

VOL. III. ANCHORAGE, ALASKA, TUESDAY, OCTOBER 7, 1919.

NO. 48

## REPORT CONCERNING GOVERNMENT RAILROAD SUBMITTED TO CONGRESS.

A report replete with interesting facts and figures concerning the work of the Alaskan Engineering Commission in the matter of the construction of the Government Railroad in Alaska, was submitted to the Senate Committee on Territories during the hearings held by this committee while considering the bill authorizing the expenditure of an additional \$17,000,000 for the Alaska railway project.

The bill authorizing the appropriation of the sum of \$17,000,000 has passed both branches of the national congress and while the money involved will not become available until after the passage of a new bill appropriating the amount authorized, it is not expected that any opposition will spring up to reduce the amount of money authorized to be appropriated.

The report as submitted by Senator New to the Senate Committee on Territories follows:

"The Committee on Territories, to which was referred the bill (H. R. 7417) entitled "An act to amend an act of Congress approved March 12, 1914, authorizing the President of the United States to locate, construct, and operate railroads in the Territory of Alaska, and for other purposes," passed by the House of Representatives September 6, 1919, having had the same under consideration, report thereon without amendment with the recommendation that the bill do pass.

"Hearings were held on September 11, 1919, the report of the Alaskan Engineering Commission having been submitted and the testimony of J. L. McPherson, engineer of the commission, having been duly considered, the committee finds:

"That on April 10, 1915, the President designated the route from Seward to Fairbanks with a branch to the Matanuska coal field as the location of the railroad to be constructed by the Government, under the terms of the act of March 12, 1914. This railroad, including branches spurs, sidings, and terminal facilities, is about two thirds completed, and the \$35,000,000 authorized by act of Congress approved March 12, 1914, has been appropriated and expended with the exception of a balance, August 1, 1919, of \$2,162,717.53 in excess of obligations. This amount, however, will only be sufficient to continue the construction work of the railroad, with the present inadequate force, until the middle of October and provide for the operation and maintenance to the end of this fiscal year. On August 22, 1919, the total force in the employ of the Alas-

kan Engineering Commission numbered 2588. The disorganization of the construction force before the completion of the project would result in a material and considerable loss and greatly delay the completion of construction of the road.

"That the detailed estimates of cost to complete the project, as compiled by the engineers in immediate charge of the project, shows that an additional \$17,000,000 will be required.

"That the cost of constructing the new road embraced in this project will be upon completion approximately 31 per cent in excess of estimates of 1915, in which period of time labor has advanced in cost 59 per cent, materials and supplies from 25 per cent to 161 per cent, and transportation costs from 115 per cent to 147 per cent. That the construction of this road has been carried on during a period of most abnormal conditions due to the war, and that the results secured are commensurate with the character of work performed. That the increased cost of the project complete over the original authorization will be less than 50 per cent and that said increase includes expenditures for terminal facilities, rolling stock, maintenance and operation, and other expenditures not included in the original estimate of costs, but all of which are essential to the completion of the project.

That the total mileage of tracks in the entire system will, on completion, aggregate about 601 miles, which includes—

	Miles.
Main line, standard gauge, Seward to Fairbanks	470.7
Matanuska branch, standard gauge	37.7
Chatanika branch, narrow gauge	31.8
Chena branch, narrow gauge	5.0
Standard gauge spurs	4.1
Sidings and terminal tracks, about	51.7

Total ..... 601.0

"That on March 31, 1918, track was in place on the main line for a total distance of 292.7 miles. On the south end, from Seward to Talkeetna, a distance of 227.4 miles, and north of mile 365.5 an aggregate length of 65.3 miles. Track was also in place the entire aggregate length of 65.3 miles. Track was also in place the entire length of the Matanuska branch, a distance of 37.7 miles, on the Chatanika and the Chena branches a total distance of 36.8 miles, or a total of 367.2 miles of main line and branches on which track was in place. Standard-gauge spurs, sidings, and wyes were constructed totaling in length 40.6 miles and narrow-gauge sidings totaling 1.93 miles. All of

the above-described track in place is under operation, there is, however, various work yet to be done to complete this portion of the road, such as riprapping, snowsheds, etc., all of which is set forth in detail in the reports of the commission. In addition to the above, on March 31 1918, the grade was complete ready for track laying for a distance of 36.17 miles, grade under way for a distance of 35.8 miles, and cleared ready for grading a distance of 7 miles.

"The uncompleted portion of the main line between Talkeetna and Mile 265 is in various stages of completion, and since the date of the engineers estimates, March 31 1919, about 9 miles of track have been laid north from Talkeetna. That the gap between Nenana and Fairbanks is being rapidly completed, and on September 6, 1919, there was a gap of only 23 miles closed by the end of the season. That no work has been done on the gap between Mile 265 and Mile 365 other than road and trail construction now under way.

"That the report of the Alaskan Engineering Commission as compiled by J. L. McPherson, engineer, from the detailed estimates of the engineers in immediate charge of construction is a clear presentation of the facts as to the work accomplished and the work yet to be done to complete the project.

"That when the sum of \$35,000,000, originally authorized, has been expended, there will be two uncompleted sections of the railroad separated by a gap of 100 miles on which no work has been done. The south section, consisting of approximately 227 miles of main line and 38 miles of branch line, which is now in operation, but which will require construction of snowsheds, riprapping embankments, etc., to be complete, will serve the coast ports of Anchorage and Seward, the interior settlement at Matanuska, Wasilla, and Talkeetna, and the coal mines of the Matanuska field. The north section, consisting of 100 miles of main line and 36 miles of branch, will be practically complete except for the construction of bridges over the Nenana and Tanana Rivers. This section will serve in a local way only the interior terminal city of Fairbanks and the mines of the Fairbanks district, the town of Nenana and the coal mines of the Nenana fields, and effectively only with the construction of the bridges over the Nenana and Tanana Rivers, which will not be possible under the appropriation of \$35,000,000.

"The revenue of these two widely separated and independently operated parts, when completed, would be confined to the earnings from such meager traffic as could be locally developed. As applied to the northern and interior part, this will be negligible as it is only with the completion of the road from an open port on the south coast of Alaska to the navigable waters of interior Alaska that there can be any hope for profitable development of this vast region, due to the uneconomic conditions now existing, which have made prohibitive all development except that of the richer gold placer deposits that could be easily mined.

"That the economical development of the Alaskan interior is dependent upon the completion of the railroad to the navigable waters of the interior. The development of agriculture in the regions through which the railroad passes is dependent upon the creation of a market for the country's products. This market can only be provided by the development of the mining and other industries adjacent to the railroad.

"That the region tributary to this railroad has produced in mineral wealth over \$111,000,000, practically all of

which has been from the richer deposits of placer gold. The completion of this railroad will make profitable the mining of large bodies of low-grade ore and placer deposits, development and working of which is now impracticable. The known mineral resources of that part of Alaska which will be served by the railroad are coal, silver, copper, lead, tin, iron, antimony, tungsten, and platinum. The railroad traverses four large valleys susceptible of intensive agricultural development, the Matanuska, Susitna, Nenana, and Tanana. In these valleys about 350 homesteads have now been located, and agricultural development has been demonstrated to be profitable where a local market is assured. Present requirements have, however, been reached, and it is only with the further development of mineral and other resources that these market requirements can be extended, all of which is dependent upon the completion of the railroad so as to afford more economical means of transportation.

"It is the judgement of the members of the committee that the best interests of the public service require that the sum of \$17,000,000, be appropriated, and the committee so recommends.

#### ENGINEER MAINTENANCE OF WAY REPORTS ON WORK ACCOMPLISHED IN SEPTEMBER.

Thirty-two thousand three hundred and thirty cubic yards of gravel were handled by steam shovel No. 1, working at Girdwood and at Mile 56, during the month of September, 1919, according to the monthly report of F. A. Hansen, engineer of maintenance of way, to William Gerig, engineer in charge of the Anchorage Division of the Government Railroad. Of the total yardage handled 1160 cubic yards were excavated at Girdwood and 31,170 cubic yards at Mile 56. The material was used in filling bridges and in raising grade between Mile 55 and Mile 73.

Steam shovel No. 7 during the month loaded a total of 27,870 cubic yards, of which 2382 cubic yards consisted of rock moved from the rock storage pile at Anchorage and 25,488 cubic yards consisted of gravel moved from the gravel pit located in Mile 118. The rock was dumped for riprap along the mole at the new dock and the gravel was distributed as follows: Thirteen thousand five hundred and ninety-two cubic yards were dumped along the mole at the new dock; 11,108 cubic yards were used for bank widening between Mile 104 and Mile 149; 428 cubic yards were used for bank widening on the main line north of Matanuska; 180 cubic yards were used for bank widening on the Matanuska branch and 108 cubic yards were dumped at Girdwood for foundation for station platform.

Five thousand three hundred and thirty-five cubic yards of material were handled by extra gang No. 1 working with ditcher No. 2 during the month. The work of this gang consisted in removing earth for snowshed construction at Mile 75½, and in cleaning ditches in Mile 71, Mile 72, Mile 138 and Mile 139.

One hundred and twenty-seven piling, aggregating 10,150 lineal feet, were shipped to Anchorage from the piling camp located at Mile 86 in the Turnagain Arm district and 93 piling, aggregating 6794 lineal feet, were rafted in from Signal Point on the south shore of Turnagain Arm during the month of September. As the result of the two last shipments sufficient piling are on hand to complete the new dock as now contemplated.

During the month 196 piling were driven for the new dock; 54 were driven for the bulkhead to protect the mole; 117 were driven for the crib to protect the north end of the dock and 77 were driven for the temporary trestle now



being extended north from the end of the dock.

Extra gang No. 3 was engaged during the month in raising track between Mile 57 and Mile 68; in renewing ties on the main line of the railroad between Mile 57 and Mile 60, in excavating drainage ditches along the grade between Mile 57 and Mile 60 and in extending a distance of 2376 lineal feet, the steam shovel loading track located in Mile 56.

At the sawmill located in Mile 73 in the Turnagain Arm district 371,866 feet of lumber, board measure, were sawed from a total of 875 logs and 38 cars of sawed material were shipped from the mill, according to the report. Thirty-three cars were consigned to the snowsheds, two cars to the Eska and Chickaloon coal mines, two cars to the Seward Division and one car to the mechanical department at Anchorage.

The work of building the pumping station located in Mile 59 was completed during the month. The station equipment consists of a 15 horse power boiler and duplex steam pump, which delivers the water to a rectangular tank of 6000 gallons capacity. The tank may be filled in approximately 45 minutes. The equipment is housed in a building 22 feet by 24 feet in dimensions.

Oscar Lake & Co., coyote hole contractors working in Mile 56, completed a total of 400 lineal feet during the month.

High water resulting from the heavy rains during the month washed out piling in the bridge across the Eklutna River and in the bridge across Glacier Creek. Five piling were redriven at the Eklutna River bridge and two piling at the Glacier Creek bridge.

#### LOTS IN TALKEETNA TOWNSITE WILL BE SOLD ON OCTOBER 16.

Lots located in the Talkeetna townsite will be sold at public sale on October 16, 1919, commencing at 10 o'clock in the morning, according to an announcement made by R. D. Chase, special disbursing officer of the Alaskan Engineering Commission, who will act as superintendent of sale.

The sale will be held in front of the Talkeetna post office and will continue as long as there is any demand for the lots.

No lot will be sold for less than ten dollars and no bid exceeding that amount will be accepted unless made in multiples of five dollars; the minimum of ten dollars on each lot sold for less than twenty dollars must be paid in cash before the close of the next succeeding sale day or the next business day, if bid is accepted on last sale day, and if the price bid is twenty dollars or more, one half of the bid price must be paid within the specified time and the remainder within one year from the date of the register's certificate of sale, or the entire purchase price may be paid at the time of the sale.

The official announcement as made by Mr. Chase follows:

Department of the Interior,  
Land Office at Juneau, Alaska, Oct. 7, 1919

Notice is hereby given that on the 16th day of October 1919, at the Post Office at Talkeetna, Alaska, beginning at 10:00 A. M. on that day and continuing thereafter from day to day as long as may be necessary, in accordance with the provisions of Executive Order No. 3072 dated April 8, 1919, I will offer at public outcry to the highest bidder for not less than the appraised value thereof, all lots in the Townsite of Talkeetna, Alaska, as delineated and designated on the approved plat of said townsite now on file

in the office of the Register and Receiver at the United States Land Office at Juneau, Alaska, except those lots contained in blocks Nos. 26-27-28-29 and 30., and also those lots for which claims for preference rights have been filed, in accordance with Executive Order No. 3072, dated April 8th, 1919.

All parties are warned under the penalty named in Section 2375 United States Revised Statutes against any combination or action tending to hinder or embarrass the sale of said lots or to prevent free competition between bidders.

Plat of said Townsite can be seen at the office of the undersigned at Anchorage, Alaska, or in the office of the United States Commissioner at Talkeetna.

R. D. CHASE, Superintendent of Sale.

#### ENGINEER IN CHARGE OF FAIRBANKS DIVISION REPORTS TRACK LAYING OPERATIONS.

Ten and one tenth miles of track were laid during the month of September on the Government Railroad in the Fairbanks Division, according to the report of Frederick D. Browne, engineer in charge of the Division. Of the total amount of track laid 10.08 miles were laid north of the town of Nenana and two tenths of a mile in the district south of Nenana.

In the district south of Nenana track was laid during the month from Mile 365.3 to Mile 365.5, grading was completed between Mile 364.6 and Mile 365.3 and grading was under way between Mile 360.2 and Mile 364.6. In the district between Nenana and Fairbanks track was laid from Mile 428.62 to Mile 434.59 and from Mile 447.39 to Mile 451.95 and grading was under way between Mile 434.59 and Mile 447.39.

#### RESIDENT MINING ENGINEER REPORTS ON WORK AT COAL MINES.

At the Eska mine the Emery East tunnel was driven approximately 55 feet and the Shaw West tunnel 50 feet during the month of September, according to the report of Sumner S. Smith, resident mining engineer in charge of the coal mining operations of the Alaskan Engineering Commission in the Matanuska coal fields. A fault was encountered in the latter and a crosscut has been started to pick up the coal beyond the break. A second crosscut will be turned toward the south to pick up the Maitland, David and Emery beds which overlie the series now being mined on the west side of the creek.

A short crosscut was driven into the hill near the present reservoir which supplies water for the town of Eska and the drainage will be turned into the cistern to supplement the present water supply.

There were 83 employees on the payroll at the Eska mine and approximately 3500 short tons of coal were mined.

At the Chickaloon mine the F. West tunnel was driven 45 feet during the month and the work at that point discontinued temporarily, the entry men being moved to the No. 5 West. The 2nd East tunnel which is in rock was driven 30 feet and the 2nd West tunnel 100 feet. The latter tunnel is being driven on a bed presumed to be No. 5 and as the same has reached a point directly under the old airway a crosscut will be driven to connect the two which will relieve the necessity of using flexoid pipe to ventilate this entry.

There were 35 employees on the payroll and approximately 240 short tons of coal were mined at the Chickaloon mine.

## 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.

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

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### OFFICIAL CIRCULARS.

#### Anchorage Division.

#### PHYSICAL EXAMINATIONS.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Sept. 29, 1919.

General Circular No. 2.

#### TO ALL CONCERNED:

Hereafter it will be necessary for all new employees to submit to a physical examination before entering the service of the Commission. Heads of departments are directed to have all new employees present themselves to the Chief Surgeon for a physical examination. In case of employees for whom employment papers are made, the Chief Surgeon will note on Form 120 as to whether or not the new employee is able to perform the work to which he has been assigned. In the cases of laborers for whom no employment papers are made, the physician in charge will issue a certificate as to the physical condition of the applicant, which will be taken up by the timekeeper and forwarded to the Department head. Under no consideration should an employee be put in a position after the Chief Surgeon has stated that the applicant is physically unfit to perform the duties required of him. The Chief Surgeon will arrange to examine all persons now in the service for whom no physical examination has been made, and will submit to the Engineer in Charge a report of employees found physically unfit to perform their duties, and arrangements should be made to transfer such employees to other work if possible.

F. MEARS, Chairman and Chief Engineer.

#### SICK LEAVE FOR DENTAL TREATMENT.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Sept. 29, 1919.

General Circular No. 3.

#### TO ALL CONCERNED:

Hereafter the regulations governing sick leave for employees will be interpreted to cover absence due to dental treatment, under the following conditions:

An employee who resides where there is no dentist and desires leave with pay in order to have dental work done, must report to the Chief Surgeon with Form 132, requesting medical treatment. The Chief Surgeon will refer the patient to a dentist should he consider that the case is such that dental treatment is required in order that the

employee may not be incapacitated to perform his duties. The certificate of the attending physician on Form 711 will be required before such leave will be approved and payment made therefor.

The above regulations do not apply to employees residing in a town where dental treatment may be secured after working hours.

F. MEARS, Chairman and Chief Engineer

#### SEATTLE DISBURSING OFFICE DISCONTINUED.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Oct. 3, 1919.

General Circular No. 4:

Effective November 1, 1919, the Disbursing Office of the Commission in Seattle, as a separate office, will be discontinued, the work of that office being transferred to the Purchasing Office. The special Disbursing Agent and other employees of the Disbursing Office will thereafter report to Mr. C. E. Dole, General Purchasing Agent.

F. MEARS, Chairman.

#### CHANGE IN EMPLOYMENT BUREAU.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Oct. 4, 1919.

Circular No. 399:

#### TO WHOM CONCERNED:

Effective this date and during the absence of Mr. A. B. Cummings, Mr. H. A. Schell will assume charge of the employment bureau, quarters, mess and dining rooms at Anchorage.

WM. GERIG, Assistant Chief Engineer.

#### STATION NAME CHANGED.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Oct. 4, 1919.

Circular No. 400:

#### TO ALL CONCERNED:

Effective this date the name of the Station at Mile 126.6 is changed from "Kuney" to "Eagle River."

WM. GERIG, Assistant Chief Engineer.

#### WATER BARRELS TO BE EMPTIED.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Oct. 1, 1919.

Circular No. 64:

#### TO ALL SECTION FOREMEN:

You are directed to empty the water barrels on all bridges, and turn them bottom side up, leaving them on their respective stands.

Kindly give this matter your immediate attention.

JAS. HANAHAN,  
Asst. Supt. in Charge of Track.

#### CONCERNING SWITCHING MATERIAL.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Oct. 3, 1919.

Circular No. 65:

#### TO ALL SECTION FOREMEN:

You are directed to ship to the General Storekeeper, Anchorage, all switch material on your section which is not in use, whether serviceable or unserviceable; including

switch stands, frogs, switch points, guard rails, heel blocks, rods, etc.

You will advise the undersigned by letter when shipment is made, showing itemized statement of material sent in.

JAS. HANAHAN,  
Asst. Supt. in Charge of Track.

#### REFRIGERATOR CARS TO BE HEATED.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Oct. 3, 1919.

Bulletin No. 176:

##### TO ALL CONCERNED:

All refrigerator cars of 1500 class have been equipped with Economy Freight Car Heaters, and your attention is directed to the following instructions issued by the manufacturer relative to the operation of these heaters:

"The Economy Freight Car Heater is intended for use in Refrigerator Cars, and wherever possible one should be placed at each end of the car in the ice tanks, through the small side end doors. When, however, the ice tanks are of such construction that the heaters cannot be placed in them, or it is desired to use the heater for warming cars not provided with ice tanks, they should be placed on the floor of the cars between the side doors, one or two being used, according to the severity of the weather.

"In Refrigerator Cars, where heaters are to be placed in the center, one will answer down to about 8 degrees below zero; when the weather is colder, two heaters should be used. In Refrigerator Cars the traps in the drain pipes should be opened.

"The oil used must be what is known as Headlight Oil, having a flashing point of about 110 degrees, and a burning point of about 150 degrees Fahr. The Oil Reservoir is filled through the opening marked "oil"; it will hold about two gallons, which will last from sixteen to twenty-four hours according to the amount of heat required. The height of the rod in the vent will show the height of the oil; when top of rod is nearly level with top of vent, reservoir should be refilled. A funnel with fluted tube should be used, and care must be taken to properly fill the reservoir, as it is provided with baffle plates, which prevent its filling quickly. If oil is spilled on reservoir or castings it will cause smoke and smell.

"The Water Reservoir is filled through the opening marked "water," and the same precautions must be used as in the case of the Oil Reservoir to insure its being properly filled. The water in the central tube must not be more than two inches from the top before the reservoir is refilled.

"When it is desired to maintain a uniform temperature in the car a thermometer should be hung inside at the roof of the car. It has been found by experiment that a temperature of 50 degrees close under the roof of the car will, for cars with ordinary insulation, insure the temperature at the floor being above the freezing point. When the heaters are placed in the ice tanks, the thermometer should be hung in the center of the car; or when the heaters are placed on the floor of the car in center, the thermometer should be hung at one end, so that in either case the thermometer is at the coolest point.

"When taking care of the heaters in service, the flame must be adjusted to maintain the required temperature in the cars; but the wick must not be turned up high enough to smoke, neither must it on any account be continually turned up to obtain a larger flame than that which can

constantly be obtained without frequently raising the wick. The heaters can only burn up to a certain rate, and continued turning up only chars the wick and causes smoke and smell without giving any extra heat. After lighting, the flame should not be turned up at once to the desired height, as after the wick and oil are warm it will rise too high. As in the case with lamps, the wick should be turned up but a little way at first; in a few minutes it can be turned to the desired height, and will then maintain a steady flame for several hours. The wick should be cleaned before each trip.

"The heaters should be placed in cars and lit at least one hour before leaving terminal. At end of trip water must be emptied at once out of both central tube and water chamber. In doing this, place thumb over oil vent, and do not tip reservoir so far that water will run from top of central tube. On no account must the heaters be allowed to stand on platform or in stations unless this has been done."

At agency stations Agents will be responsible for the proper care of heaters; at non-agency stations Conductors will see that heaters are in proper working order when car is picked up or set out.

J. T. CUNNINGHAM, Trainmaster.

#### "RAINBOW" DISCONTINUED AS AGENCY STATION.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Oct. 5, 1919.

Bulletin No. 179:

##### TO ALL CONCERNED:

Effective October 6, 1919, "Rainbow" will be discontinued as Agency Station and all shipments in future to this station must be prepaid.

Effective same date, "Girdwood" will be established as Agency Station.

J. T. CUNNINGHAM, Trainmaster.

#### WORK OF BUILDING WAREHOUSE ON SEWARD DOCK HAS BEEN COMPLETED.

The work of building the warehouse on the Seward dock was completed during the week ended September 27, according to advices received from R. J. Weir, Engineer in Charge of the Seward Division by William Gerig, Engineer in Charge of the Anchorage Division. Approximately 3000 cubic yards of material were moved in Mile 43 and Mile 44 during the week by Mariom steam shovel No. 5. This work has been discontinued for the remainder of the construction season.

Challstorp & Co., have completed their contract for enlarging tunnel No. 2 from the Alaskan Northern standard to the A. E. C. standard section and are now engaged in re-tieing and ballasting the track through the tunnel. This work will be completed October 1.

A standard timbered portal for the north end of tunnel No. 2 has been framed and the work of erecting it will be commenced next week.

Nelson & Co., have completed the heading work in tunnel No. 3. and are now engaged in bench work.

Porter & Co., have completed the heading in tunnel No. 4 and are now engaged in taking out the bench, having about 25 per cent of the work completed.

Pradalla & Co., have completed the heading in tunnel No. 5 and will finish the heading in tunnel No. 6 early next week. They are working on the benches in



tunnel No. 5 and tunnel No. 6 at present.

Holmund & Co., are progressing satisfactorily with their contract for the excavation of tunnel No. 7 to standard section and have completed about sixty per cent of the work on heading and a considerable amount of the bench work.

Foundation excavation for bents No's 1 to 4 inclusive in bridge No. 70 will be completed and concrete ready to pour next week. Pier No. 5 is now being poured and bents Nos. 8 to 12 inclusive have been framed and are on the ground ready to be hoisted into place.

A 56 foot deck span was completed during the week for bridge No. 72. A 56-foot pony truss will be erected next week in bridge No. 73. Trusses for this bridge have already been erected and placed in position and it is only necessary to wreck the old structure and place decking stringers and track on the new.

Foundations for the first four bents of bridge No. 75 have been completed and the concrete piers poured. Foundation excavation of bents No's 1 to 10 inclusive, have been completed and all forms have been erected. Excavation work on bent No. 11 is about 50 per cent complete.

The work of excavating for foundation for snow shed 54 A., is approximately 80 per cent complete. About 15 per cent of the mudsills for this shed are now in place and a crew of thirty five men are engaged in completing foundation excavation.

The bracing of snowshed No. 54-B is now practically completed, 55 per cent of the roofing is in place and all of the siding has been installed. Remarkably good progress has been made to date on the construction of these snowsheds.

All contractors are making good progress on their grading work. Janovich & Co., and Enstrom & Co., have practically completed the grading for shoofly in Mile 50 and Mile 51 and track is being laid over the north end. Roehen & Co., are making good progress on the switch-back in Mile 49 and Grubich & Co., will have completed their contract for excavation in Mile 48 within 10 days.

Light running repairs were made to engines Nos. 278 and 285 during the week by the mechanical department.

A derrick crane of five tons' capacity is being constructed.

The number of employees on the Seward Division for the week reported numbered 634.

#### MASTER MECHANIC MAKES REPORT OF WORK ACCOMPLISHED IN HIS DEPARTMENT.

Engine service supplied on the Anchorage Division during the month of September according to the report of E. P. Hedburg, master mechanic, was as follows:

Engine No. 1, three days; engine No. 221, eighteen days; engine No. 224, nineteen days; engine No. 225, twenty-two days; engine No. 242, one day; engine No. 247, twenty-one days; engine No. 265, twenty-three days; engine No. 261, five days; engine No. 275, twelve days; engine No. 277, eighteen days; engine No. 620, seventeen days. Total engine days of service was 159. Total engine days available was 271. Per cent of power utilized, 58.7.

Assignment of engines to service at the close of the month was as follows: To mixed train service as relief engines, engines Nos. 275 and 620; to Anchorage switch service, engine No. 225; to work-train service, engines Nos. 266, 277, 247 and 264.

The light repairs which were made to engine No. 242

during the month were completed and the engine is now ready for service. The work of overhauling engine No. 265 is 99 per cent complete and the work of assembling engine No. 601 is 70 per cent complete.

Twenty-seven coaches and 13 baggage cars were cleaned; cylinders and triples were cleaned on 15 freight and 15 work-train cars; retainers were applied to 12 freight cars, and light repairs were made to 27 work and 3 passenger cars during the month according to the report. Passenger coach No. 865 a part of the rolling equipment of the Seward Division was brought to Anchorage during the month and is now in the course of reconstruction. Five Panama flat cars were assembled at the car shop during the period reported.

Four hundred and thirty four tons of coal were consumed at the power plant during the month of September in producing 34,267 kilowatt hours of energy of which 83.18 per cent was alternating current and 16.82 per cent was direct current.

Eleven million three hundred and thirty thousand four hundred and twenty gallons of water were lifted during the month by the pumping plant according to the report. Of this amount of water pumped 7,214,420 gallons, or 63.67 per cent were pumped into tank No. 1 for commercial and townsite uses and 4,116,000 or 36.33 per cent into the tank in the terminal yards for the use of the Alaskan Engineering Commission.

One hundred and seventeen tons of coal were used at the townsite pumping plant during the month of September.

#### WEEKLY FORCE REPORT.

##### Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payroll Saturday, September 27, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	4	1	6
Drafting .....	0	4	0	4
Bridge Engineer .....	1	1	0	2
Land and Industrial .....	0	2	0	2
M. of W. Shops and Yards .....	2	5	44	51
Track, Bridge and Ballast .....	2	7	428	437
Receiving and Forwarding Agt. ....	1	3	12	16
Machine Shop and Roundhouse .....	1	3	61	65
Marine Ways .....	1	1	33	35
Stores and Material Yard .....	1	8	59	68
Employment bureau and Ter- minal Mess .....	1	2	13	16
Transportation .....	1	11	35	47
Disbursing Office .....	1	5	0	6
Accounting .....	1	10	0	11
Base Hospital .....	1	0	9	10
Townsite .....	0	1	6	7
Telegraph and Telephone .....	1	6	27	34
Mining .....	2	5	110	117
Location Surveys, Broad Pass..	1	2	15	18
	19	80	853	952
Stationmen .....				7
Total .....				959

By investing your interest money derived from your Liberty and Victory Bonds you are making interest earn interest.

### 10,000 SOLDIERS WERE CARRIED OVERSEAS DAILY DURING THE WAR.

During the 19 months of our participation in the world war more than 2,000,000 American soldiers were transported from the United States to France, and of this number more than a half million were carried across during the first 13 months and approximately a million and a half during the last six months, according to the report of Col. Leonard P. Ayres, chief of the statistics branch of the General Staff of the United States Army.

The report which deals with the transportation of American soldiers to France, in part, is as follows:

"Within a few weeks of our entrance into the war we began, at the earnest request of our cobelligerents, to ship troops overseas. At first the movement was not rapid. We had only a few American and British troop ships chartered directly from their owners. During the early winter as the former German liners came into service, embarkations increased to a rate of nearly 50,000 per month, and by the end of 1917 had reached a total of 194,000.

"Early in 1918 negotiations were entered into with the British Government by which three of its big liners and four of its smaller troop ships were definitely assigned to the service of the Army. The results of this are shown in the increased troop movement for March. It was in this month that the great German spring drive took place in Picardy, with a success that threatened to result in German victory. Every ship that could be secured was pressed into service. The aid furnished by the British was greatly increased. It was in May and the four following months that the transport miracle took place. The number of men carried in May was more than twice as great as the number for April. The June record was greater than that of May, and before the first of July 1,000,000 men had been embarked.

"The record for July exceeded all previous monthly totals, the number of troops carried being more than 306,000. Before the end of October the second million men had sailed from our shores. During many weeks in the summer the number carried was more than 10,000 men a day, and in July the total landed averaged more than 10,000 for every day of the month.

"No such troop movement as that of last summer had ever been contemplated, and no movement of any such number of persons by water for such a distance and such a time had ever previously occurred. The record has been excelled only by the achievement in bringing the same men back to the shores of the United States. The total number of soldiers brought home in May, 1919, was nearly 330,000. If we add to this the sailors and marines, the total is one third of a million.

#### Growth of the Transport Fleet.

"The necessity for creating a great transport fleet came just at the time when the world was experiencing its most acute shortage of tonnage. The start was made by chartering a few American merchant steamers and by the first of July there were in service seven troop ships and six cargo ships with a total deadweight capacity of 94,000 tons.

"During these same months another great American transport fleet, of which little has been said in the public press, was created with an almost equally striking rapidity. This was our cross-Channel fleet, which carried cargo and men from England to France. Beginning with 7000 tons in October, 1917, this fleet consisted of more than a third of a million tons by the end of 1918. About one-fourth

of the vessels were Swedish or Norwegian, while the rest were American. This service utilized large numbers of small wood and steel vessels built by the Emergency Fleet Corporation at the yards of the Great Lakes and along the coast.

#### Where the Ships Came From.

"In building up our transatlantic and Channel fleets every possible source of tonnage had to be called on for every ship that could be secured. The first great increment was the seized German vessels, which came into service in the fall of 1917. The taking over of Dutch steamers in the spring of 1918 and the chartering of Scandinavian and Japanese tonnage accounted for great increases in the cargo fleet.

"The most ample credit must be given to the Emergency Fleet Corporation, which turned over nearly a million tons of new ships, and to the Shipping Control Committee, which stripped bare of all suitable vessels our import and export trades and turned over for Army use nearly a million and a half tons of ships. The Army vessels also came from 12 other nations well scattered over the globe.

"While 10 American ports were used, including four in Canada, more than three-quarters of all the men went from New York. The ports of arrival in Europe were even more numerous than those of embarkation in America.

#### SEPTEMBER WEATHER FOR ANCHORAGE

Date	Temperature			Rain Inches	Wind	Day
	Max.	Min.	Range			
Sept. 1.....	61	32	29	.....	W	Clear
Sept. 2.....	63	33	30	.....	W	Clear
Sept. 3.....	61	46	15	0.10	W	Cldy.
Sept. 4.....	62	45	17	0.40	W	Cldy.
Sept. 5.....	62	41	21	.....	W	P. Cldy.
Sept. 6.....	63	43	20	.....	NW	Clear
Sept. 7.....	63	43	20	0.30	N	Cldy.
Sept. 8.....	58	50	8	0.20	W	Cldy.
Sept. 9.....	60	49	11	0.24	W	Cldy.
Sept. 10.....	57	45	12	0.05	N	Cldy.
Sept. 11.....	56	45	11	0.18	....	Cldy.
Sept. 12.....	60	40	20	0.04	NE	Cldy.
Sept. 13.....	61	47	14	0.22	SW	Cldy.
Sept. 14.....	65	43	22	0.02	N	Cldy.
Sept. 15.....	58	48	10	0.02	W	Cldy.
Sept. 16.....	70	49	21	0.04	W	Cldy.
Sept. 17.....	58	32	26	0.01	....	Cldy.
Sept. 18.....	52	42	10	0.08	NW	Cldy.
Sept. 19.....	52	43	9	0.10	W	Cldy.
Sept. 20.....	51	42	9	0.05	NW	Cldy.
Sept. 21.....	52	33	19	0.03	NW	Cldy.
Sept. 22.....	50	37	13	0.12	NW	Cldy.
Sept. 23.....	50	42	8	0.20	....	Cldy.
Sept. 24.....	54	35	19	0.03	SW	Cldy.
Sept. 25.....	52	40	22	.....	NE	P. Cldy.
Sept. 26.....	53	27	26	trace	NW	Cldy.
Sept. 27.....	63	41	22	0.20	SE	Cldy.
Sept. 28.....	56	40	16	0.05	NW	Clear
Sept. 29.....	65	30	35	.....	NE	Clear
Sept. 30.....	54	21	33	.....	NE	Clear

SUMMARY—Temperature: Mean maximum, 58.07; mean minimum, 41.80; mean, 49.935; maximum, 70, Sept. 16; minimum, 21, Sept. 30; greatest daily range, 35. Precipitation: Total, 2.63 inches; greatest in 24 hours, 0.4, Sept. 4. Number of days with .01 inch or more precipitation, 22; clear, 6; partly cloudy, 2; cloudy, 22.

### Anchorage Division Notes.

Andrew Loftus, section foreman, in charge of Section A-5 on the Matanuska branch of the railroad has resigned his position and will visit in the states during the winter, returning to Anchorage in the spring.

Daniel Ryan, foreman in charge of section No. 29 on the main line north of Anchorage has resigned and departed for the States on the last sailing of the S. S. Watson. This is Mr. Ryan's first visit to the States in twenty one years. He will return to Anchorage in the early spring.

Eight hundred and eighty nine short tons of coal were mined at the Eska and the Chickaloon coal mines operated by the Alaskan Engineering commission and 118 persons were employed at the two mines during the week ended September 27, according to the report of Sumner S. Smith, resident mining engineer in charge of operations. The work at the Eska mine during the week reported consisted in the continued driving of the Shaw West tunnel and the Emery West tunnel and at the Chickaloon mine in the continued driving of the Second East, and Second West, the 5½ counter and the No. 5 West tunnels.

A platform for storage purposes is being constructed in the blacksmith end of the machine shop according to the report of E. P. Hedburg, master mechanic, for the week ended September 27. The engine service furnished on the Anchorage Division during the week according to the report was as follows: Mixed train service: Engine No. 620, four days; engine No. 275, two days; engine No. 244, one day. Work train service: Engine No. 277, five days; engine No. 266, five days; engine No. 275, one day; engine No. 264, two days; engine No. 224, six days; engine No. 247, six days; engine No. 221, one day. Switch service: engine No. 225, six days. Running repairs were made during the week to engines Nos. 221, 225, 247, 264, 266, 275, 277 and 620. The daily coal consumption at the power plant averaged approximately 15 tons and at the townsite pumping plant approximately four tons. A stage of eight feet of water was maintained at the sump and 18 feet at the townsite tank.

A small construction crew located at Mile 59 was engaged in reconstruction and repair work for the telegraph and telephone department of the Alaskan Engineering Commission during the week ended September 27, according to the report of J. J. Longacre, acting superintendent of the department, to William Gerig, engineer in charge of the Anchorage Division of the Government Railroad. Seven cross-arms were placed on the bridge in Mile 63. The telephone wires have been changed from the poles to the cross-arms. Eight holes were dug and eight poles cross-armed and set in Mile 54. The telephone wires strung on cross-arms were removed. A test station has been installed on the second cross-arm from the north end of the permanent trestle in Mile 54. Three telephones were connected in Anchorage during the week, three were changed and one was moved. One long distance telephone was connected, one was disconnected and one was changed. Nine meters were installed by the electric light and power branch of the department and four were disconnected during the week.

### WORK ON SNOWSHED AT MILE 75½ IS 25 PER CENT COMPLETE.

The superstructure of the snowshed located at Mile 75½ in the Turnagain Arm district of the Anchorage Div-

ision of the Government Railroad is 25 per cent complete with the exception of the intermediate roof logs, according to the report of F. A. Hansen, engineer of maintenance of way, to William Gerig engineer in charge of the Anchorage Division for the week ended September 27. This shed will be constructed throughout of sawed timber and will contain sixty per cent native Alaska spruce and forty per cent Oregon fir, according to the report.

The general design of the shed which has been accepted, follows the design obtaining on the Great Northern Railway system, the Northern Pacific Railway system, and other railroads operating through the Cascade mountain range where conditions are found similar to those existing in the Turnagain Arm district.

The general progress of the work of constructing this snowshed as accomplished from the date of commencement of work up to the close of work on September 27, is as follows:

Excavation for foundations, 4200 cubic yards, 80 per cent complete; framing timbers, 300,000 feet, b. m., 47 per cent complete; framing logs, 11,400 feet, b. m., 80 per cent complete; erection of cribs, 11,400 feet, b. m., 80 per cent complete; placing of sills and blocks, 48,000 feet, b. m., 80 per cent complete; erection of timber superstructure, 108,000 feet, b. m., 24 per cent complete.

This snowshed will be 582 feet in length and will require approximately 640,000 feet, board measure, of sawed timber to complete. Ninety per cent of the timber required has been delivered at the shed site. Twenty nine bents totaling 126 lineal feet in the superstructure of the shed are 80 per cent complete.

Eight thousand seven hundred and ninety four cubic yards of gravel were handled during the week by steamshovel No. 1, engineer Jeffries, and the material was used for raising grade between Mile 55 and Mile 59. Seven thousand three hundred and sixteen cubic yards of gravel which were used for filling at the ocean dock, were handled by steamshovel No. 2, engineer Patten, during the week.

Forty six piling aggregating 3362 lineal feet, which were lost while being towed from Signal Point to Anchorage, were recovered during the week and landed at the dock site. Thirty three piling, five of which were batter piling, were driven for the new dock during the week reported, forty two piling were driven for the temporary trestle which is in course of construction north of the main dock and 33 piling were driven for crib protection.

Ninety-one thousand seven hundred and thirty-seven feet, board measure, of lumber were sawed from 247 logs at the saw mill located in Mile 74 and 16 car loads of lumber were shipped during the week according to the report. Of the cars shipped from the mill one car contained lagging consigned to the coal mine at Eska, two cars contained 4 X 10 material consigned to the Seward Division and 13 cars contained timbers consigned to the snowsheds now under construction in the Turnagain Arm district.

### DISBURSEMENTS OF ANCHORAGE OFFICE ..

Disbursements of the Anchorage office of the Anchorage Division of the Alaskan Engineering Commission for the week ended September 30, 1919, totaled \$15,139.11. Salaries and wages were \$9087.74; purchase orders, \$690.20; construction contracts, \$268.50; steamship account, \$3987.54; special deposit account, \$42.00, and other expenses, \$1063.13.



# ALASKA RAILROAD RECORD

VOL. III. ANCHORAGE, ALASKA, TUESDAY, OCTOBER 14, 1919.

NO. 49

## WORK OF BUILDING SNOWSHED AT MILE 75½ IS RAPIDLY PROGRESSING.

All timber for use in the superstructure of the snowshed located at Mile 75½ has been delivered at the snowshed site, 70 per cent of it has been framed and 50 per cent of it has been erected, according to F. A. Hansen, engineer of maintenance of way, in his report to William Gerig, engineer in charge of the Anchorage Division of the Government Railroad, for the week ended October 4, 1919. Sixty-one bents, or 296 lineal feet of the superstructure, is 80 per cent complete, according to the report.

The general progress of the work of constructing this shed up to the close of work on October 5 is shown by the following figures:

Excavation for foundations, 4400 cubic yards, 85 per cent complete; framing 450,000 feet, board measure, 70 per cent complete; framing logs, 11,400 feet, board measure, 80 per cent complete; erecting (cribs), 11,400 feet, board measure, 80 per cent complete; erecting sills and blocks, 63,000 feet, board measure, 90 per cent complete; erecting timber superstructure, 250,000 feet, board measure, 50 per cent complete; erecting roof, 77,000 feet, board measure, 12 per cent complete.

Nine thousand four hundred and seventy-two cubic yards of gravel were handled during the week by steam shovel No. 1, Engineer Jeffries, and the material was used for raising grade between Mile 56 and Mile 65. Steam shovel No. 2, Engineer Patten, handled during the same period of time 7528 cubic yards of gravel, which was used for filling at the new dock and for bank widening at points on the main line of the railroad north of Anchorage.

Extra gang No. 1, working with ditcher No. 2, was engaged in cleaning ditches in Mile 136 on the main line north of Birchwood up to and including October 2, during which time 2770 cubic yards of mud were cast over. The outfit was moved on October 3 to Mile 232 and worked in removing a slide in this mile.

Extra gang No. 3 was engaged during the week, according to the report in raising track between station 2918 and station 2043 and in raising grade at the north approach of the Twenty Mile River bridge.

Thirty-two piles were driven for the temporary trestle which is being built out from the north end of the new dock and 113 piles were driven for crib protection at the north end of the pier. The driving of piling occupied the services of the pile driving gang during two days of the week, the remainder of the time being devoted to

bracing and sheeting the pier.

Ninety-one thousand three hundred and ninety-five feet of lumber, board measure, were sawed at the sawmill located in Mile 75 during the week, according to the report, and 14 car loads of material were shipped. Of the cars shipped from the mill one car of lumber was consigned to the material yard at Anchorage, one car of saw dust to the cold storage plant at Anchorage, two cars of lumber to the Seward Division and ten cars of lumber to the snowsheds being constructed in the Turnagain Arm district.

The progress of the work in the maintenance of way department for the week ended October 11 follows:

Excavation for foundations for snow shed at Mile 75½, 4600 cubic yards, 90 per cent of total required; framing (superstructure,) 580,000 feet, board measurement, 90 per cent of total required; framing (cribs), 11,400 feet, board measure, 80 per cent of total required; erecting cribs, 11,400 feet, board measure, 80 per cent of total required; erecting sills and blocks, 65,000 feet, board measurement, 95 per cent of total required; erecting superstructure, 415,000 feet, board measurement, 75 per cent of total required; framing and erecting roof, 122,000 feet, board measurement, 20 per cent of total required.

Steam shovel No. 1, Engineer Jeffries, handled 8880 cubic yards of gravel during the week ended October 11, according to the progress report for this week. The gravel was used in raising grade between Mile 56 and Mile 66.

Steam shovel No. 2, Engineer Patten, during the same period of time handled 8820 cubic yards of gravel, which was partially used in filling at the new dock. Fifteen cars loaded with gravel excavated by this shovel were sent to Girdwood and dumped for use of a station platform at this point and 450 cubic yards were placed at various points along the main line of the railroad north of Anchorage to be used in bank widening.

Three thousand six hundred and ten cubic yards of material were moved during the week by extra gang No. 1 working with ditcher No. 2 in Mile 212, Mile 214, Mile 217 and in Mile 232. Of the yardage moved 2290 cubic yards were cast over and 1320 cubic yards were loaded and dumped.

Extra gang No. 3 has given the last lift to the track between station 3350 and station 3474, which is at Twenty Mile River in Mile 65 on the railroad. An extension was made during the week to the steam shovel loading track in Mile 56. The track at this point is now one mile in length. Turnouts have been placed for the loop track to

be put in at Mile 55½ for use in turning the Rotary snow plow.

During the week ended October 11 there were 11 cars of lumber and mill materials shipped from the saw mill. Of the total number of cars shipped four were consigned to the material yard at Anchorage, two cars to the snowshed sites; four cars to the Seward Division, and one car containing slabs to the section gang stationed at Girdwood in the Turnagain Arm district.

Oscar Lake & Co., coyote hole contractors working in Mile 56, completed their contract, having dug a total of 528 lineal feet of holes. They have commenced work on a diversion dike at bridge 99½.

The work of changing the water supply system at Kern Creek was 75 per cent complete at the close of work on October 11. The work of changing consists in installing a new intake and arranging it in such manner as to permit of a continuous flow of water similar to the system which has been installed at Rainbow.

Twenty four piling for the trestle which is being extended out from the north end of the new dock and 56 sheet piling for the crib work were driven during the week by bridge and building gang No. 7, according to the report.

Bridge and building gang No. 5 was engaged during the entire week in sheeting and in sway bracing the main dock and in decking the temporary trestle.

#### ENGINEER IN CHARGE OF THE SEWARD DIVISION REPORTS ON WORK ACCOMPLISHED.

Snowshed No. 54-B is practically a finished structure, according to the report of R. J. Weir, engineer in charge of the Seward Division of the Government Railroad, in his report for the week ended October 4. This snowshed is 572 feet in length and consists of 144 bents. The only work remaining to be done according to the report is to place a small quantity of the three-foot spreaders between the bents and about 5000 feet, board measure, of siding. The work of placing the spreaders and the siding was 40 per cent complete at the close of work on October 4. This is the first shed to be erected in the Seward Division by the Alaskan Engineering Commission and was in charge of W. W. Lukens. One million, one hundred and three thousand, five hundred lineal feet of lumber, board measure, were used in the construction of this shed. The lumber is Alaska spruce and was sawed at the sawmills operated by the Alaskan Engineering Commission in Mile 21 and Mile 23. The laying of footblocks was commenced August 18; the erection of bents on August 29, and on September 19, 22 days later, all posts and caps and about 40 per cent of the braces were in place. On September 28, 90 per cent of the crew was transferred from this shed to snowshed No. 54-A, leaving only 10 per cent of the force to complete the work.

In addition to the erection of shed 54-B the crew engaged in the work, framed 200,000 feet, board measure, of lumber which will be used in the erection of shed No. 54-A. Approximately 60 per cent of the sills for snowshed No. 54-A is now in place and the excavation of foundation for footings is 90 per cent complete. All the lumber delivered to date has been framed, ready for erection and it is proposed to begin the work of erection next week. Lumber is now being delivered to the shed site at the rate of 125,000 feet, board measure, a week. The length of this shed is 512 feet and consists of 128 bents spaced four feet from center to center.

Concrete foundations for bents Nos. 1 and 2 for bridge

No. 70 have been poured and the sill set on bent No. 1. The framed trestle bent has been erected on bent No. 2. Foundation excavation for bent No. 3 was completed and the concrete forms were erected and are ready to be poured. Foundation excavation was completed on bent No. 4. Bent No. 5, containing 35 cubic yards, was poured. Concrete piers for the north trestle approach, bents Nos. 7 to 12, inclusive, are complete and the sills have been laid. Framed bents Nos. 7 to 12, inclusive, have been put together and are ready to be hoisted into place. Bent No. 13 is erected in place. Foundation excavation on four bents for falsework is in progress, as is the construction of a 30-foot temporary approach on the north end. A car derrick was brought from Seward to this bridge on September 4 and will be used in the work of erection.

A 56-foot pony truss was completed during the week for bridge No. 73.

Concrete piers for bents Nos. 1 to 11, inclusive, for bridge No. 75 have been poured and the sills set. Foundation excavation for piers Nos. 12, 13 and 14 is in progress and the work is 60 per cent complete. Six bents of the falsework have been erected under the old truss and the footings for the other false work bents are in place.

Bucyrus steam shovel No. 4 moved 2300 cubic yards of material on September 29 and September 30 and was moved on October 1 to a small cut in Mile 49. The excavation of the sidehill in Mile 50 has not been completed, but by reason of commencing construction work on bridge No. 75 it was necessary to move the shovel from this cut in order to continue train haul of material without interruption to either the shovel work, train operation, or the construction work on the bridge.

This shovel moved 1440 cubic yards from the small cut in Mile 49 on October 3 and October 4 and the material was used in filling bridges No. 74 and No. 75.

Rochen & Co., grading contractors, have completed the upper line of the switchback in Mile 44 and have 165 feet of fill remaining to complete on the lower line and 200 feet of fill on the tail of the switchback. Nine hundred feet of track have been laid over the completed portion.

Challstorp & Co. completed on September 29 the work of re-tieing and ballasting the track from bridge No. 8 to Bridge No. 81, which distance includes tunnel No. 2. Following this work they began the erection of a standard timbered portal at the north end of the tunnel which will be completed next week.

All heading work in tunnel No. 3, which is in progress, of being enlarged to A. E. C. standard, has been completed and 392 feet of the bench has been taken out.

Work on tunnel No. 6 is about 90 per cent complete, the remaining 10 per cent of the work being at the portals. A slide from the roof came down in the south portal of this tunnel during the week, damaging several timbers in the old Alaska Northern timbered portal which was to have been replaced. Standard Alaskan Engineering Commission timbered portals will be placed in this tunnel within a short time.

Heading work on tunnel No. 7 is 66 per cent complete and about 15 per cent of the bench has been taken out.

The filling of bridge No. 74 was completed and bridge No. 75 was filled on the south approach to the toe of bent No. 1.

Saella & Co. are nearing the completion of their contract in Mile 49 and Mile 50.

Radish & Co. have practically completed their contract in Mile 52, and M. Grubich & Co. have completed their contract in Mile 49.

# FACTS CONCERNING NEW OFFICERS' RESERVE CORPS MADE PUBLIC.

A bill providing for the reorganization of the United States Army under peace-time conditions, which is to number 510,000 men, gives in detail the manner in which the new Officers' Reserve Corps is to be formed.

The bill, which is now before the committee on military affairs of the House of Representatives, provides as follows:

"The Officers' Reserve Corps shall consist of general officers and sections corresponding to each corps or branch of the Army. The grades in each of these sections shall be those of the corresponding branch of the Army. The number in the lowest grade in any section shall be unlimited. The number in any grade above the lowest in each section shall not exceed such proportions as the President may prescribe.

"Reserve officers shall be appointed and commissioned by the President alone, except general officers, who shall be appointed by and with the advice and consent of the Senate. Appointments in all cases shall be for a term of five years, but the commission of any reserve officer may in time of actual or threatened hostilities, be continued in force until six months after the termination of the emergency, notwithstanding the expiration of the five-year term. Any reserve officer may be discharged at any time in the discretion of the President. A reserve officer appointed during the existence of a state of war shall be entitled to discharge within six months after the termination of war, provided he makes application therefor.

"To be eligible for appointment or reappointment as a reserve officer a person must be a citizen of the United States qualified physically and professionally, under such regulations as the President may prescribe.

"Subject to the limitations contained in the preceding paragraph, any person who has served as an officer of the United States Army may be appointed as a reserve officer in any grade for which qualified. Any other person originally appointed in the Officer's Reserve Corps in time of peace shall not be appointed to a grade above that of a second lieutenant in the Cavalry, Field Artillery, Coast Artillery, or Infantry section, or to a grade above that of captain in any other section, and such appointees shall be within such age limits as the President may prescribe. No person shall be appointed as a reserve officer in the Cavalry, Field Artillery, or Infantry section unless he shall have served honorably as an officer or enlisted man in the United States Army, or shall have completed such course of training or instruction in a school camp, or other institution as the President may prescribe for the training of such officers. After original appointment in the Officer's Reserve Corps no reserve officer shall be appointed in time of peace, to a higher grade until he shall have held an appointment in the next lower grade for at least one year.

"A reserve officer on active duty, as hereinafter provided shall be entitled to the same pay and allowances as an officer of the Army on the active list of the same grade and length of actual service. No reserve officer shall be entitled to pay and allowances except when on active duty."

Every purchase of a War Savings Stamp is a duty performed both to yourself and to your Government. Price this month \$4.21.

# CLOCKS TO BE TURNED BACK ONE HOUR ON OCTOBER 27.

All clocks in Anchorage will be turned back one hour on October 27 in accordance with the act for the repeal of the daylight saving law.

The Acts governing this change are as follows:

An Act for the repeal of the daylight-saving law.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 3 of the Act entitled "An Act to save daylight and to provide standard time for the United States," approved March 19, 1918, is hereby repealed, effective on the last Sunday in October, 1919, after the approval of this Act, when by the retarding of one hour the standard time of each zone shall be returned to and thereafter be the mean astronomical time of the degree of longitude governing each zone as defined in section 1 of said Act approved March 19, 1918.

F. H. GILLET,

Speaker of the House of Representatives.

THOS. R. MARSHALL,

Vice-President of the United States and President of the Senate.

In the House of Representatives of the United States.

August 19, 1919.

The President of the United States having returned to the House of Representatives, in which it originated, the bill (H. R. 3854) "For the repeal of the daylight-saving law," with his objections thereto, the House proceeded in pursuance of the Constitution to reconsider the same; and

Resolved, That the said bill pass, two-thirds of the House of Representatives agreeing to pass the same.

Attest:

WM. TYLER PAGE,

Clerk of the House of Representatives.

In the Senate of the United States,

August 20, 1919.

The senate having proceeded, in pursuance of the Constitution to reconsider the bill (H. R. 3854), "An Act for the repeal of the daylight-saving law," returned to the House of Representatives by the President of the United States, with his objections, and sent by the House of Representatives to the Senate with the message of the President returning the bill.

Resolved, That the bill do pass, two-thirds of the Senate agreeing to pass the same.

Attest:

GEORGE A. SANDERSON, Secretary.

# FIRST FALL OF SNOW OF SEASON REPORTED ON OCTOBER 3.

The first fall of snow of the present season fell in Anchorage on October 3, according to the local meteorological record. The snow fall commenced at 6 o'clock in the morning of October 3, and continued until 2 o'clock in the afternoon, during which time 2.03 inches of snow is reported as falling.

The first snow this year fell twenty five days earlier than in the year of 1918 according to the report. The first fall was reported as falling on October 28 and amounted to 3.1 inches. The total snow fall reported for the month of October 1918 amounted to 10.6 inches.

The snow which covered the ground on October 3 of this year melted and completely disappeared from the ground on October 10.



## 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.

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

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### OFFICIAL CIRCULARS.

#### Anchorage Division.

##### SPECIAL PRECAUTIONS TO BE TAKEN.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Oct. 8, 1919.

Circular No. 401:

##### TO ALL CONCERNED:

As cold weather is approaching all employees must be cautioned to care for machinery so as to prevent damage by freezing.

Trainmen must be very careful in handling trains and cars on grades of 1 per cent or more. Cars standing on heavy grades should be carefully blocked and hand-brakes set. Special precautions must be taken at the mines and on coal storage pile No. 2.

WM. GERIG,

Assistant Chief Engineer.

##### CONCERNING REQUESTS FOR SUPPLIES

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, October, 14, 1919.

##### TO ALL CONCERNED:

After this date, all requests for commissaries, material, and supplies, to be shipped from Anchorage on Wednesday's trains, must be sent to this office by noon of the preceding Saturday, instead of the preceding Monday, as is now the custom.

This is necessary for the reason that less than carload lots are taken from Warehouse No. 1 and No. 2, at 11 a. m. Tuesday, and in consequence, additional time is needed to prepare the requisitions, and for packing and shipping.

All concerned will conform to the foregoing, and be governed accordingly.

JAS. HANAHAN,

Assistant Superintendent in Charge of Track.

##### TRAIN SERVICE BETWEEN ANCHORAGE AND SEWARD TEMPORARILY DISCONTINUED.

Commencing today train service between Anchorage and Seward on the Government Railroad will be discontinued for a period of approximately two weeks in order that a truss may be placed in bridge No. 75, located in Mile 50 in the Seward Division, according to advices received from R. J. Weir, engineer in charge of the Division by William Gerig, engineer in charge of the Anchorage Division.

### TELEPHONE MESSAGES HANDLED AT ANCHORAGE OFFICE NUMBER 55,707.

Fifty-five thousand seven hundred and seven telephone messages were sent and received at the local office of the telegraph and telephone department of the Alaskan Engineering Commission during the month of September, according to the report of J. J. Longacre, acting superintendent of the department, to William Gerig, engineer in charge of the Anchorage Division of the Government Railroad.

Of this number of messages 47,147 were local telephone calls, 7185 were official business long distance calls, 369 were commercial long distance calls, and 996 were intermediate calls.

At the radio station eight messages were sent, 10 were received, and 31 were relayed during the month, according to the report.

In the telegraph branch of the department the Anchorage office handled 766 commercial telegrams, 530 official business telegrams, and 53 relay messages. At the Seward office there were handled 923 commercial telegrams and 492 official business telegrams. Thirty-nine commercial telegrams and five official business telegrams were handled at offices other than Anchorage and Seward along the Government Railroad during the month.

In the electric light and power branch of the department 40 meters were installed, 19 were disconnected, 17 meters were tested, 14 new services were run and 466 meters in service in Anchorage were read during the month of September, according to the report.

### WEEKLY FORCE REPORT.

#### Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payroll Saturday, October 4, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	6	1	8
Drafting .....	0	4	0	4
Bridge Engineer .....	1	1	0	2
Land and Industrial .....	0	2	0	2
M. of W. Shops and Yards .....	2	6	42	50
Track, Bridge and Ballast .....	2	7	412	421
Receiving and Forwarding Agt... ..	1	3	24	28
Machine Shop and Roundhouse .....	1	3	56	60
Marine Ways .....	1	1	30	32
Stores and Material Yard .....	1	8	54	63
Employment bureau and Ter- minal Mess .....	0	2	15	17
Transportation .....	1	11	35	47
Disbursing Office .....	1	5	0	6
Accounting .....	1	10	0	11
Base Hospital .....	1	1	9	11
Townsite .....	0	1	5	6
Telegraph and Telephone .....	1	6	27	34
Mining .....	2	5	107	114
Location Surveys, Broad Pass... ..	1	2	5	8
	18	84	822	924
Stationmen .....				7
Total .....				931

### FIGURES SHOWING TOTAL AMOUNT OF WORK ACCOMPLISHED COMPILED BY ENGINEER IN CHARGE.

Figures showing the total amount of work accomplished by the Alaskan Engineering Commission in the several construction districts of the Anchorage Division of the Government Railroad since the commencement of activities, as well as the amount of work done during the month of September, 1919, have been tabulated in the office of William Gerig, engineer in charge of the Anchorage Division.

The tabulated statement of the work accomplished is as follows:

	Total to Sept. 30	Total for Sept. 1919
Clearing, acres .....	3,143.61	.30
Grubbing, acres .....	706.25	.....
Excavation—Prism of Cut:		
Common, cu. yds. ....	1,575,159	.....
Loose rock, cu. yds. ....	669,120	.....
Frozen material, cu. yds. ....	695,653	.....
Solid rock, cu. yds. ....	2,353,256	.....
Excavation—Borrow, Ditches, Etc. :		
Common, cu. yds. ....	2,054,156	66,485
Loose rock, cu. yds. ....	342,724	668
Frozen material, cu. yds. ....	331,724	.....
Solid rock, cu. yds. ....	849,263	16,730
Embankment:		
Swell, cu. yds. ....	788,399	3,346
Total equiv. embankm't, cu. yds. ....	9,659,442	87,199
Prism of embankment, cu. yds. ....	7,605,447	47,179
Waste or shrinkage, cu. yds. ....	1,855,141	6,852
Total, cu. yds. ....	9,460,588	48,031
Overhaul, 1000 cu. yds. 100 feet ....	15,065.17	.....
Trestles—Temporary:		
Piles, lin. ft. ....	144,599	3,080
Lumber, 1000 ft., b. m. ....	955.7	7.0
Iron, pounds .....	66,831	444
Trestles—Permanent:		
Piles, lin. ft. ....	557,791	16,066
Lumber, 1000 ft., b. m. ....	9,104.8	106.1
Iron, lbs. ....	3,997,799	15,865
Steel in bridges, tanks, etc. ....	43,500	.....
Lumber, 1000 ft., b. m. ....	4,356.4	57.9
Hardware, pounds .....	173,248	855
Excavations in Foundations—wet:		
common, cu. yds. ....	4,250	.....
Loose rock .....	318	.....
Solid rock, cu. yds. ....	568	.....
Frozen material, cu. yds. ....	4,138	.....
Excavations in Foundations—Dry:		
Common, cu. yds. ....	26,706	3,460
Loose rock, cu. yds. ....	3,005	.....
Solid rock, cu. yds. ....	2,038	.....
Frozen material, cu. yds. ....	1,141	.....
Masonry:		
Concrete—Class A .....	2,873.8	.....
Concrete—Class B, cu. yds. ....	149.0	.....
Riprap, cu. yds. ....	23,517	13,882
Timber Culverts, Bulkheads, and Crib:		
Logs, lin. ft. ....	319,381	.....
Piles, lin. ft. ....	48,058	7,789
Lumber, 1000 ft., b. m. ....	244.8	10.3
Iron, pounds .....	90,816	1,000
Rock filling, cu. yds. ....	53,903	13,592
Snowsheds:		
Lumber, 1000 ft., b. m. ....	202.6	177.6
Iron, pounds .....	3,000	2,700

### Track—Spurs, Sidings, Etc.:

Ballast, cu. yds. ....	163,150	9,904
Ties, number .....	180,498	1,600
56-pound rail, lin. ft. ....	136,582	4,800
70-pound rail, lin. ft. ....	631,052	.....

### Track—Main Line:

Ballast, cu. yds. ....	418,784	1,792
Ties, number .....	488,671	1,011
70-pound rail, lin. ft. ....	1,659,431	.....

### Telegraph Line:

Permanent, lin. ft. ....	943,115	.....
Temporary, lin. ft. ....	335,189	.....

Water pipe, lin. ft. ....	12,058	.....
Sewer pipe, lin. ft. ....	7,951	.....
Back fill, lin. ft. ....	7,424	.....
Wagon road, lin. ft. ....	49,134	.....
Foundation posts, lin. ft. ....	14,661	.....
Brush material, lin. ft. ....	7,800	.....
Coyote holes, lin. ft. ....	6,790	192
Logs in temporary bridges and buildings, lin. ft. ....	235,034	.....
Blind drains, lin. ft. ....	1,101	.....

### PRESIDENT URGES PURCHASE OF WAR SAVINGS STAMPS.

In order to reduce the high cost of living, President Wilson urges the people to purchase War Savings Stamps and invest in other Government securities. In a recent address the President spoke as follows:

"Concerted action by all of the people in saving goods can be accomplished in only one practical way—that is by saving money, which represents power to purchase goods. The Treasury Department offers to the people War Savings Stamps and Treasury Savings Certificates as an inducement to saving. By denying themselves unnecessary luxuries and pleasures and by putting the money that might have been spent for these things into Government securities, each individual fortifies his own position in life and at the same time does himself and his neighbors throughout the country a great service.

"Money saved, both by means of savings accounts in banks, and in Government securities, is at once made available for the means of greater production. Deposits in the banks form the capital which is loaned to business and industrial enterprises that they may build and extend factories, which are the sources of production. Money placed in Government securities makes it unnecessary for the Government to call upon the banks to lend funds for the running of the great Governmental machinery.

"A few months of rigid economy and self-denial will give the world a chance to recover its economic balance. And in the course of time, production will be increased, over demand, to an extent where American food and manufactures can be shipped abroad and spared for the peoples of other countries. In the present state of conditions, the people of other countries are competing with us in the buying of commodities that we need at home.

"It is plain that there is only one method of getting our feet on the ground and that is by the method suggested, by practicing economy, increasing production and by saving money, the workers of America can force down the cost of living and bring back the world to a normal basis of economic conditions."

Buy War Savings Stamps. The price this month is \$4.21.

# STATISTICS BRANCH OF U. S. ARMY MAKES PUBLIC INTERESTING FACTS.

Most of the soldiers who sailed for France left from New York, and half of them landed in England while the other half landed in France, according to the report of Col. Leonard P. Ayres, chief of the statistics branch of the General Staff of the United States Army. Most of those who landed in France went to Brest. While these statements are valid generalizations, they fall short in showing what happened in detail.

The report in part follows:

## Help from the Allies.

"Credit for the troop movement must be shared with the Allies, and with the British in particular, since approximately half of the troops were carried in their ships.

"Among every hundred men who went over, 49 went in British ships, 45 in American ships, three in those of Italy, two in French and one in Russian shipping under English control. Part of the explanation for the large number of troops carried in American ships is to be found from the fact that under the pressure of the critical situation on the western front, ways were found to increase the loading of our own transports by as much as 50 per cent. In addition our transports exceeded those of the Allies in the speed of their turnarounds.

"The cycle of operations is termed 'a turnaround,' and it is not complete until the vessel has taken its load over, discharged it, returned, reloaded, and actually started on another trip. When our ships began operations in the spring of 1917 the average turnaround for the troop ships was 52 days, and that for the cargo ships 66 days. These performances were much improved during the summer months, but became very much longer during the exceptionally cold winter of 1917. During the spring, summer, and fall of 1918 the performances of both cargo and troop ships became standardized at about 70 days for cargo ships and 35 days for troop ships.

"In noting these facts it is to be borne in mind that the figures refer to the lengths of the turnarounds of all the ships sailing from American ports in one month. Thus the high figure of 109 days for the cargo ships means that 109 days was the average time required for all the cargo ships leaving American ports in November to complete their turnarounds and start on their next trips. These vessels made their trips in the exceptionally cold months of December, January and February.

"The fastest ships have averaged under 30 days. During the spring and summer of 1918 the Leviathan, the former Vaterland, has averaged less than 27 days, as has the Mount Vernon, the former Kronprinzessin Cecilie. These turnarounds, made under the embarrassment of convoy, are much quicker than anything attained in commercial operation. During the summer the Leviathan has transported troops at the rate of over 400 a day, and so has landed the equivalent of a German division in France each month. Two American ships, the Great Northern and Northern Pacific, have averaged 25 and 26 days, respectively, and have each made turnarounds in 19 days.

## Cargo Movement.

"The first shipment of cargo to support the forces abroad was made in June, 1917, and amounted to 16,000 tons. After the first two months the shipments grew rapidly and steadily until they were in excess of 800,000 tons in the last month of the war.

"The shipment of cargo differs from that of troops in that it was won almost entirely by American ships. Less

than 5 per cent of the cargo carried was transported in allied bottoms. The great bulk of the cargo was carried in the cargo ships. Relatively small amounts were carried in the troop ships. After the signing of the armistice every ship was withdrawn from the service as soon as it could be spared and put back into trades or the carrying of food for relief work in Europe. By April the total cargo fleet was only a third as large as it had been five months before.

"The cargo carried for the American Army consisted of thousands of different articles of the most varied sort. Nearly one-half of all consisted of quartermaster material largely composed of food and clothing. The next largest elements were engineering and ordnance supplies. All together, from our entrance into the war through April, 1919, the Army shipped from this side of the Atlantic nearly seven and a half million tons of cargo.

"Included in the cargo shipment were 1791 consolidation locomotives of the 100-ton type. Of these, 650 were shipped set up on their own wheels, so that they could be unloaded on the tracks in France and run off in a few hours under their own steam. Shipment of set-up locomotives of this size had never been made before. Special ships with large hatches were withdrawn from the Cuban ore trade for the purpose and the hatches of other ships were specially lengthened, so that when the armistice was signed the Army was prepared to ship these set-up locomotives at the rate of 200 a month.

"The Army has also shipped 26,994 standard-gauge freight cars, and at the termination of hostilities was preparing to ship flat cars set up and ready to run. Motor trucks to the number of 47,018 went forward, and when fighting ceased were being shipped at the rate of 10,000 a month. Rails and fittings for the reinforcing of French railways and for the construction of our own lines of communications aggregated 423,000 tons. In addition to the tons of cargo mentioned above the Army shipped 68,694 horses and mules, and at the cessation of hostilities was shipping them at the rate of 20,000 a month. The increase in the shipment of cargo from the United States was consistently maintained from the start of the war, and at its cessation was undergoing marked acceleration.

"Aside from the cargo shipped across the Atlantic, Gen. Pershing imported large amounts from European sources, the chief item being coal from England. In October he brought into France by means of his cross-Channel fleet a total of 275,000 tons of coal and other commodities.

# CIVIL SERVICE EXAMINATION TO BE HELD IN JUNE AND KETCHIKAN.

The United States Civil Service Commission announces an open competitive examination for clerk, Bureau of the Census, for both men and women, on October 18, 1919 and November 15, 1919, at Juneau and Ketchikan. Several thousand appointments for the Fourteenth Decennial Census for duty in Washington, D. C., will probably be made from the registers of eligibles established as a result of this examination, at entrance salaries ranging from \$900 to \$1020 a year. Promotions through the various grades to \$1080 and \$1380 will be reasonably rapid for those whose services justify advancement.

Appointees whose ability and qualifications justify such action will be allowed the increase granted by Congress of \$20 a month, beginning with the second month of service.

All appointments will be temporary and subject to termination as the exigencies of the service may require, but



it is expected that the length of service will range from one to two years; but in no case extending beyond June 30, 1922.

Applicants will not be eligible for appointment or transfer to any other bureau or service as a result of this examination.

Appointment is restricted to one member of a family.

Living conditions in Washington have materially improved since the signing of the armistice in November, 1918.

Eligibles will be placed in groups as follows:

(a) Those who have graduated from a college or university of recognized standing.

(b) Those who have graduated from a standard high school or completed a course of study equivalent to that required for such graduation, and who have had one year's business experience.

(c) Those who do not qualify under either group (a) or (b).

Competitors will be examined in the following subjects, which will have the relative weights indicated:

Subjects	Weights
1. Spelling (20 words of more than average difficulty)	10
2. Arithmetic (fundamental rules, common and decimal fractions, percentage, and their business application)	30
3. Penmanship (the legibility, rapidity, neatness, and general appearance of the competitor's handwriting in the subject of letter writing)	15
4. Letter writing (a letter of not less than 150 words on some subject of general interest. The competitor may select either of two subjects given).	30
5. Copying and correcting manuscript (test in making a smooth, corrected copy of a draft of manuscript which includes erasures, misspelled words, errors in syntax, etc.)	15
Total	100

Applicants must have reached their eighteenth but not their fiftieth birthday on the date of the examination.

Persons who are habitually addicted to the use of intoxicants; who have been guilty of infamous or notoriously disgraceful conduct; or who are physically or mentally unable to perform the required duties, will not be eligible for examination or appointment.

As provided by the Census Act, appointments will be apportioned among the States, Territories, and the District of Columbia in conformity with the law of apportionment now provided for the classified service.

Subject to the law of apportionment, appointments will be made from the eligible registers in the order of rating.

Applicants may be examined at any place at which this examination is held, regardless of their place of residence; but only those who have been actually domiciled in the State or Territory in which they reside for at least one year previous to the examination, and who have the county officer's certificate in the application form executed, may become eligible for appointment for the entire decennial census period.

In case the exigencies of the service so require, the Director may appoint persons who have passed the examination herein provided who, by reason of residence or other conditions, are immediately available, but such emergency appointments can not exceed six months' duration.

Applicants must submit to the examiner on the day of examination their photographs, taken within two years, securely pasted in the space provided on the admission

cards sent them after their applications are filed. Proofs or group photographs will not be accepted. Photographs will not be returned to applicants.

This examination is open to all citizens of the United States who meet the requirements.

Applicants should at once apply for Form 304, stating the title of the examination desired, to the Civil Service Commission, Washington, D. C., or to the Secretary of the United States Civil Service Board at Juneau or Ketchikan, Alaska. Applications should be properly executed, including the medical certificate, and filed with the Commission at Washington in time to arrange for the examination at the place selected by the applicant.

The exact title of the examination, as given at the head of this announcement, should be stated in the application form.

This examination relates exclusively to the office force at Washington, D. C., and has nothing to do with the appointment of supervisors, special agents, or enumerators, employment in such positions not being subject to the requirements of the civil-service law.

An act of Congress approved July 11, 1919, provides:

"That hereafter in making appointments to clerical and other positions in the Executive branch of the Government in the District of Columbia or elsewhere preference shall be given to honorably discharged soldiers, sailors, and marines, and widows of such, and to the wives of injured soldiers, sailors, and marines who themselves are not qualified but whose wives are qualified to hold such positions."

Applicants entitled to the benefit of this act should attach to their applications their original discharge, or a photostat copy, or certified copy thereof, or their official record of service, which will be returned after inspection by the Commission.

#### ENGINE NO. 265 NOW READY FOR SERVICE.

The work of overhauling engine No. 265 was completed by the mechanical department during the week ended October 11, and the work of assembling engine No. 601 was 72 per cent complete, according to the report of E. P. Hedberg, master mechanic, in his weekly report to William Gerig, engineer in charge of the Anchorage Division. Engine service furnished on the Anchorage Division during the week was as follows:

Mixed train service: Engine No. 420, four days; engine No. 275, two days; engine No. 225, one day. Work train service: Engine No. 266, six days; engine No. 277, six days; engine No. 224, seven days; engine No. 264, six days; engine No. 1, six days. Switch service: Engine No. 225, five days; engine No. 242, one day. Light repairs were made during the week to engines Nos. 221, 224, 242 and 247. The daily coal consumption at the power plant averaged for the week approximately 15 tons and at the townsite pumping plant approximately four tons. A stage of eight feet of water was maintained at the sump and a stage of 18 feet at the townsite tank.

#### DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements of the office of the Anchorage Division of the Alaskan Engineering Commission for the week ended October 7, 1919, totaled \$53,661.08. Salaries and wages were \$53,411.38; compensation, \$47.33; special deposit account, \$80.00 and other expenses \$122.37.

Liberty Bond coupons are not interest-bearing.

### ADDITIONAL FUNDS COLLECTED FOR FRENCH, ARMENIAN AND SYRIAN ORPHANS.

Seven hundred and twenty seven dollars and twenty-five cents is the sum collected to date for the relief of the Armenian, Syrian and French orphans from the employees of the Alaskan Engineering Commission in the Anchorage Division. Of the amount collected \$465.00 is for the benefit of the Armenian and Syrian orphans and the sum of \$262.25 is for the relief of the French orphans.

The mining department, the transportation department and the photographic department have not completed their reports and when the donations from these departments have been sent in the total amount donated will be substantially increased.

The following donations were received during the past week for the support of the Armenian and Syrian orphans:

Previously acknowledged .....	\$443.00
Engineer maintenance of way, Anchorage .....	5.00
Section gang No. B-1, Chickaloon .....	11.00
Assistant Engineer's office, Anchorage .....	4.50
Section gang No. A-4, Camp 27 .....	1.50

Total .....\$465.00

The following is the list of the donors to the French War Orphan fund:

Previously acknowledged, maintenance of way dept. \$242.25	
Section gang No. 30, M. of W. dept., Willow.....	2.00
Asst. engineer's office, M. of W. dept., Anchorage	9.50
Pumper, M. of W. dept., Pittman .....	1.00
Section gang No. A-4, M. of W. dept., Camp 27.....	1.50
B. & B. gang No. 4, M. of W. dept., Camp 86 .....	6.00

Total .....\$262.25

The following is the list of departments contributing to the Armenian and Syrian Relief fund and the amount of the contributions:

Accounting department .....	\$ 13.50
Bridge engineer .....	10.00
Commissioner's office .....	17.50

Disbursing office .....	11.50
Dock .....	9.00
Drafting department .....	4.00
Land and industrial .....	4.00
Maintenance of way .....	262.25
Marine ways .....	27.25
Mechanical department .....	32.75
Medical department .....	11.00
Stores department .....	28.00
Telegraph and telephone department .....	21.00
Townsite department .....	12.00
H. R. Miller, Agent Birchwood .....	1.50
Total .....	\$465.00

### Anchorage Division Notes.

Seven hundred and ninety one short tons of coal were mined at the Eska and Chickaloon coal mines during the week ended October 4, and a total of 114 men were employed at the two mines, according to the report of Sumner S. Smith, resident mining engineer, in charge of coal mining operations for the Alaskan Engineering Commission. The work of driving the Martin West tunnel was commenced at the Eska mine during the week. Driving of the Emery East tunnel was continued. At the Chickaloon mine the work consisted during the week of the continued driving of the Second West, the Second East, the No. 5 West and the 5 1-2 counter.

All telephone poles and cross arms between mile 62 and Mile 86½ have been straightened, slack taken up in the wires and broken insulators replaced with new ones by the telegraph and telephone department of the Alaskan Engineering Commission, during the week ended October 4, according to the report of J. J. Longacre, acting superintendent of the department. At Mile 66½ two poles were set and double armed and two slugs dug and set-poles guyed. A conduit underground crossing was put in at this point. One telephone was connected and four were disconnected in Anchorage. One long distance telephone was connected, three were disconnected and one was moved, according to the report.

### CLIMATOLOGICAL DATA—SEPTEMBER, 1919.

STATIONS	Mile on Railroad	Approximate Elevation, feet	Temperatures in Degrees, Fahr.								Precipitation Inches			Number of Days			Prevailing Direction of Wind.	
			Mean Maximum	Mean Minimum	Mean	Highest	Date	Lowest	Date	Greatest Daily Range	Total	Greatest in 24 Hours	Total Snowfall, Inches	Clear	Partly Cloudy	Cloudy		
SEWARD																		
E. L. Sweek, Obs.	0	20	57.53	44.33	51	68	25	34	23	25	12.77	2.50	....	5	1	24	S	
ANCHORAGE																		
D. D. Vint, Obs.	115	40	58.07	41.80	49.93	70	16	21	30	35	2.63	0.40	....	6	2	22	W	
MATANUSKA																		
F. E. Rader, Obs.	151	200	55	38.6	46.8	65	14	24	30	30	1.90	0.37	....	6	4	20	SW	
CHICKALOON																		
J. E. Manning, Obs.	188	910	54.2	35.4	44.8	64	3	24	30	36	2.00	0.60	....	8	3	19	NE	
TALKEETNA																		
J. F. Coffey, Obs.	227	366	54.36	38.06	46.21	69	6	22	30	39	4.99	0.79	....	10	4	16	N	
INDIAN RIVER																		
A. F. Stowe, Obs.	266	735	51.60	36.20	43.90	67	5	20	30	36	7.44	1.40	....	6	2	22	NE	

# ALASKA RAILROAD RECORD

VOL. III. ANCHORAGE, ALASKA, TUESDAY, OCTOBER 21, 1919.

NO. 50

## WORK OF CONSTRUCTING SNOWSHED AT MILE 75.84 NINETY-FIVE PER CENT COMPLETE.

With the exception of the roof and the surcharging the work of building the snowshed located at Mile 75.84 in the Turnagain Arm district of the Anchorage Division of the Government railroad is 95 per cent complete, according to F. A. Hansen, engineer of maintenance of way, in his report for the week ending October 18, submitted to William Gerig, assistant chief engineer of the Alaskan Engineering Commission. The work of constructing the roof is 43 per cent complete and the work of surcharging, 20 per cent complete, according to the report.

The work of erecting all the posts and braces for the shed, with the exception of post "F" was completed on October 14.

The progress on this snowshed up to the close of work on October 18, is shown by the following figures:

Excavation for foundations, 4850 cubic yards, 95 per cent of total required; framing (superstructure) 612,000 feet, board measure, 95 per cent of total required; framing, cribbing, 11,400 feet, board measure, 80 per cent of total required; erecting cribbing, 11,400 feet, board measure, 80 per cent of total required; erecting sills and blocks, 80,000 feet, board measure, 80 per cent of total required; erecting superstructure, 520,000 feet, board measure, 95 per cent of total required; framing and erecting roof, 182,000 feet, board measure, timber roof, 43 per cent complete; framing and erecting roof, 8000 lineal feet logs, 24 per cent of total required; surcharging roof, 600 cubic yards, 20 per cent of total required.

Nine thousand three hundred and fifty cubic yards of gravel were moved during the week by steam shovel No. 1, Engineer Namur, working in the Turnagain Arm district, according to the report. The material was used in raising grade between Mile 55 and Mile 66. Steam shovel No. 7, Engineer Patten, loaded during the week 2268 cubic yards of gravel, which was dumped for filling at the new ocean dock. This shovel handled during the week 1480 cubic yards of rock, which were taken from the rock storage pile at Anchorage and used in armoring the mole at the new dock.

Extra gang No. 1, working with ditcher No. 2, cast over during the week 2555 cubic yards of material, which was taken from the right-of-way between Mile 212 and Mile 233.

Extra gang No. 3 has practically completed the work of raising track and renewing railroad ties north of Mile 56.

The work of laying the loop track to be used in turning the snow plow at Mile 56 was commenced on October 18.

Three cars loaded with lagging were shipped from the sawmill located in Mile 73 in the Turnagain Arm district during the week, according to the report. Eight cars were loaded during the week in the Turnagain Arm district with construction material for shipment to points on the main line north of Anchorage.

The coyote holes in the rock borrow pit in Mile 56 are ready for loading. The work of building the diversion dike in Mile 56 has been completed by Oscar Lake & Co., the contractors. The work involved the handling of 416 cubic yards of material.

The improvements which are being made to the water supply system at Kern in the Turnagain Arm district are 95 per cent complete.

The work on the new dock during the week consisted in sheathing the pier and in bracing.

## WORK ON SNOWSHED NO. 54-B IN SEWARD DIVISION NOW COMPLETED.

The work of constructing snowshed No. 54-B, located in the Seward Division of the Government Railroad, was completed during the week ended October 11, according to advices received from R. J. Weir, engineer in charge of the Division. A small gang of men remains at work on this shed engaged in back-filling on the roof, according to the report. Forty bents in snowshed No. 54-A were erected during the week and all mudsills for bents Nos. 1 to 109 inclusive, are in place.

Marion steam shovel No. 3, operating intermittently, during the week excavated 896 cubic yards of gravel, which was placed as ballast in Mile 33 and Mile 41. An extra gang working in Mile 40, completed the work of surfacing track in this mile and was moved to Mile 34.

Sakinoff & Co., station contractors working in Mile 33, completed their contract during the week. A total of approximately 6500 cubic yards of rock was moved.

The reconstruction work in tunnel No. 2 is complete.

Nelson & Co., station contractors, are making good progress on the benching work in tunnel No. 3 and are working at both portals and in either direction from the middle. The coyote hole drain in this tunnel is also being cleaned out and improved.

Porter & Co., station contractors, have completed the heading work on tunnel No. 4. The bench work is approximately 50 per cent complete.

Jos. Pradalla & Co., station contractors, have completed

BUY WAR SAVING STAMPS. PRICE THIS MONTH \$4.21.



the heading work on tunnel No. 5, and have completed 90 per cent of the bench work.

No work was done in tunnel No. 6 during the past week. The contractors, Pradalla & Co., being engaged during the entire period reported in working in tunnel No. 5.

Gus Holmlund & Co., station contractors, have completed 72 per cent of the heading work and 40 per cent of the bench work in tunnel No. 7.

Railroad ties for the replacement of track through and between these tunnels were distributed during the week, according to the report.

Trestle bents Nos. 5 to 13, inclusive, have been framed and erected and the stringers have been laid for bridge No. 70 by bridge and building gang No. 4, in charge of Foreman M. L. Peters. This is the north trestle approach. Trestle bents Nos. 1 and 2 are complete and the work of pouring the concrete pier for bent No. 3 is 75 per cent complete. Excavation work for pier No. 4 is complete. Excavation work for the falsework foundation is completed and two falsework bents have been erected.

Bents Nos. 1 to 10, inclusive, of the south trestle approach to bridge No. 75 were erected during the week and the stringers and track have been laid by bridge and building gang No. 5 in charge of Foreman James McGill. Foundation excavation work for pier No. 13 is complete and 50 per cent of the concrete form has been erected. Foundation excavation work for piers No. 14 and No. 15 is 50 per cent complete and for piers No. 16 and No. 17 is complete. The falsework for the construction of the 121-foot deck span for this bridge is in place.

Saella & Co. have completed their contract for grading in Mile 50, Grubich & Co., have completed their work in Mile 48, and Janovich & Co. are making good progress in their work in the revision of the loop in Mile 51.

Two thousand seven hundred and eighty-four cubic yards of gravel were moved by Bucyrus steam shovel No. 4 from Mile 49 and was used in filling bridges No. 71 and No. 74 and in ballasting track. This shovel was operated four and one-half days during the week.

Running repairs were made by the mechanical department during the week to engines Nos. 20, 278 and 285. Satisfactory progress was made on the repair work to the rotary snow plow. New tubes were installed and the boiler was given a hydrostatic test.

The payroll for the past week numbered 646.

#### UNITED STATES SPENT A MILLION DOLLARS AN HOUR DURING THE WAR.

For a period of 25 months, from April 1917, through April 1919, the war against Germany cost the United States considerably more than \$1,000,000 a hour, according to Col. Leonard P. Ayres, chief of the Statistics Branch of the General Staff of the United States Army.

Col. Ayres' report on the cost of the war, in part, is as follows:

For a period of 25 months, from April, 1917, through April, 1919, the war cost the United States considerably more than \$1,000,000 an hour. Treasury disbursements during the period reached a total of \$23,500,000,000, of which \$1,650,000,000 may be charged to the normal expenses which would have occurred in time of peace. The balance may be counted as the direct money cost of the war to the end of April, 1919, a sum of \$21,850,000,000. The figure is 20 times the prewar national debt. It is nearly large enough to pay the entire costs of our Government from 1791 up to the outbreak of the European war. Our

expenditure in this war was sufficient to have carried on the Revolutionary War continuously for more than a thousand years at the rate of expenditure which that war actually involved.

In addition to this huge expenditure loans were advanced to the Allies at the rate of nearly half a million dollars an hour. Congress authorized for this purpose \$10,000,000,000, and there was actually paid to various Governments the sum of \$8,850,000,000.

Of the United States Government war costs, the Army was responsible for the expenditure of 64 per cent, or just short of two-thirds of the entire amount. Through April 30, 1919, there has been with drawn from the Treasury on the Army account \$14,244,061,000. If there is deducted from this figure what would be the normal expenditure for a peace-time Army for a similar period there remains a total of \$13,930,000,000 directly chargeable to the war.

The rate of expenditure for the Army and for the entire Government increased rapidly as the war progressed.

During the first three months war expenditures were at the rate of \$2,000,000 per day. During the next year they averaged more than \$22,000,000 a day. For the final 10 months of the period the daily total reached the enormous sum of over \$44,000,000. The very high daily average in the last period, most of which is in the months after the termination of hostilities, is surprising until we consider that the building of ships for the Emergency Fleet Corporation, the construction and operation of naval vessels, the food, clothing, pay, and land and ocean transportation of the Army have had to go forward at about the same rate as during the war. The great flow of munitions and supplies for the Army and Navy could not, out of regard for the industrial balance of the country, be stopped with too great abruptness. A considerable number of war-time activities and purchases had still to be paid for as well.

The following table shows the amounts expended by each important Army bureau. The Quartermaster Corps, which paid the soldiers and furnished them with food, clothing, equipment, and miscellaneous supplies, spent the most. The Ordnance Department was next in order, with over \$4,000,000,000 for munitions, more than half of its expenditure being for artillery ammunition.

Expended to  
Apr. 30, 1919.

Quartermaster Corps:	
Pay of the Army, etc.	\$1,831,273,000
Other Quartermaster Corps appropriations	6,242,745,000
Ordnance department	4,087,347,000
Air service	859,291,000
Engineer corps	638,974,000
Medical department	314,544,000
Signal corps	128,920,000
Chemical warfare service	83,299,000
Provost Marshal General*	24,301,000
Secretary's office and miscellaneous*	33,367,000
Total	\$14,244,061,000

\*Figures are for Dec. 31, 1918. Expenditures since that date for these purposes have been small compared with other items in table.

The total of our Army expenditures shown in the above table about equals the value of all the gold produced in the whole world from the discovery of America up to the outbreak of the European war. The single item of pay for the Army is larger than the combined salaries of

all the public-school principals and teachers in the United States for the five years from 1912 to 1916.

As a result of the war efforts large quantities of munitions, supplies, and equipment have been secured which will be of value for many years to come. The Army now owns some of the finest docks in the world. The 16 National Army cantonments and 3 of the National Guard camps will be retained permanently as training camps. A number of first-class aviation fields and depots and balloon schools will be a permanent asset. We have stocks of most articles of clothing sufficient to last our Army for a number of years. There is a large supply of standardized trucks.

As to rifles and machine guns and their ammunition, light and heavy artillery and ammunition, tanks and tractors, of these we have a supply more than sufficient to equip fully an army of a million men and maintain them in active combat for six months. These munitions are of the best quality and latest design—Springfield and Enfield rifles; Browning machine guns and automatic rifles; field guns and howitzers of tried French design. Articles of miscellaneous equipment are available in like quantity and quality.

Thousands of Liberty motors and service planes are immediately available for any emergency. Engineer, signal, and medical equipment is on hand to the value of millions of dollars.

All these are lasting assets which we have as a result of war expenditures. They give us a most valuable equipment for preparedness in the Military Establishment.

The total direct war costs amount to about \$186,000,000,000, and of this sum the enemy countries spent about one-third and those on the allied side about two-thirds. Germany spent more than any other nation, and was closely followed by Great Britain, whose expenditures include those of her colonies. The figure for France is \$12,000,000,000 less than that for Great Britain, and our own figure is below that for France. The Austrian expenditure was almost equal to that of the United States. It is noteworthy that the United States spent about one-eighth of the entire cost of the war and something less than one-fifth of the expenditures on the allied side.

#### Summary.

1. The war cost the United States considerably more than \$1,000,000 an hour for over two years.
2. The direct cost was about \$22,000,000,000, or nearly enough to pay the entire cost of running the United States Government from 1791 up to the outbreak of the European war.
3. Our expenditure in this war was sufficient to have carried on the Revolutionary War continuously for more than 1100 years at the rate of expenditure which that war actually involved.
4. In addition to this huge expenditure nearly \$10,000,000,000 have been loaned by the United States to the Allies.
5. The Army expenditures have been over \$14,000,000,000, or nearly two-thirds of our total war costs.
6. During the first three months our war expenditures were at the rate of \$2,000,000 per day. During the next year they averaged more than \$22,000,000 a day. For the final ten months of the period, from April 1917, to April, 1919, the daily average was over \$44,000,000.
7. Although the Army expenditures are less than two-thirds of our total war costs, they are nearly equal to the value of all the gold produced in the whole world from the

discovery of America up to the outbreak of the European war.

8. The pay of the Army during the war cost more than the combined salaries of all the public-school principals and teachers in the United States for the five years from 1912 to 1916.

9. The total war costs of all nations were about \$186,000,000,000, of which the Allies and the United States spent two-thirds and the enemy one-third.

10. The three nations spending the greatest amounts were Germany, Great Britain, and France, in that order. After them come the United States and Austria-Hungary, with substantially equal expenditures.

11. The United States spent about one-eighth of the entire cost of the war, and something less than one-fifth of the expenditures of the allied side.

#### EMPLOYEES OF UNCLE SAM AID IN POPULARIZING WAR SAVINGS STAMPS.

The letter carriers of the country, who did such notable work during the war in furthering the sale of Thrift and War Savings Stamps, and who in many cities have continued their work enthusiastically during 1919, pledged their continued hearty support to the National Thrift and Savings campaign in their recent convention in Philadelphia.

The letter carriers took cognizance of the effectiveness of practices of thrift as a cure for the present evils of high living costs and passed a resolution pledging their entire membership to bringing to public attention the necessity for the continued observation of the cardinal principles of thrift, which are steady saving, wise buying, and safe investment.

The resolution was as follows:

"WHEREAS, The Government has launched a campaign to aid the reconstruction period, through reawakening in the mind of the people the practice of thrift as a National Characteristic, and

"WHEREAS, Letter carriers of the United States, having been actively engaged in the sale of these stamps, and have full knowledge that the people of the United States consider this a popular plan of saving, and

"WHEREAS, This campaign is being carried on through the formation of War Savings Societies and through the purchase of War Savings and Thrift Stamps, and

"WHEREAS, Thrift is the foundation upon which the future prosperity of the Nation must be built, and

"WHEREAS, The extraordinary financial demand which the War has placed on the Government; therefore be it

"RESOLVED, That the Convention most heartily endorse this campaign and urge upon its members the necessity of awakening the minds of the public by the sale of Thrift Stamps. Further,

"RESOLVED, That we pledge the entire membership to make this campaign successful.

#### CONSULTING ENGINEER FOR ALASKAN ENGINEERING COMMISSION DEPARTS FOR SEATTLE.

William C. Edes, consulting engineer for the Alaskan Engineering Commission departed Sunday for Seward on the Government Railroad en route to Seattle.

Mr. Edes is accompanied by Mrs. Edes. They will wait in Seward until the S. S. Admiral Watson returns from her voyage to the westward.

## 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.

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

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.

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### OFFICIAL CIRCULAR

Anchorage Division.

#### CLOCKS TURNED BACK ONE HOUR.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Oct. 20, 1919.

General Circular No. 5:

TO ALL CONCERNED:

Effective at midnight October 26, 1919, all clocks and watches will be turned back one hour.

Kindly be governed accordingly.

F. MEARS,  
Chairman and Chief Engineer.

#### ELEVEN HUNDRED AND FORTY DOLLARS RECEIVED FROM SALE OF TALKEETNA LOTS.

One thousand one hundred and forty dollars was received from the sale of lots in the Talkeetna townsite on Thursday, October 16, when 80 lots were sold by R. D. Chase, special disbursing agent of the Alaskan Engineering Commission, who acted as superintendent of sale. The average price per lot was \$14.25.

Of the 80 lots sold, 39 were sold by public competitive bidding and realized \$615.00 and 41 were sold to persons claiming preference rights by reason of having made permanent improvements upon the lots purchased, prior to the date of the townsite survey in September 1918, and realized \$525.00. No improvements of any kind are located upon any of the lots included in the 39 sold at public auction.

All of the lots sold were paid for by the purchasers in full and in no case was advantage taken by the purchasers to make the initial payment and the balance of the purchase price in one year after date of sale.

Previous to the sale Mr. Chase outlined the general conditions under which the sale of lots would be conducted. His remarks were as follows:

"In inaugurating the sale of lots in this townsite today, in order to avoid any misunderstanding in the future, it is only proper to call your attention to one or two matters that should be made entirely clear in the minds of prospective purchasers of property here.

"First—That it was solely at the urgent request of various people who reside here, that this survey was made and this sale undertaken. These people represented that they desired definite locations for their homes, places of

business, etc. Neither the Alaskan Engineering Commission, nor any other federal authority, had any connection with the establishment of this townsite, other than a proper response to these expressed wishes of people who resided here, and it must be clearly and distinctly understood that neither the Alaskan Engineering Commission, nor any other federal or territorial authority, is to be considered as making any promise, express or implied, with respect to any improvements to be made in the town or any activity in this locality. There is no law that would authorize the Alaskan Engineering Commission to expend one cent of its appropriations for any municipal work in this town, nor do the laws or regulations provide that any of the moneys received from the sale of lots can be used for that purpose. Now, the reason for making this statement at this time may not be clear to you, and I will explain that in some instances in the past certain individuals in some of the railroad townsites have, subsequent to the sale, made reference to certain alleged promises said to have been made at the time of the sale regarding municipal improvements and the expenditure of moneys on the part of the Government. The rights purchased here today in lots, are in lots as they now stand, no more, no less, and any improvements in the town which may be found desirable or necessary, must be undertaken by the property holders among themselves.

"Second—At certain times of the year, various parts of the town will be overflowed from the river. This is a condition that prevails in many river towns in Alaska. Most of you know all about it and I mention it merely, as another matter in which neither the Alaskan Engineering Commission nor other federal authority makes any promise of relief express or implied or about which they assume any responsibility or obligation. This is a condition which you will have to care for and consider in your selection of lots and offers made.

"Third—Purchases for purely speculative purposes, should any develop during the sale, will be discouraged and prevented so far as the laws and regulations will permit. The purpose of this sale is principally to permit present and prospective residents, desiring to actually make use of the lots they purchase, to secure definite rights to such property as they may require and can use. Those residents who made improvements prior to the survey have been given an opportunity to purchase the lots covered by their improvements at a most reasonable figure and without competition. Others will find ample opportunity to secure sufficient land for all reasonable requirements in an open competitive sale, but no effort will be made to induce any one to buy more than he can properly use.

"Just one more thing—Shortly after my arrival here yesterday I learned that some criticism had been made to the effect that certain persons were securing too many lots under the preference right provisions of the regulations. It might be well to explain that the regulations on this subject in no way limit the number of lots that can be claimed by one man under this provision. He must show that the improvements were made on the lots prior to the date of survey, either by himself or by some person from whom he purchased them and that they are and have been continuously used by him or in his possession to this date. These applications are now all here and can now be examined by any one interested and if anyone has any information that would in any way effect the integrity of any one of them, it is not only his right, but his duty to make a proper protest at this time.

"Just a word about the procedure in this sale: The



block and lot number and appraised value of each lot will be announced and bids asked for it. No bid will be received for less than the appraised value, and succeeding bids must be in multiples of \$5.00. One-half of the purchase price must be paid at the sale and the balance in one year from the date of the allowance of the Register of the U. S. Land Office at Juneau. The first payment, however, can not be less than \$10.00.

"Now, in order that there may be no misunderstanding as to what was said at this sale, copies of these remarks will be filed with the proper authorities of the Land Office and with the Alaskan Engineering Commission."

The following is the list of the names of the purchasers together with the lot and block number and the price paid:

Name	Block	Lot	Amt.
Chas. Mack	2	1	\$20.00
Chas. Mack	2	2	10.00
William T. Boyce	2	3	10.00
Matt Gasper	2	4	10.00
Bruno Nauman	2	5	10.00
Frank E. Lee	2	6	15.00
William T. Boyce	2	9	10.00
William T. Boyce	2	10	10.00
Horace W. Nagley	2	11	10.00
Horace W. Nagley	2	12	20.00
Horace W. Nagley	3	1	20.00
Patrick J. McLaughlin	3	3	10.00
Limer Cox	3	5	10.00
Hall & Courtland	3	6	15.00
Hall & Courtland	3	7	15.00
Hall & Courtland	3	8	10.00
Guy L. Kennedy	3	9	10.00
Horace W. Nagley	3	10	10.00
Horace W. Nagley	3	11	10.00
Horace W. Nagley	3	12	20.00
Joseph Krummenacher	4	3	10.00
Richard O'Rork	4	4	10.00
Roy Swanson	4	8	15.00
Bruno Naumann	4	12	10.00
Charles Wolff	5	12	10.00
Clarence Brannon	10	1	25.00
Alonzo E. Wells	10	2	15.00
David H. Lawrence	10	3	15.00
Charles A. Berg	10	6	15.00
Horace W. Nagley	10	7	25.00
Mrs. Rose Kinsman	10	8	15.00
Wm. Turner	10	9	10.00
John Wilson	10	12	10.00
Thomas L. Owens	13	1	15.00
John D. Ferguson	13	2	10.00
John D. Ferguson	13	3	10.00
Ole Dahl	13	6	10.00
Ole Dahl	13	7	10.00
Harry R. Brown	13	9	10.00
Helmer Ronning	13	12	10.00
Helmer Ronning	13	13	10.00
Richard O'Rork	4	1	15.00
Richard O'Rork	4	2	10.00
Thomas F. Roberts	9	7	15.00
John F. Tompkins	9	12	10.00
Andrew Andresen	11	11	15.00
Thomas P. Weatherell	11	12	15.00
Chas. F. Griffith	11	13	15.00
John F. Coffey	11	14	35.00
Horace W. Nagley	12	8	20.00

Name	Block	Lot	Amt.
Joseph King	12	9	10.00
George P. Perkins	12	10	10.00
Charles Harper	12	11	10.00
Oscar E. Hillman	12	12	10.00
Anna Peterkin	12	13	10.00
Joseph King	12	14	10.00
Will A. Johnson	12	15	10.00
Harry R. Brown	12	16	10.00
James F. Major	12	17	10.00
George P. Perkins	12	18	10.00
Matt Gasper	12	19	10.00
Hall & Courtland	12	20	10.00
Hall & Courtland	12	21	55.00
Helmer Ronning	13	11	10.00
Frank E. Lee	13	11	10.00
Harry R. Brown	20	5	10.00
Harry R. Brown	20	6	10.00
Bruno Nauman	20	7	15.00
Horace W. Nagley	20	8	10.00
Horace W. Nagley	20	9	10.00
Bruno Nauman	20	10	40.00
Horace W. Nagley	20	11	45.00
Horace W. Nagley	20	12	25.00
Horace W. Nagley	20	13	25.00
Charles Seaman	20	14	10.00
Walter Leech	20	15	10.00
Walter Leech	20	16	10.00
Horace W. Nagley	22	1	15.00
Anna Peterkin	23	1	15.00
Horace W. Nagley	23	2	15.00

#### DEPARTMENT OF INTERIOR COOPERATES WITH BOARD FOR VOCATIONAL TRAINING.

In order that there might be the fullest cooperation between the Department of the Interior and the Federal Board for Vocational Education in the training of disabled soldiers, sailors, and marines, Franklin K. Lane, Secretary of the Interior, has addressed a letter of authorization to the heads of all bureaus of the Interior Department, directing that they lend their assistance in furthering the plan adopted by the Federal Board for Vocational Education in the matter of training disabled participants in the Great War.

The letter of the Secretary follows:

To Heads of Bureaus and Institutions:

The attached circular of August 1 has been prepared by the Federal Board for Vocational Education after consultation with representatives of the Departments of Agriculture, Commerce, and Labor, and the Civil Service Commission. The scheme outlined therein meets with the full approval of this Department, and all bureaus, divisions, and offices are authorized and directed to cooperate with the Federal Board to the fullest possible extent in the plan for training disabled soldiers, sailors, and marines.

Copies of these accompanying circulars should be transmitted promptly to all officers and employees who may be in a position to cooperate in this work, for their information and guidance, and the Chief Clerk of the Department should be advised of the number of copies required.

(Signed) FRANKLIN K. LANE, Secretary.

The circular of August 1, referred to in Secretary Lane's letter which was prepared by the Board for Vocational Education follows:

### Joint Departmental Circular and Authorization.

The Federal Civil Service regulations have been amended by an executive order of the President. The regulations, as amended, place upon the Federal Board for Vocational Education the responsibility of testing, training, and certifying to the United States Civil Service Commission disabled soldiers, sailors and marines who desire to enter Civil Service employment. The amended regulations permit the fullest cooperation of Government agencies with the federal board, in the vocational rehabilitation of men disabled in the war against Germany.

Everybody desires to cooperate with the federal board in the discharge of its duties to men disabled in the service. Individuals and private institutions are working with the federal board in a most patriotic way. The Government departments have been desirous of lending full cooperation. This is now possible because of the removal of certain restrictions.

Arrangements for meeting this changed situation have been worked out by representatives of the federal board and the United States Civil Service Commission and stated in a publication of the federal board designated as C. L. H. No. 55, a copy of which is attached hereto. Additional copies of this circular letter can be obtained by addressing the Federal Board for Vocational Education, Washington, D. C.

The federal board proposes to discharge its obligations under the amendments to the Civil Service regulations through cooperative arrangements with the Government departments and through the expert advice, counsel, and assistance of Government officials and employees.

The amended regulations permit the Civil Service Commission to exempt a disabled soldier, sailor or marine from the physical requirements providing he has been tested or trained, and certified by the Federal Board for Vocational Education. The executive order also permits the federal board to utilize government facilities and the services of Federal officers and employees in the execution of this provision.

The Federal Board has outlined the procedure set forth herein to reach the ends desired and you are hereby authorized to cooperate with its agents in the execution thereof.

You are permitted and authorized to arrange with agents of the federal board to try out disabled soldiers, sailors and marines by a practical test on the job to determine if the disabled man has the physical ability to perform the work required. If the test indicates that the man can qualify physically, you are authorized to arrange with the federal board to train the man "on the job" for the work he is to perform, providing this kind of training, in the opinion of the federal board, is desirable and feasible and, in your opinion, is not seriously detrimental to the public service. If such training is deemed to be seriously detrimental to the public service, a detailed report giving the reasons for this decision should be made to the federal board which may submit this report to the department concerned for conference as to the final disposition of the case.

It is not expected that there will be a large number of placement training cases, which means simply that the man is trained on the job by a Government employee or official. Most cases after a try out for physical ability will be trained in established institutions offering suitable courses. Probably not a very large number of cases will need to be tried out by a practical test of physical ability. This question can usually be determined through the joint

action of the federal board and the United States Civil Service Commission.

This is simply and solely a "try out" and "training" proposal of the federal board and does not imply that the person being tried out for physical ability, or trained to perform the detailed work of a position, will be placed in the specific position in which he is tried out or trained, but in a like position elsewhere, by regular methods, under the amended civil service regulations and Vocational Rehabilitation Act.

Men being tried out or trained as set forth herein will receive no remuneration from the Government other than the stipulated sums paid by the federal board under the provisions of the amended Vocational Rehabilitation Act.

Any arrangements entered into for placement training should be submitted to the Federal Board for Vocational Education, Washington, D. C., through the Federal Board district office. Before any further action is taken, the federal board, through a designated representative, will confer with the person delegated by the department concerned to represent it in these matters. If the agreement receives the joint approval of the department representative and the federal board, the placement training can begin under the agreement.

No further formal arrangements will be required to test or "try-out" a man's physical ability to do the work of a specified job. This can be done by mutual agreement between the local representatives of the federal board and the Government agency concerned, acting under this authorization. "Test" and "try-out" cases need to be referred to Washington only when it is impossible for local representatives to agree, or when the test is likely to be prolonged so that it amounts in reality to placement training.

The circular designated as C. L. H. No. 55, prepared by H. L. Smith, chief, Division of Rehabilitation, in which the amendments to the Civil Service Regulations are set forth, is as follows:

1. The Civil Service Regulations have been amended. Two important changes which affect disabled soldiers, sailors and marines have been made.

(a) The Civil Service Commission may exempt a man tested, trained and certified by the federal board from the physical requirements of the Civil Service regulations. (See paragraph 8, (b).)

(b) The federal board may utilize Government facilities and the services of federal offices and employees in the training and testing of disabled men. (See paragraph 8, (a).)

2. These changes have been made to give effect to the law imposing upon the Federal Board the duty of rehabilitating disabled men and are in harmony with the preferences extended to veterans in appointments to the Civil Service by Public Acts 275, 325 of the Sixty-fifth Congress. (See paragraph 7, (a) and (b).)

3. This circular is sent at this time mainly to acquaint the district offices with the progress that has been made regarding training for Government positions. The President's authorization in no sense constitutes an order on subordinate Government officials anywhere to carry on this training. District officers should be free, when advisable, to negotiate with such officials on a purely tentative basis. If such officials are willing to go ahead and make arrangements, they can be carried out at once. If such officials say, as probably many of them will, that they must have authorization from their departments in Washington, negotiations should cease. Officials should be asked not to

write to Washington, because the federal board is now taking up with the various department heads at the Capital a plan for cooperation, which can be carried on throughout the country with the approval and direction of such departments.

4. The federal board has entered into a working arrangement with the Civil Service commission, whereby these changes in regulations can be made effective for the testing and training of disabled men for civil service positions.

5. To carry out the plan it will be desirable in many cases to utilize Government agencies. As the federal board finds it necessary in many cases to request private employers of labor, and owners of manufacturing establishments, to admit as students soldiers undergoing rehabilitation, it would not be consistent to exclude those soldiers from similar establishments under Government control.

6. Where a person coming within the provisions of either of the statutes referred to below (see paragraph 7) can comply with the physical standards in effect for the examination for which application is made, his case will require no special action. Where it is apparent to the Civil Service Commission that his physical condition is such that he would not ordinarily be accepted, the case will be referred to the Federal Board for Vocational Education. The board will then decide whether it is practicable to educate him for the position sought. If considered practicable, the rehabilitation and education will be given and, when completed, certification of that fact will be made to the Civil Service Commission. Where the board does not consider it desirable to attempt the education for the position sought, other positions will be considered and suggested to him, but he will not be admitted to the one for which his physical condition constitutes an irremediable bar.

7. The bases of these modifications to the Civil Service regulations are found in two enactments of the Sixty-fifth Congress.

(a) Public Act 275 is,

"That all former Government employees who have been drafted or enlisted in the military services of the United States in the war with Germany shall be reinstated on application to their former positions, if they have received an honorable discharge and are qualified to perform the duties of the position."

(b) The language of Public Act 325 provides:

"That hereafter in making appointments to clerical and other positions in the executive departments and in independent governmental establishments preference shall be given to honorably discharged soldiers, sailors and marines, and widows of such, if they are qualified to hold such positions."

8. The text of the changes to Civil Service regulations follows:

(a) The executive order of October 13, 1905 has been amended to read:

"No officer or employee of the government shall, directly or indirectly, instruct or be concerned in any manner in the instruction of any person or classes of persons, with a view to their special preparation for the examinations of the United States Civil Service Commission. The fact that any officer or employee is found so engaged shall be considered sufficient cause for his removal from the service: Provided, that this order shall not be so construed as to prevent the Federal Board for Vocational Education from utilizing the Government facilities and the services of federal officers and employees where such facilities or serv-

ices may be necessary or useful in enabling that board to carry out the duties imposed upon it by law.

(b) Civil Service Rule V has been amended by the addition of the following proviso to clause b of section 4:

"Provided, that the commission may, in its discretion, exempt from the physical requirements established for any position a disabled and honorably discharged soldier, sailor, or marine upon the certification of the Federal Board for Vocational Education that he has been specially trained for and has passed a physical test demonstrating his physical ability to perform the duties of the class of positions in which employment is sought."

9. The change in Rule V authorizes the Civil Service Commission to accept as adequate the certificate of the Federal Board for Vocational Education that a person has been so trained and tested that the physical defect has ceased to constitute a physical disability to perform the duties of the position sought.

All inquiries from persons in Alaska concerning the plan as adopted by the Board for Vocational Education should be addressed to Mr. C. H. Anderson, District No. 13, 539 Central Building, Seattle, Wash.

#### OPERATING EXPENSES OF ANCHORAGE TOWNSITE AMOUNT TO \$1616.35 FOR SEPTEMBER.

One thousand six hundred and sixteen dollars and thirty-five cents was the amount of money expended during September to defray the maintenance and operation expenses of the Anchorage townsite, according to figures compiled at the townsite office.

The detailed statement of expenses for the period from July 1 to September 30, 1919, is as follows:

##### Administration:

Total to August 31, 1919 .....	\$350.64	
Salaries .....	123.11	
Stationery and supplies .....	1.60	
Fuel, light and telephone .....	20.35	
Maintenance buildings and grounds..	5.20	\$500.90

##### Fire Protection:

Total to August 31, 1919 .....	\$1,476.90	
Salaries .....	455.42	
Maintenance of team .....	71.36	
Maintenance equipment & hydrants .....	443.95	
Maintenance buildings and grounds .....	1.10	
Fuel, light and telephone .....	22.40	
Miscellaneous supplies .....	1.58	2,472.71

##### Maintenance of Streets and Alleys:

Total to August 31, 1919 .....	419.85	
Month of September, 1919 .....	111.67	531.52

##### Sanitation:

Total to August 31, 1919 .....	853.16	
Disposal of garbage .....	319.86	
Inspection .....	4.00	
Maintenance of sewers .....	27.60	
Superintendence .....	18.15	1,222.77

Total .....\$4,727.90

#### DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements of the office of the Anchorage Division of the Alaskan Engineering Commission for the week ended October 14, 1919, totaled \$57,424.65. Salaries and wages were \$54,914.34; purchase orders, \$1394.70; construction contracts, \$100.25; compensation, \$339.64; steamship account, \$322.83; special deposit account, \$17.00, and other expenses, \$325.89.



### PRESIDENT URGES SCHOOL CHILDREN TO JOIN JUNIOR RED CROSS ORGANIZATION.

The Junior Red Cross, the organization which is the children's and teachers' department of the American Red Cross, has received the approval of President Wilson, who has issued a proclamation in relation to the enrollment campaign, which is now being carried on.

The President's proclamation is as follows:  
To the School Children of the United States:

Two years ago, as President of the United States and as President of the American Red Cross, I addressed to you a letter in which I advised you to enroll in the newly organized Junior Red Cross, and I explained to you some of the ways in which the Junior Red Cross would help you to be useful to your country and to the children of those countries which were associated with us in a great war against a powerful enemy. Millions of you did join the Junior Red Cross and worked hard and what you did is warmly appreciated by the whole country.

Now, by the blessings of God and through the faithful performance of duty by our soldiers and sailors and the soldiers and sailors of the countries by whose side we fought, a great victory has been won and the war is over, but I am sure that you wish to continue to be useful to your country and to children less fortunate than yourselves. Therefore, I am writing to you at the opening of the new school year to advise you again to join the Junior Red Cross, which has planned a work for peace times even larger and more systematic than the work done during the war.

The Junior Red Cross will instruct you in ideals and habits of service, will show you how to be useful to your school, how to aid the older people in your community in their efforts to promote the health and comfort of the people among whom you live, and how to help children who are still suffering from the effects of the great war in foreign lands invaded by the enemy.

The recent war was the greatest of all wars, not only because more men and nations were engaged in it than in any other war of history, but also because, as a result of it, people have seen a vision of a different kind of world from the world of the past, a world in which nations shall unite for purposes of peace and good will as they formerly united only for war against an armed foe. In working for the children of other nations you will come to understand them better and they will understand and appreciate you more.

Your education will not be complete unless you learn how to be good citizens, and the Junior Red Cross plans to teach you simple lessons of citizenship through its organization and its activities. It is your generation which must carry on the work of our generation at home and abroad, and you cannot begin too soon to train your minds and habits for this responsibility. By doing what you can to make happier the people of your own neighborhood, your state, our country and also the people of other lands, you will make yourselves happier.

(Signed) **WOODROW WILSON.**

### TUG ANNE W. ARRIVES IN ANCHORAGE FROM SEWARD.

The tug Anne W., which departed from Anchorage on October 8 with a barge loaded with coal consigned to the Alaskan Engineering Commission at Seward and barge No. 106 consigned to Jensen & Co. at Halibut Cove in Cook

Inlet, returned to Anchorage from Seward on October 16.

The S. S. Admiral Watson arrived in Anchorage from Seattle October 21 with 10 first class passengers and 497 tons of freight, of which 387 tons were consigned to the merchants of Anchorage and 110 tons to the Alaskan Engineering Commission. Of the freight consigned to the Alaskan Engineering Commission 53 tons consisted of meats and 57 tons of general merchandise supplies.

The power boat Alaska arrived in Anchorage from the Chickaloon Flats at 8.35 o'clock p. m. on October 18, with Frank W. Redwood, president of the Anchorage Chamber of Commerce, who has been hunting big game on the Kenai peninsula during the past two weeks.

### WEEKLY FORCE REPORT.

#### Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payroll Saturday, October 11, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	5	1	7
Drafting .....	0	4	0	4
Bridge Engineer .....	1	0	0	1
Land and Industrial .....	0	2	0	2
M. of W. Shops and Yards .....	2	5	44	51
Track, Bridge and Ballast .....	2	7	373	382
Receiving and Forwarding Agt. ....	1	3	8	12
Machine Shop and Roundhouse ..	1	3	58	62
Marine Ways .....	1	1	30	32
Stores and Material Yard .....	1	8	54	63
Employment bureau and Ter- minal Mess .....	0	2	14	16
Transportation .....	1	11	39	51
Disbursing Office .....	1	5	0	6
Accounting .....	1	10	0	11
Base Hospital .....	1	1	9	11
Townsite .....	0	1	6	7
Telegraph and Telephone .....	1	6	30	37
Mining .....	2	5	111	118
Location Surveys, Broad Pass....	1	2	7	10
	18	81	784	883
Stationmen .....				7
Total .....				890

### TRACK LAYING OPERATIONS IN FAIRBANKS DIVISION CONTINUE.

Three and thirteen hundredths miles of track were laid on the Government Railroad in the Fairbanks Division during the week ended October 11, according to telegraphic advices received from Frederick D. Brown, engineer in charge of the Division, by F. Mears, chairman and chief engineer of the Alaskan Engineering Commission.

Of the track laid 1.03 miles were laid in the district north of the town of Nenana and 2.10 miles in the district south of Happy. Track was laid north of Nenana to Mile 436.72 and south from Happy to Mile 445. The gap between railheads at the close of work on October 11 was 8.28 miles.

Money received from Liberty Bonds bears no interest. The only way to make such money earn money is to invest in War Savings Stamps. Price this month \$4.21.

# ALASKA RAILROAD RECORD



VOL. III. ANCHORAGE, ALASKA, TUESDAY, OCTOBER 28, 1919.

NO. 51

## ENGINEER OF MAINTENANCE OF WAY MAKES WEEKLY PROGRESS REPORT.

## SHOOFLY LOCATED IN MILE 51 IN SEWARD DIVISION COMPLETED.

Five thousand six hundred and fifty-four cubic yards of gravel were loaded during the week ended October 25, by steam shovel No. 1, Engineer Namur, working in Mile 56, according to the report of F. A. Hansen, engineer of maintenance of way to William Gerig, assistant chief engineer of the Alaskan Engineering Commission. The material loaded was used in raising grade between Mile Post 55 and Mile Post 56. Steam shovel No. 7 is being repaired at the Anchorage repair shops and when the work is completed the shovel and crew will be sent to Mile 236 on the main line of the Railroad north of Talkeetna.

Twenty-five thousand cubic yards of rock were moved on October 24 by exploding 700 kegs of powder in Mile 56. The material moved will be used in riprapping at bridge heads and in riprapping the embankment below the Spencer Glacier.

Three thousand cubic yards of material were handled by extra gang No. 1 working with ditcher No. 2 during the week. Approximately one-half of the material was cast over and approximately one-half handled by dump cars.

Extra gang No. 3 was engaged during the week in raising track in Mile 56 and in moving approximately 2000 feet of steam shovel track in the same mile from the flat into the ditch recently dug by the steam shovel and which will be used as a loading track on the second cut. The work of constructing the loop track in Mile 56 to be used for turning the snow plow was completed during the week, according to the report. This track is 3600 feet in length. The gang which was engaged in the construction of this track is now occupied in the construction of the shoofly track at Mile 71½.

Satisfactory progress was made during the week in the work of constructing the snow shed located at Mile 75.84. Weather conditions were favorable and no delays were experienced. With the exception of the surcharging and a small portion of the roof, the work of constructing this shed is practically complete. At the close of work on October 25 the work of erecting the roof was 75 per cent complete and the work of surcharging was 40 per cent complete.

Bridge and Building Gang No. 5 was engaged during the week in the work of decking the pier of the new dock.

The turnouts for the temporary spurs located in Mile 67 and in Mile 68 were taken up.

The work of improving the water supply system at Korn in the Turnagain Arm district was completed during the week, according to the report.

The work of constructing the shoofly located in Mile 50 and in Mile 51 in the Seward Division of the Government Railroad was completed during the week ended October 20, according to the report of R. J. Weir, engineer in charge of the Division. The work was done by Enstrom & Co., contractors. The work of laying steel is 62 per cent complete and the work of laying the railroad ties 100 per cent complete, according to the report. This shoofly which is 2984 feet in length on a 4.0 per cent grade was constructed for the purpose of cutting off the loop in Mile 50 during the time required for the work of revision and the repair work to bridge No. 77, bridge No. 78 and bridge No. 79. The loop in this mile is 6953 feet in length on a 2.2 per cent grade, so that the shoofly cuts off 3969 feet of main line.

Rochen & Co. have completed the cuts and fills on both sides of the switchback in Mile 49 and have about 200 feet of fill to make on the tail of it.

Saella & Co. have completed the grading in Mile 49 and Mile 50 and will be engaged during the coming week in lining and surfacing the track to the reconstructed grade.

Additional material was placed in the fill of bridge No. 74 to replace settling during the recent heavy rains and the fill has been well tamped in order to make the operation of a rotary over it safe during the coming winter.

The work of filling that part of bridge No. 75 approach, which is being replaced by a fill, is 95 per cent complete and track over the completed portions of the fill is being raised to the level of the south approach on the new bridge structure.

Marion steam shovel No. 3 excavated during the past week 1720 cubic yards of ballast from the borrow pit located in Mile 38. The material was spread in Mile 32 and Mile 33, in which miles 7000 lineal feet of track have been lifted and lined by the extra gang and placed in good condition for winter service.

Nelson & Co., contractors, have completed 100 per cent of the heading work in tunnel No. 3 in Mile 52 and 70 per cent of the bench work.

Porter & Co., contractors, have taken out 100 per cent of the heading in tunnel No. 4, and 65 per cent of the bench.

Pradalla & Co., contractors, have completed their heading work in tunnel No. 5 and have taken out 96 per cent of the bench.

Pradalla & Co. also have the work of heading

and the bench work in tunnel No. 6, 98 per cent complete. Holmlund & Co., contractors, have the work of heading in tunnel No. 7, 73 per cent complete, and the work of taking out the bench 50 per cent complete.

Trestle bents Nos. 1 and 2 in bridge No. 70 were finished during the week by bridge and building gang No. 4, M. L. Peters foreman. Concrete forms have been erected and footings poured for foundation pier No. 4, which is the south abutment for the 121-foot deck span.

The south trestle approach to bridge No. 75 is practically complete, the first ten bents having been erected by bridge and building gang No. 5, Jas. McGill foreman. Excavation work for bents Nos. 14 and 15 is 50 per cent complete, and the concrete forms have been erected on bents Nos. 16 and 17 and are ready for pouring. Excavation work on bents Nos. 18, 19 and 20 is 75 per cent complete and the work on bents Nos. 21 and 22 is about 75 per cent complete. The work of removing the old Alaska Northern 120-foot truss was commenced October 20.

Two thousand one hundred and ninety-two cubic yards of material were moved by the Bucyrus steam shovel No. 4 from Mile 49 and the material was used in filling bridge No. 74 and bridge No. 75 and in ballasting track. This shovel was operated only three days of last week.

Diviyak & Co. have completed all fills in their section from bridge No. 68 to bridge No. 69 in Mile 48.

Pasquale & Co. have taken a new contract in Mile 48 and are making satisfactory progress with the work.

Janovich & Co., station contractors, have opened up grading on both ends of a rock cut in the revised line of the loop in Mile 51, and are making good progress. Radish & Co. have completed their contract in Mile 51 and the reconstruction work on the track between Mile Post 51 and Mile Post 52 is now complete.

Posts Nos. 1, 2, 3, 4, 5 and 6 for snowshed No. 54-A are erected in place for bents Nos. 6 to 109 inclusive, and posts Nos. 1, 2, 3 and 4 of bents Nos. 1 to 5, inclusive, are in place, according to the report. The remaining posts will be in place early in the coming week. A small percentage of the roofing is also in place.

Back-filling on snowshed No. 54-B is still in progress and only a small crew of men is being employed on the work. The structure itself was completed last week.

Light running repairs were made during the week to engines No. 275 and No. 285 by the mechanical department.

The payroll force on the Seward Division for the week reported numbered 623.

#### FIGURES COMPILED BY GOVERNOR SHOW ALASKA'S CONTRIBUTION TO NATIONAL TREASURY

Seventeen million six hundred and seventy six thousand and seventy one dollars is the amount of Alaska's financial contribution to the National treasury, during the fiscal year 1919 according to Thomas Riggs jr., Governor of Alaska, in a letter to John W. Hollowell, assistant to the Secretary of the Interior department, in which the Governor shows how much more money Alaska sends to the States than is sent from the States to Alaska.

The letter of Governor Riggs, is as follows:

Hon. J. W. Hollowell,

Assistant to the Secretary,

Department of the Interior,  
Washington.

Dear Mr. Hollowell:

Referring to our recent conversation regarding gov-

ernmental disbursements and receipts in Alaska, I beg to submit a tabulation of such figures as could be obtained in this office. These are neither complete nor entirely accurate, but they are sufficiently so to show we are not barnacles on the "ship of state." The only place at which complete and accurate data may be obtained is in Washington at the various departments.

#### Federal Appropriations for the Fiscal Year, 1919.

Purpose	Amount
Governor, judges, attorneys and marshals.....	\$ 87,000
Governor's office .....	6,000
Repainting executive mansion .....	750
Legislative expenses .....	46,010
Washington-Alaska Cable .....	147,445
Post roads and trails .....	100,000
Mine inspection .....	7,000
Alaskan Engineering Commission .....	5,250,000
Care of insane .....	99,000
Medical relief for natives .....	75,000
Reindeer service .....	6,000
Protection of game .....	20,000
Liquor traffic .....	15,000
Seal fisheries .....	100,000
Mining coal, by Navy .....	1,000,000
Star mail routes .....	255,000
Agricultural experiment stations .....	65,000
Surveyor-general's office .....	18,600
Fisheries service .....	30,400
Yes Bay hatchery .....	8,220
Afognak hatchery .....	8,220
Maintenance fisheries boat "Osprey" .....	5,240
Officers and crew .....	26,000
Investigating mineral resources .....	75,000
Total .....	\$7,665,285

Of the above operations, the Washington-Alaska cable and telegraph system is practically self-supporting; the seal fisheries in 1918 exported seal and fox skins to the value of approximately \$1,000,000; the appropriation for mining coal by the Navy Department of \$1,000,000 was not utilized; a number of the appropriations were not used in their entirety, and, in the case of some items, such as star mail routes, there is a certain return to the government.

No response was received to my request for information regarding the amount of federal income tax collection, but I estimate it for 1918 to have been in the neighborhood of \$15,000,000. Taking this as so, the federal treasury has received the following returns from the Territory for the fiscal year 1919:

Income tax, approximately .....	\$15,000,000
Military cable system .....	570,198
Unused appropriation for mining coal by Navy Department .....	982,750
Confiscated skins, approximately .....	2,559
Receipts from game licenses .....	1,205
National forests, over and above maintenance and expenses .....	59,359
Sales in townsites, timber, etc., public lands, approximately .....	60,000
Total .....	\$17,676,071

In addition to the amounts expended by direct appropriation, the following operations are covered by departmental allocations:

Repair and preservation of public buildings (small).



Expenses of United States marshals, attorneys and judges.

Public health service (small).

Meals for jurors, miscellaneous court expenses.

Support of prisoners.

Weather bureau.

Army, including certain expenses of military cable.

Navy.

Bureau of mines experiment station.

Customs service, partially self-supporting.

Steamboat inspection service (small).

Other mail service, partially self-supporting.

Coast and geodetic survey.

Lighthouse service.

General land office.

There may be other operations which have been overlooked.

It would hence seem that Alaska, far from being a drain on the national treasury, it a most decided asset and that the treasury is annually enriched by a very substantial sum over and above all expenditures in Alaska, made by the Government for any purpose. Of course, the completion of the Government Railroad and the appropriation of \$17,000,000 therefor will temporarily increase Alaska's debit side of the ledger, but this will be made up by increased industry, yielding additional returns to the treasury from taxation.

If Alaska is further assisted to develop and allowed to do so by a liberal administration of her resources, the Territory will undoubtedly forge to the front rapidly and effectively.

Cordially yours.

(Signed) THOMAS RIGGS, JR.

#### SHIPMENTS FROM ALASKA IN SEPTEMBER VALUED AT \$12,722,382.

Shipments of merchandise from the Territory of Alaska to the States during the month of September, 1919, are valued at \$12,772,382 according to the report of John W. Troy, Collector of United States Customs, with headquarters at Juneau.

This amount exceeds the value of the merchandise shipments from the Territory to the States during the preceding month by \$5,504,534. The shipments during the month of August were valued at \$7,267,848.

The report in detail of the Collector of Customs is as follows:

Animals .....	\$	405
Bones, hoofs, horns, etc. ....		1,745
Curios .....		3,385
Fertilizers .....	854 tons	48,673
Fresh-fish, other than salmon .....	982,664 lbs.	96,835
Dried, smoked, or cured fish .....	388,431 lbs.	17,460
Kipperred herring .....	279,936 lbs.	57,527
Pickled fish .....	10,795 lbs.	172,673
Canned salmon .....	51,485,750 lbs.	9,474,015
All other salmon .....		430,006
Clams .....		24,216
Shrimps .....		4,850
*All other fish and fish products .....		819
Furs and furskins (except seal skins) .....		41,670
Gypsum .....	900 tons	3,600
Oils, animal, fish and other .....	770,167 gal.	326,942
Copper ore, matte and regulus .....	6,208,840 lbs.	1,376,257
Lead ore, matte and regulus .....	147,933 lbs.	7,397
Lead bullion .....	12,067 lbs.	602

Tin ore and concentrates .....	40,635 lbs.	5,300
Stone, including marble .....		17,302
†All other articles .....		10,417

Total value of products of Alaska .....	\$12,122,125
Products of the U. S. returned .....	532,124
Total value of foreign merchandise .....	118,083

Total value of shipments of merchandise.....\$12,772,382

\*Including:

Crabs .....	2,300 lbs.	\$780
Canned halibut .....	336 lbs.	39

Total .....

†Items included in "all other articles":

Manufactured furs .....	\$2,087
1,175 hair seal skins .....	1,681
Beluga hides .....	2,690 lbs. 2,690
Whalebone .....	121 lbs. 121
Reindeer meat .....	17,009 lbs. 3,748
Turnips .....	2,500 lbs. 90

Total .....

All shipments to Seattle, Wash., except:

Shipped to Tacoma, Wash.—Copper ore, 7366 tons; gypsum, 900 tons; marble, 682 tons; gold and silver concentrates, 211,849 pounds; fresh fish, 143,998 pounds whale oil 609,746 gallons; fertilizers, 511 tons.

Shipped to San Francisco, Calif.—Salt (pickled) salmon, 4797 barrels canned salmon, 140,956 cases; dried cod-fish, 235,000 pounds.

Shipped to Bellingham, Wash.—Canned salmon, 93,200 cases; pickled fish, 580 barrels.

Shipped to Anacortes, Wash.—Canned salmon, 32,444 cases.

Shipped to Everett, Wash.—Canned salmon, 5430 cases.

Shipped to New York, N. Y.—Canned salmon, 73,934 cases; pickled fish, 1857 cases.

#### TWO HUNDRED AND SEVEN PATIENTS WERE TREATED IN HOSPITAL IN SEPTEMBER.

Two hundred and seven patients received treatment at the Anchorage Hospital during the month of September, according to the report of Dr. J. B. Beeson, chief surgeon for the Alaskan Engineering Commission. These patients spent an aggregate of 268½ days in the hospital. During the month of September no deaths occurred at the hospital, according to the report.

Of the cases reported 119 were dispensary cases, 40 were private cases and 24 were cases classed as members of families of employees of the Alaskan Engineering Commission. Of the patients treated 10 were classed as illness cases and four as injury cases. Two cases were classed as cases coming from branches other of the Government than the Alaskan Engineering Commission.

#### DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements of the office of the Anchorage Division of the Alaskan Engineering Commission for the week ended October 21, 1919, totaled \$14,076.22. Salaries and wages were \$10,198.07; purchase orders, \$528.61; steamship account, \$3322.32; compensation, \$26.66; special deposit, \$30; and other expenss, \$70.56.

What about that Liberty Loan interest?

## 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.

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

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.

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### OFFICIAL CIRCULAR

#### Anchorage Division.

#### ROAD CROSSINGS TO BE TAKEN UP.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Oct. 22, 1919.

Circular No. 67:

#### TO ALL SECTION FOREMEN:

You will take up all road crossings for the winter, and have the material piled neatly on the right-of-way, 10 feet or more, from the nearest rail.

You are directed to remove all rocks, boulders, gravel, etc., inside and outside of the rails, which may interfere with the snow flangers on the locomotives.

JAS. HANAHAN,  
Asst. Supt. in Charge of Track.

#### ADDITIONAL FUNDS CONTRIBUTED FOR RELIEF OF ARMENIAN AND SYRIAN ORPHANS.

Four hundred and eighty dollars have been collected from the employees of the Alaskan Engineering Commission in the Anchorage Division of the Government Railroad, for the relief of the Armenian and Syrian orphans, according to reports received at the office of the Land and Industrial Department of the Engineering Commission, which is handling the relief funds secured from the Government employees.

The list of the departments contributing and the amount of the donations follows:

Accounting department .....	\$ 13.50
Bridge engineer .....	10.00
Commissioner's office .....	22.50
Disbursing office .....	11.50
Dock .....	9.00
Drafting department .....	4.00
Employment office and terminal mess .....	10.00
Land and industrial .....	4.00
Maintenance of way .....	262.25
Marine ways .....	27.25
Mechanical department .....	32.75
Medical department .....	11.00
Stores department .....	28.00
Telegraph and telephone department .....	21.00
Townsite department .....	13.00
H. R. Miller, agent, Birchwood .....	1.50
<b>Total .....</b>	<b>\$480.00</b>

#### TRACK-LAYING OPERATIONS CONTINUE ON FAIRBANKS DIVISION OF RAILROAD.

Six and fifty-eight hundredths miles of track were laid in the Fairbanks Division of the Government Railroad during the two weeks' period ended October 25, according to reports received from Frederick D. Browne, engineer in charge of the Division, by Col. F. Mears, chairman of the Alaskan Engineering Commission.

Of the track laid during this period 1.88 miles were laid in the district south of Nenana and 4.70 miles in the district north of Nenana. The gap between railheads in the district between Nenana and Fairbanks at the close of work on October 25 was 3.42 miles.

With the completion of this section of track which is located south of Happy station, rail communication between the Nenana coal fields and the town of Fairbanks will be established and it is expected that shipments of coal for use of mining operations on the creeks in the vicinity of Fairbanks will be made as soon as the rails are laid.

#### WEEKLY FORCE REPORT.

##### Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payroll Saturday, October 18, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	5	1	7
Drafting .....	0	4	0	4
Bridge Engineer .....	1	0	0	1
Land and Industrial .....	0	2	0	2
M. of W. Shops and Yards .....	2	5	42	49
Track, Bridge and Ballast .....	2	7	375	384
Receiving and Forwarding Agt... ..	1	3	14	18
Machine Shop and Roundhouse.. ..	1	3	55	59
Marine Ways .....	1	1	26	28
Stores and Material Yard .....	1	8	59	68
Employment bureau and Ter- minal Mess .....	0	2	13	15
Transportation .....	1	11	39	51
Disbursing Office .....	1	5	0	6
Accounting .....	1	10	0	11
Base Hospital .....	1	1	9	11
Townsite .....	0	1	6	7
Telegraph and Telephone .....	1	7	30	38
Mining .....	1	5	112	118
Location Surveys, Broad Pass ....	1	2	8	11
	<b>17</b>	<b>82</b>	<b>780</b>	<b>888</b>
Stationmen .....				7
<b>Total .....</b>				<b>895</b>

#### SECRETARY OF THE TREASURY ISSUES INSTRUCTIONS CONCERNING LIBERTY BONDS.

Holders of 4 per cent registered bonds of the First Liberty Loan Converted and of the Second Liberty Loan, may now have their holdings converted into 4½ per cent bonds according to a circular letter sent out by Carter Glass, secretary of the Treasury. All blank forms referred to in the circulars of the Secretary may be secured from the Federal Reserve Bank at San Francisco or from the office of the Secretary of the Treasury at Washington, D. C.

The instructions from the Secretary of the Treasury follow:  
September 2, 1919  
To the Holders of 4 Per Cent Registered Bonds of the

First Liberty Loan Converted and of the Second Liberty Loan:

Your attention is invited to the provisions of Treasury Department Circular No. 137, dated March 7, 1919, as amended and supplemented by the circular dated June 10, 1919, extending the privilege of converting 4 per cent bonds of the First Liberty Loan Converted and of the Second Liberty Loan into  $4\frac{1}{4}$  per cent bonds.

The records of the Treasury Department do not disclose that you have taken any action with respect to converting your holdings of 4 per cent registered bonds. If you desire to take advantage of the extension of the conversion privilege, you should forward your 4 per cent registered bonds at your own risk and expense to the Secretary of the Treasury, Divisions of Loans and Currency, Washington, D. C., or to the Federal Reserve Bank of your district, accompanied by Request for Conversion on Form L & C 25B. Registered bonds presented simply for conversion need not be assigned. On receipt by the Department of the 4 per cent bonds accompanied by the request for conversion, new  $4\frac{1}{4}$  per cent registered bonds will be issued, inscribed in the same manner as the 4 per cent registered bonds surrendered, and will be returned by registered mail without expense to, but at the risk of, the registered owner.

Under the terms of the statute authorizing the extension of the conversion privilege, and of the department circulars herewith inclosed, for the purpose of computing the amount of interest payable 4 per cent bonds presented for conversion are deemed to be converted on the semiannual interest payment date next succeeding the date of such presentation. Accordingly, bonds issued upon conversion pursuant to the extension of the conversion privilege bear interest at the rate of  $4\frac{1}{4}$  per cent per annum from the semiannual interest payment date next succeeding the date of presentation for conversion, and on such interest payment date 4 per cent interest will be paid in regular course as if the bonds had not been presented for conversion. Bonds presented for conversion on an interest payment date will not be deemed to be converted until the next interest payment date.

If you propose to exercise the privilege of converting your registered 4 per cent bonds into  $4\frac{1}{4}$  per cent bonds, prompt action on your part to this end will save congestion at the Treasury Department and the Federal Reserve banks during crowded periods, and will at the same time avoid the loss of interest consequent upon postponing presentation for conversion until the next interest payment date. You should also bear in mind that although no date has been fixed for the suspension or termination of the extended conversion privilege, it may end according to its terms at such date as may be fixed by the Secretary of the Treasury on six months' public notice given in such manner as he shall prescribe.

CARTER GLASS,

Secretary of the Treasury.

Circular No. 137 referred to in the above circular from the Secretary together with the supplement to it are as follows:

Treasury Department,  
Office of the Secretary,  
Washington, March 7, 1919.

To Holders of 4 Per Cent Gold Bonds of 1932-47 of the First Liberty Loan Converted and 4 Per Cent Gold Bonds of 1927-42 of the Second Liberty Loan:

By virtue of the authority conferred upon the Secretary of the Treasury by section 5 of the Victory Liberty Loan Act, approved March 3, 1919, the privilege of converting 4

per centum bonds of 1932-47 of the First Liberty Loan Converted and 4 per centum bonds of 1927-42 of the Second Liberty Loan into  $4\frac{1}{4}$  per centum bonds, which privilege arose on May 9, 1918, and expired on November 9, 1918, is hereby extended, subject to the provisions of this circular, for the period beginning March 7, 1919, and extending at such date as may be fixed by the Secretary of the Treasury on six months' public notice given in such manner as he shall prescribe. Said conversion privilege is described in Department Circular No. 114, dated May 9, 1918, and the provisions of Titles I, IX, X, and XI of said circular, except as herein otherwise provided, shall apply to and govern said conversion privilege as hereby extended.

This circular does not apply to any conversion privilege which arose in favor of the  $3\frac{1}{2}$  per centum bonds of 1932-47 of the First Liberty Loan.

Conversions in the exercise of the conversion privilege as hereby extended may be effected by presentation and surrender of 4 per centum bonds of the First Liberty Loan converted and 4 per centum bonds of the Second Liberty Loan to the respective Federal Reserve Banks in Boston, New York, Philadelphia, Cleveland, Richmond, Atlanta, Chicago, St. Louis, Minneapolis, Kansas City, Dallas, and San Francisco, or to the Secretary of the Treasury, Division of Loans and Currency, Washington. Such bonds so presented and surrendered for conversion must be accompanied by "Request for Conversion" in the form prescribed by the Secretary of the Treasury (Form L and C 25A, copies of which may be obtained from any Federal Reserve Bank or from the Secretary of the Treasury), signed with the respective autograph signatures of the holders of the bonds presented for conversion.

Registered bonds will be delivered upon conversion of coupon bonds if written request therefor be submitted with Request for Conversion. Coupon bonds will be delivered upon conversion of registered bonds if the registered bonds presented for conversion are duly assigned to "The Secretary of the Treasury for conversion and exchange for coupon bonds" on the form appearing on the back thereof; such assignments to be duly executed in the presence of an officer authorized to witness assignments of United States registered bonds. Bonds will be delivered so far as practicable in like denominations as the bonds upon the conversion of which they are respectively issued, unless written request for delivery in other denominations be submitted with Request for Conversion. Changes of ownership will be permitted upon conversions of registered bonds if the registered bonds presented for conversion have been duly assigned for transfer in accordance with the regulations governing assignments of United States registered bonds. Changes of ownership will be permitted upon conversions of registered bonds if the registered bonds presented for conversion have been duly assigned for transfer in accordance with the regulations governing assignments of United States registered bonds. Changes of ownership of registered bonds, however, can not be effected when the transfer books for the loan in question are closed, and requests for conversion involving such changes of ownership received during any such period when the transfer books are closed, will be effective during such period only as presentations for conversion, and the changes of ownership will not be effected until the reopening of the transfer books. The transfer books for the First Liberty Loan Converted will be closed from May 16 to June 15 and from November 16



to December 15, and for the Second Liberty Loan from October 16 to November 15 and from April 16 to May 15, in each year, in each case both dates inclusive.

For the purpose of computing the amount of interest payable, bonds presented for conversion under this circular shall be deemed to be converted on the dates for the payment of the semi-annual interest on the respective bonds so presented for conversion next succeeding the date of such presentation. Interest will be paid on registered bonds presented for conversion at the rate of 4 per centum per annum to the semi-annual interest payment date next succeeding the date of presentation for conversion, to the registered owner of the bonds presented for conversion, or in case change of ownership has been effected upon the conversion before the closing of the transfer books in anticipation of such semi-annual interest payment, to the registered owner of the bonds issued upon such conversion. Registered bonds issued upon conversion will bear interest at the rate of 4½ per centum per annum from the semi-annual interest payment date next succeeding the date of presentation for conversion. In the case of coupon bonds presented for conversion, all coupons maturing on or before the semi-annual interest payment date next succeeding the date of presentation for conversion must be detached and collected in ordinary course when due. All subsequent coupons must be attached. Coupon bonds issued upon conversion will bear interest at the rate of 4½ per centum per annum from the semi-annual interest payment date next succeeding the date of presentation for conversion, and will have interest coupons attached thereto covering semi-annual interest payments up to and including the respective maturities of such bonds: Provided, however, that until June 15, 1920, in the case of bonds of the First Liberty Loan Converted, and until May 15, 1920, in the case of bonds of the Second Liberty Loan, coupon bonds issued upon conversion will have coupons attached thereto covering semi-annual interest payments only up to and including June 15, 1920, and May 15, 1920, respectively, the bonds so delivered being exchangeable on and after said dates, respectively, into a new bond or bonds having coupons attached thereto covering semi-annual interest payments up to and including the respective maturities of such bonds.

No adjustments of interest will be required upon conversions of either registered or coupon bonds under this circular.

Transportation charges upon bonds presented for conversion must be paid by the holders. Coupon bonds to be delivered upon conversion will either be delivered directly to the holders of the bonds surrendered for conversion at the time of such surrender, or in the absence of other written instructions and remittances to cover expenses, will be expressed at the owners' risk and expense. Registered bonds to be delivered upon conversions, unless delivered directly to the registered owner or his duly authorized representative, will be delivered by registered mail without expense to, but at the risk of, the registered owner, unless otherwise directed in writing. As the cost of transportation of coupon bonds by express is greater than by registered mail insured, holders of coupon bonds desiring to present them for conversion are advised to consult with their own banks or trust companies, for arrangements may be made, as between Federal Reserve Banks and incorporated banks and trust companies, for transportation, to and from Federal Reserve Banks by

registered mail insured, of the bonds to be converted and of the bonds to be issued upon conversions, the charges in each case to be paid by the respective holders and to be remitted by the incorporated banks and trust companies to the Federal Reserve Banks. Information concerning any such arrangements will be furnished by Federal Reserve Banks to incorporated banks and trust companies.

The Secretary of the Treasury reserves the right at any time to suspend or terminate the extension of the conversion privilege made by this circular upon six months' public notice given in such manner as he shall prescribe. The right is also reserved to make from time to time any supplementary or amendatory rules and regulations governing the exercise of the conversion privilege hereby extended, information as to which may be obtained from the Treasury Department or through any Federal Reserve Bank.

CARTER GLASS,  
Secretary of the Treasury.

#### Supplemental Regulations Governing Extension.

Treasury Department,  
Office of the Secretary,  
Washington, June 10, 1919.

To Holders of 4 Per Cent Gold Bonds of 1932-1947 of the First Liberty Loan Converted and 4 Per Cent Gold Bonds of 1927-1942 of the Second Liberty Loan and 4½ Per Cent Bonds Issued Upon Conversion Thereof Pursuant to Extension of Conversion Privilege:

Treasury Department Circular No. 137, dated March 7, 1919, in relation to the extension of the privilege of converting 4 per centum bonds of 1932-1947 of the First Liberty Loan Converted and 4 per centum bonds of 1927-1942 of the Second Liberty Loan into 4½ per centum bonds, is hereby amended and supplemented as follows:

Exchanges of coupon bonds for registered bonds or of registered bonds for coupon bonds, and transfers or changes of ownership of registered bonds will not, after June 30, 1919, be permitted upon conversion, but must be conducted as separate operations, and the provisions of said circular to the contrary are hereby revoked. Requests for conversion hereafter made pursuant to the extension of the conversion privilege should be on Form L & C 25-B, (copies of which may be obtained from any Federal Reserve Bank or from the Secretary of the Treasury), with the respective autograph signatures of the holders of the bonds presented for conversion.

Under the terms of said circular, registered bonds of the First Liberty Loan Converted and of the Second Liberty Loan Converted issued upon the conversion of 4 per cent bonds pursuant to the extension of the conversion privilege, bear interest at the rate of 4½ per cent per annum from the semiannual interest payment date next succeeding the date of presentation for conversion. No transfers of such registered bonds heretofore or hereafter issued upon such conversions, nor exchanges of such registered bonds for coupon bonds, will be affected in advance of the semiannual interest payment date from which the respective bonds bear interest at the rate of 4½ per cent per annum. In case such registered bonds are presented for transfer or exchange in advance of such semiannual interest payment date, the transfer or exchange will be affected as of such date, and delivery of the bonds to be issued upon such transfer or exchange may be made in advance of such date, but the interest at the rate of 4 per cent per

annum to such semiannual interest payment date shall be paid as if such delivery had not been made.

The Secretary of the Treasury reserves the right at any time to withdraw or amend all or any of the foregoing regulations.

CARTER GLASS,

Secretary of the Treasury.

### SPECIMENS OF WILD GAME SECURED FOR BUREAU OF BIOLOGICAL SURVEY.

With a splendid collection of specimens of wild game from the Kenai Peninsula secured on a hunt which lasted for approximately two months in the region of Lake Kaslof, Hayward Cutting, field assistant, Bureau of Biological Survey, Department of Agriculture, accompanied by Mr. Oliver Wolcott, of Readeville, Massachusetts, arrived in Anchorage from Kaslof Saturday morning and departed Sunday with his specimens for Seward, en route to Washington, D. C.

Six rams, three ewes, five bull moose, one cow moose, one brown bear and five black bear were killed by Mr. Cutting and his associate during the hunt. Of the game killed three rams, three ewes, two bull moose, one cow moose and the skull of the brown bear will be taken to the bureau of Biological Survey at Washington and will form a part of the Survey's exhibit of wild game life in Alaska. The remainder of the trophies will be taken to the home of Mr. Cutting in New York City and Mr. Wolcott in Readeville.

Mr. Cutting departed from Seward September 1, going as far as Mile 23 on the Government Railroad, at which point he took passage on a boat down Lake Kenai and Kenai River to Kenai. From Kenai Mr. Cutting went by boat down the east coast of Cook Inlet to the Kaslof River then up the river to Lake Kaslof, or as it is shown on the map, Lake Tustumena.

Mr. Cutting has hunted big game in many parts of the world and has visited many portions of Alaska on previous hunts. The Kenai Peninsula is the best game section of the United States, according to Mr. Cutting, and is in no immediate danger of being "hunted out."

### FACTS SHOWING ALASKA'S WEALTH GIVEN PUBLICITY IN WASHINGTON.

"During the last five years and while the United States Government Railroad has been under survey and construction, Alaska has exported from the limited area open to occupation and industry, products of a value of \$335,577,700 of which gold and silver represent only \$71,175,381," according to J. L. McPherson, secretary of the Alaska Bureau of the Seattle Chamber of Commerce, in a report submitted to the Committee on Territories when the subject of the \$17,000,000 appropriation for the completion of the railway project in Alaska was before that body for consideration.

The following statement forms a part of the report:

"Since the purchase in 1867, the value of her exported products has been in excess of \$840,000,000, while her total has exceeded \$1,295,000,000, an output of practically \$2 for every dollar received, a result that challenges comparison with any country.

"The wise utilization of Alaska's great wealth in fisheries, gold, copper, and other minerals, coal, wood, furs, and other nonmetallic products will result in permanent industries and provide homes for a strong, contented people who will be a source of inestimable strength to the Nation."

### ANCHORAGE TIDE PREDICTIONS.

The tide predictions at Anchorage for the month of November, 1919, are given in the following table:

Date	Time and height of low and high water.			
Saturday, November 1	6.12	12.30	6.54	.....
	5.7	25.8	9.1	.....
Sunday, November 2	0.42	7.17	1.24	7.56
	24.3	6.1	26.7	7.4
Monday, November 3	1.46	8.19	2.16	8.53
	25.5	5.7	28.3	4.7
Tuesday, November 4	2.41	9.10	3.02	9.46
	27.3	4.5	29.9	1.5
Wednesday, November 5	3.33	10.04	3.45	10.33
	29.3	3.1	31.8	-1.6
Thursday, November 6	4.22	10.54	4.50	11.19
	31.2	1.8	33.6	-4.4
Friday, November 7	5.11	11.40	5.12	.....
	32.8	0.8	34.8	.....
Saturday, November 8	6.04	5.57	12.24	5.54
	-6.4	33.7	0.3	35.4
Sunday, November 9	6.48	6.46	1.10	6.39
	-7.4	34.1	0.4	35.1
Monday, November 10	1.54	7.35	1.57	7.25
	-7.4	33.4	1.1	34.0
Tuesday, November 11	2.20	8.26	2.46	8.17
	-6.2	32.3	2.3	32.2
Wednesday, November 12	3.08	9.22	3.34	9.18
	-4.1	30.9	3.7	29.9
Thursday, November 13	3.55	10.20	4.30	10.27
	-1.5	29.5	5.1	27.8
Friday, November 14	4.54	11.19	5.29	11.37
	1.4	28.5	6.0	26.8
Saturday, November 15	5.54	12.18	6.33	.....
	3.9	27.9	6.2	.....
Sunday, November 16	6.42	6.57	1.13	7.38
	25.7	5.6	27.9	5.4
Monday, November 17	1.43	8.00	2.04	8.37
	25.8	6.3	28.3	3.9
Tuesday, November 18	2.40	8.58	2.52	9.30
	26.4	6.3	29.0	1.9
Wednesday, November 19	3.31	9.49	3.37	10.18
	27.4	5.6	29.8	0.0
Thursday, November 20	4.18	10.37	4.19	11.02
	28.4	4.8	30.6	-1.7
Friday, November 21	5.02	11.22	4.58	11.44
	29.4	4.1	32.1	-3.0
Saturday, November 22	5.44	12.03	5.36	.....
	30.1	3.6	32.4	.....
Sunday, November 23	6.25	6.26	12.44	6.12
	-3.7	30.5	3.5	31.3
Monday, November 24	1.06	7.05	1.27	6.47
	-3.8	30.5	2.8	30.8
Tuesday, November 25	1.47	7.46	2.09	7.17
	-3.3	30.1	4.5	29.9
Wednesday, November 26	2.28	8.28	2.51	7.45
	-2.2	29.5	5.4	28.8
Thursday, November 27	3.05	9.11	3.35	8.19
	-0.7	28.6	6.3	27.6
Friday, November 28	3.51	9.59	4.22	9.04
	1.1	27.8	7.1	26.2
Saturday, November 29	4.38	10.51	5.16	10.28
	3.9	27.5	7.5	25.0
Sunday, November 30	5.31	11.45	6.15	.....
	4.8	27.2	7.2	.....

The tides are placed in order of occurrence, with their times on the first line and heights on the second line of each day. A comparison of consecutive heights will indicate whether it is high or low water. Heights are reckoned from mean lower low water, which is 0, and the datum of soundings on the Coast and Geodetic Survey charts for this region. The depth of water may accordingly be estimated by adding the tabular height of the tide to the soundings, - unless a minus (-) sign is before the height, in which case it is to be subtracted. The time is legal standard established by act of the United States Congress for the meridian 150 degrees West. All hours later than 12 noon appear in bold-faced type; ante meridian figures are given in the ordinary light-faced type.

### CORRECTIONS FOR TURNAGAIN ARM POINTS AS COMPARED WITH ANCHORAGE.

Location	Time of Tide	High Water
Pine Island	25 min. earlier	3.0 ft. lower
Lotter Creek	25 min. earlier	0.4 ft. higher
Sheep Creek	32 min. earlier	0.7 ft. higher
McHugh Creek	30 min. earlier	0.9 ft. higher
Rainbow Creek	28 min. earlier	1.2 ft. higher
Falls Creek	25 min. earlier	1.4 ft. higher
Indian Creek	18 min. earlier	1.6 ft. higher
Bird Creek	8 min. earlier	1.9 ft. higher
Eld Point	15 min. later	2.5 ft. higher
Sunrise	35 min. later	2.8 ft. higher

Heights of low water are approximately the same.

Heights are reckoned from Mean Lower Low Water at Anchorage.

### Anchorage Division Notes.

Twenty anchors were dug and placed, 11 rock anchors were drilled and placed, 31 poles were guyed, six loop miles of wire were strung and transposed and two loop miles were "tied in" and all timber dangerously near the telephone wires between Mile 30 and Mile 33 was removed by the telephone crew working out of Mile 34 in the Seward Division of the Government Railroad during the week ended October 18, according to the report of J. J. Longacre, acting superintendent of the telegraph and telephone department of the Alaskan Engineering Commission, to William Gerig, assistant chief engineer of the Commission. Three telephones were connected in Anchorage during the week by the department and three were moved. One long distance telephone was connected, according to the report three were disconnected and one was moved. In the electric light and power branch of the department during the week six meters were "cut-in" and four were "cut-out."

Eight hundred and forty-six short tons of coal were mined at the Eska and the Chickaloon coal mines during the week ended October 11 and 118 persons were employed at the two mines, according to the report of Sumner S. Smith, resident mining engineer in charge of the coal mine operations of the Alaskan Engineering Commission in the Matanuska coal fields. The work at the Eska mine consisted in the continued driving of the Martin West and the Emery East tunnels and at the Chickaloon mine in the continued driving of the Second West, the Second East and the No. 5 West tunnels.

During the week ended October 25, 866 short tons of coal were produced at the Eska and the Chickaloon mines and 120 persons were reported on the payrolls of the two mines. The work at the Eska mine consisted in the continued driving of the Martin West and the Emery East tunnels and the work at the Chickaloon mine in the continued driving of the Second West, the No. 5 West and the 5<sup>1</sup>/<sub>2</sub> Counter tunnels.

Engine service furnished on the Anchorage Division during the week ended October 18, according to E. P. Hedberg, master mechanic, was as follows: Mixed train service: Engine No. 275, four days; engine No. 620, two days; engine No. 242, one day. Work train service: Engine No. 266, six days; engine No. 1, seven days; engine No. 277, six days; engine No. 221, seven days; engine No. 224, six days. Switch service: Engine No. 225, one day; engine No. 265, three days; engine No. 242, two days.

Engine service on the Anchorage Division for the week ended October 25 was as follows: Mixed train service: Engine No. 225, one day; engine No. 265, two days; engine No. 275, four days; engine No. 264, one day. Work-train service: Engine No. 224 three days; engine No. 247, one day; engine No. 266, six days; engine No. 264, three days; engine No. 1, seven days; engine No. 277, one day; engine No. 221, two days. Switch service: Engine No. 266, one day; engine No. 225, five days; engine No. 265, one day; engine No. 275, one day. Running repairs were made to engines Nos. 224, 225, 242, 265 and 275. The daily coal consumption at the power plant averaged for the week ended October 25 approximately 15 tons and at the town-site pumping plant approximately four tons.

Sixteen hundred and ninety-two feet of track were laid

during the period of time between October 11 and October 17 on the main line of the Government Railroad north of Talkeetna between station 10471 plus 20 and station 10488 plus 14, by the Talkeetna section gang, according to reports received by William Gerig, assistant chief engineer of the Alaskan Engineering Commission.

Col. Frederick Mears, chairman and chief engineer of the Alaskan Engineering Commission, made a brief inspection trip as far south on the main line of the railroad as Mile 50 last week, returning to Anchorage on the evening of October 23.

William Gerig, assistant chief engineer, departed from Anchorage for Seward October 22, on official business in connection with the Seward Division of the Government Railroad. Mr. Gerig returned to Anchorage Sunday.

### SERVICE BOOK OF THE INTERIOR DEPARTMENT WITH HONOR ROLL RECEIVED HERE.

Copies of the Service Book compiled by the Department of the Interior which includes the names of all the employees of the Department who enlisted in the United States Army during the war with Germany, together with the name of all the employees of the different branches and divisions of the Department in various parts of the United States, have been received by the Alaskan Engineering Commission and are ready for distribution.

In order to facilitate the distribution of the books the heads of departments in which former service men are employed, should notify Mr. I. H. Fleishman at Room 8 in the Administration building, giving the number of persons employed who are entitled to receive copies of the book.

Upon receipt of the list with the number of service men employed Mr. Fleischman will supply the books requested. All heads of departments and all employees of the Alaskan Engineering Commission, who entered the military or naval service of the United States, are entitled to receive a copy of the book.

### TWO STEAMERS FROM SEATTLE ARRIVE IN ANCHORAGE PORT DURING WEEK.

The steamer Alameda, with 735 tons of freight and 11 first-cabin passengers, arrived in Anchorage port from Seattle Thursday evening and after remaining for approximately twenty-four hours departed for Seattle with 50 cabin passengers. Of the freight brought by the S. S. Alameda 663 tons were consigned to the merchants of Anchorage and 72 tons to the Alaskan Engineering Commission and consisted of general railway supplies and equipment.

The S. S. Admiral Watson, with 512 tons of freight and 21 passengers arrived in port Tuesday and departed for the westward the following day. Of the 512 tons aboard the vessel 476 tons were consigned to the Anchorage merchants and 36 tons to the Alaskan Engineering Commission.

Is the money you have received as interest on your Liberty Bonds allowed to sit around and earn nothing? The only way to make interest earn interest is to invest it in War Savings Stamps. As soon as your coupons become due and Uncle Sam's promise to pay is ready for action, take the coupons to your bank, cash them and then invest the result in War Savings Stamps.



# ALASKA RAILROAD RECORD



VOL. III. ANCHORAGE, ALASKA, TUESDAY, NOVEMBER 4, 1919.

NO. 52

## ENGINEER OF MAINTENANCE OF WAY MAKES WEEKLY PROGRESS REPORT.

Eight thousand eight hundred and two cubic yards of gravel were loaded during the week ended November 1, by steam shovel No. 1, engineer Namur, working in Mile 56, according to the report of F. A. Hansen, engineer of maintenance of way to William Gerig, assistant chief engineer of the Alaskan Engineering Commission. The material loaded was used in raising the grade in Mile 55 and Mile 56 and in constructing the shoofly tract located at Mile 71 and 1-2.

Steam shovel No. 7, engineer Patten, commenced digging on October 27 at Mile 236 north of Talkeetna. Between station 10488 and station 10493 plus 14, 4095 cubic yards of material were cast over by this shovel between October 27 and November 1. During this period of time track was laid behind the shovel between station 10488 plus 12 and station 10492 plus 74, or a distance of 463 feet.

Two thousand seven hundred and fifty five cubic yards of material were cast over on the Chickaloon branch by extra gang No. 1 working with ditcher No. 1. This gang was moved during the week to Birchwood on the main line.

The work of constructing the shoofly tract at Mile 71½ in the Turnagain Arm district was completed during the week by extra gang No. 3. This gang also worked on the installation of a boiler and pump in Mile 56 to be used in supplying water to the steam shovel outfit stationed in this mile and in lining and surfacing the track in front of the warehouse at Kern.

The work of constructing the snow shed located at Mile 75.84 is complete with the exception of the surcharging, which is 90 per cent complete, and the placing of the doors on either end and the flumes and lagging to divert the streams in the immediate vicinity of the shed. All tools and material not needed in the work of finishing the shed is being loaded and will be shipped to Anchorage for storage.

Two bridge and building gangs worked on the new dock during the week and were engaged in decking and bracing the main structure.

Four cars were loaded during the week with slab wood, seven cars with construction material and three cars with bridge timbers. The work of loading the cars was performed by a crew working with pile drive No. 6.

## SHOOFLY TRACK IN MILE 50 IN SEWARD DIVISION COMPLETED.

The track over the shoofly located in Mile 50 and in

Mile 51 in the Seward Division of the Government Railroad was laid and all work in connection with this section of the railroad was completed during the week ended October 25, according to the report of R. J. Weir, engineer in charge of the Division, to Col. F. Mears, chairman and chief engineer of the Alaskan Engineering Commission. Track has been laid from the existing main line onto the north trestle approach of bridge No. 70, according to the report.

The work of laying the track over the lower line of the switchback in Mile 51 was also completed during the week and the work of laying the track over the upper line was 80 per cent complete. Switches were installed at the junction of the upper and lower lines with the main track and the work of re-tieing the track between the north portal of tunnel No. 3 and the south portal of tunnel No. 7 was completed during the week.

Marion steam shovel No. 3, operating in Mile 39 excavated 1210 cubic yards of gravel during the week reported. The material was used for bridge filling, maintenance and ballast on the main line of the railroad.

Axel Fransen & Co., grading contractors working in Mile 30, have completed their excavation work amounting to approximately 7500 cubic yards.

Excavating for a pipe line to be used as a gravity feed for water tanks in Mile 21, was commenced during the week.

Nelson & Co., contractors, made satisfactory progress in removing the bench in tunnel No. 3. The work is about 80 per cent complete.

Porter & Co., contractors, were engaged for the greater part of the week in re-tieing and finishing track between tunnel No. 3 and tunnel No. 4.

Pradalla & Co., contractors, were engaged in re-tieing and finishing track through tunnel No. 5.

Holmlund & Co., contractors, have the heading work 80 per cent complete and the bench work 56 per cent complete in tunnel No. 7.

The work of erecting trestle bents Nos. 1 and 2 and bent No. 3 pier in bridge No. 70 is complete. Concrete forms have been erected and 60 per cent of the concrete has been poured for pier No. 4, which is the south abutment of the 121-foot span. The falsework has been erected and the lower chord timbers of the 121-foot span have been lowered into place. Pier No. 5, which is the north abutment for the span, is complete and the sills have been laid. Trestle bents Nos. 5 to 13, inclusive, comprising the north trestle approach are complete. Material is being dumped into the north fill approach from steam

BUY WAR SAVING STAMPS. PRICE THIS MONTH \$4.22.

shoved job No. 34. This fill is being made to replace the two 15-foot temporary spans now in place.

The fill at the south trestle approach of bridge No. 75 is complete. Work of erecting bents Nos. 1 to 11, inclusive, was completed. Foundation excavation work is practically complete on bent No. 12, which is the south abutment for the 121-foot span. The north abutment for this span has been poured complete, sills have been laid and practically all the framework has been erected in place on pier No. 13. Foundation excavation work for bents Nos. 14, 15, 17, 18, 20, and 21 is complete and concrete forms have been erected on bent No. 17 and bent No. 18. Piers Nos. 16 and 19 have been poured complete and the sills laid. The old 121-foot span has been completely wrecked and the erection of the new structure will proceed upon the completion of pier No. 12, which is the south abutment.

Two thousand one hundred and ninety-two cubic yards of material were moved in Miles 48 and 49 by Bucyrus steam shovel No. 4 during the week, and the material used in filling bridge No. 75 and making the fill approach at the north end of bridge No. 70.

Rochen & Co. have been engaged in finishing work on the upper and lower line of the switchback in Mile 49 and also on the 200-foot fill on the stem.

Enstrom & Co. are engaged in excavating a small rock side-hill cut in Mile 50.

All posts, caps and braces for bents Nos. 1 to 117, inclusive, were erected in place and bolted for snowshed No. 54-A. Footblocks for bents Nos. 118 to 129 are 50 per cent in place and all excavation work is complete. Thirty-five per cent of the first layer of roofing is in place and spiked.

A small gang of eight men was engaged in backfilling on shed No. 54-B and the work is 50 per cent complete.

The force for the Division numbered 615 during the week reported.

#### EARLY COMPLETION OF GOVERNMENT RAILROAD ESSENTIAL TO DEVELOPMENT OF ALASKA.

"The greatest ultimate gain from the construction of the Government Railroad of Alaska will be the recrudescence of the mining industry by the accomplishment of economical transportation from the open waters of the Pacific to the navigable waterways of the interior," according to J. L. McPherson, Secretary of the Alaska Bureau of the Seattle Chamber of Commerce, in a report submitted to the Committee on Territories when the subject of the \$17,000,000 appropriation for the completion of the railway project in Alaska was before that body for consideration.

"The present avenues of communication are long, circuitous and costly water routes open for only five months of the year, the expense of which is deterrent of development throughout the vast interior of Alaska, except only of the richer placer deposits and this condition gave rise to the wasteful methods which have resulted in creaming the gold fields.

"The discovery of rich placers attracted to the Alaska interior a sturdy type of men and women and resulted in the discovery of large areas of low-grade placer ground, which, with the economies made possible by rail transportation, may be made commercially profitable; of the extensive quartz deposits, a number of which have been profitably worked despite a fuel cost of from \$12 to \$18 per cord for wood; deposits of antimony, tungsten, placer tin, and other valuable metals, and of large areas of arable

land suitable for grazing and the raising of the hardier grains and vegetables. The development of these resources is, however, almost, wholly dependent upon economic transportation facilities, which can best be supplied by the Alaska Railroad now under construction by the Government. These people, looking forward to the early completion of the railroad, have been courageously hanging on and working, at a loss in many instances, in the belief that with cheaper transportation it would be possible for them successfully to develop these resources and build for themselves comfortable homes and permanent industries. The limit of ability to contend with present uneconomic conditions has been reached. They must stop unless relief is soon furnished. War conditions have added to their burdens. The gold mining industry was the first to be adversely affected by the rapid increase in costs and as these advanced costs could not be passed on to the consumer, operations were largely curtailed. As the present principal industry of the Alaskan interior is gold mining, that section was almost seriously affected.

Despite these most adverse conditions, the people of the interior of Alaska took pride in furnishing their full proportion of Alaska's remarkable contribution to war service in the Army, Navy, and other Government agencies and in the large oversubscription to all Liberty loans and other war activities.

"In January, 1919 Fairbanks, the interior metropolis, was swept by a fire that caused a property loss of over \$250,000. When asked what help was required, Fairbanks replied: "Thank you; no help needed; with the opening of navigation will rebuild." People who can show such courage and determination despite many disappointments are deserving of the little they ask—the ability to do for themselves—and the first and most pressing need is that of the economical transportation that will permit of development.

"Until the country through which the railroad passes is settled and its resources developed, the road will rely in great part for its tonnage on through traffic. Delay in completing the road, therefore, not only prevents the handling of a large volume of existent traffic, but each year records a diminishing volume. Each year of delay must inevitably result in the closing down of other industries. Thus not only is the prospective earning power of the railroad reduced, but of far greater moment is the loss of men and women inured in northern conditions and therefore of inestimable value in its pioneer development, who may be unable longer to continue the struggle against the uneconomic conditions prevailing throughout the greater interior of Alaska.

"Delay in completing the railroad will increase its cost from the necessity of maintaining a construction organization until it is completed. This necessity is imposed by the remoteness of the project from all sources of labor supply, especially of skilled labor requisite to the prosecution of the work. It is not economical to disrupt a construction organization at the end of each working season.

"The cost of operation and maintenance during construction is now a considerable amount annually. Until the railroad is completed from tidewater to the rivers of the interior, traffic development must necessarily be slow and the operations conducted with an increasing annual deficit. Completion so that through trains may carry to Fairbanks and the navigable waters of the interior the supplies which will be distributed throughout the mining regions will bring to the railroad almost immediately a tonnage of such volume as to in large measure offset these deficits. Freight rates which will materially lessen cost of

mining operations promise to recreate the industry, and the potential promise is of annually increasing demands upon the facilities of the railroad.

#### Traffic Possibilities.

"The present conditions in the region to be served by this project are no criterion on which to base the ultimate traffic possibilities, but they do tend to show the region is potentially rich in mineral and other resources, which, if rationally developed on a broad, constructive plan, will result in the building of permanent industries the establishment of a permanent population, and ultimately in a large and profitable traffic. If the building of railroads through a new country awaiting the growth of a sufficient traffic to warrant their construction, none of our pioneer trans-continental railroads would have been built, and our present frontier, instead of being in Alaska would probably be east of the Rocky Mountains. Traffic for the Alaskan Railroad will come from the facilities and economics afforded by the improved transportation. It has been only during the last few years that even those best able to judge would concede that Alaska will be a land of a permanent and prosperous people. No one grasped the full extent of her vast, undeveloped wealth of natural resources.

"The climate will not prove any barrier to the development of Alaska and will be no deterrent to those accustomed to similar climatic conditions. Success will be attained through settlement by men and women from northern climates, and these will find that the climatic conditions prevailing through the southern and central portions of Alaska are little, if any different from those of northern Minnesota, North Dakota, Canada, and the Scandinavian Peninsula.

"Norway, Sweden, and Finland, in the same latitude as Alaska, with similar climatic conditions, have a combined area about two-thirds as great as that of Alaska. These countries support a population of about 11,000,000 as against approximately 50,000 for Alaska. The Scandinavian countries have little mineral wealth other than iron, no gold, not nearly the area of arable lands or the wealth of fisheries with which Alaska has been so lavishly endowed. Finland with an area less than one-fourth the size of Alaska had a population in 1909 of 3,059,324. The total value of her products for 1909 is shown to be \$79,468,200, while that of Alaska for 1918, with a population of only approximately 30,000 whites, is \$81,161,561. Finland has 2,444 miles of railroad of which 2214 miles were built and are being operated by the State.

"The utilization of the resources of our great West and of northern Canada during more recent years, with a resulting growth of enormous tonnage where none formerly existed, was only brought about through the building of railroads and other improved means of transportation.

"In Alaska during the last few years there has been a development that although small, has been far reaching in its importance and has demonstrated to our people that the broad valleys of Alaska will furnish in great part the food for her people, and that agriculture will prove profitable where a local market is assured. Cultivation of the soil must, however, be secondary to the development of the mines and other natural resources, which later must be relied upon to furnish a local market and foster agriculture during its pioneer growth.

"When the railroad shall have opened the way to the economical development of the interior, the commerce and output of all products of Alaska should expand rapidly. At present, production, is limited to the narrow belt of terri-

tory adjacent to the coast, to the Copper River and Northwestern Railroad, and to the navigable waterways.

#### Alaska's Wealth of Resources.

"Gold placers and lodes are to be found throughout all sections of Alaska, where gold is probably more universally distributed than in any other country of the world."

"Copper production in 1917 again exceeded all other mineral output. Alaska's copper deposits are among the world's greatest.

"Tin both in lode and placer deposits, is being profitably mined. Alaska has the only tin mines on the continent.

"Antimony is found in widely separated regions.

"Iron in large deposits and of good grade has been discovered in numerous localities, assuring an important industry.

"Lead, graphite, cinnabar, palladium, platinum, and molybdenum have been discovered and are being developed.

"Marble that rivals that of Vermont, both in quantity and quality, is being extensively quarried in the Prince of Wales Island region and furnishes interior decoration for office buildings in many of our western cities.

"Gypsum and barytes are other nonmetallic mineral resources of Alaska that are being profitably mined.

"Coal deposits, ranging in grade from lignite to anthracite, are of greater area than were originally contained in the State of Pennsylvania, and we know geologically only about 40 per cent of Alaska.

"Mineral oil is being produced and refined from one claim patented. No further development of this industry is now possible, as all oil-bearing lands are reserved from entry. Discoveries of mineral oil have been reported in widely separated areas. Five oil fields are known.

"Fishing is one of Alaska's greatest industries. The production in 1918 exceeded the combined output of British Columbia and the States of Washington, Oregon and California. The continental shelf extending off the south coast of Alaska and the Aleutian Islands is a more extensive fishing area than that of any other country.

"Reindeer in Alaska now number in excess of 140,000 and assure an important source of national food supply.

"Agriculture in Alaska is today a practical reality and is each year showing larger gains. Probably a thousand families are today securing part or all of their income from agricultural pursuits. It is estimated that Alaska contains 100,000 square miles of arable lands.

"Timber. The spruce forests of southeastern and southern Alaska will furnish the supply for a large paper-pulp industry.

"Water power is available in such quantity as to assure for the northland a great industrial development.

"Scenery unsurpassed by any country in the world assures a future tourist travel of vast proportions."

#### UNITED STATES TROOPS TO BE SENT TO ANCHORAGE.

Company B of the 21st infantry, composed of 150 men, stationed at Fort George Wright, Spokane, Washington, will sail from Seattle for Anchorage on November 6, according to telegraphic advices received at the office of William Gerig, assistant chief engineer of the Alaskan Engineering Commission.

The soldiers will come north on the S. S. Watson which is scheduled to leave Seattle on November 6 and will arrive in Anchorage about November 14.



# 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.

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

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.

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

## SIX MILLION DOLLARS APPROPRIATED BY CONGRESS FOR GOVERNMENT RAILROAD.

Six million dollars has been appropriated by Congress to continue construction work on the Government Railroad by the Alaskan Engineering Commission according to telegraphic advices received from the national capital.

The six million dollars is a part of the \$17,000,000 which was asked for by the Engineering Commission for the completion of the railway project in 1922 and which was authorized by Congress several weeks ago.

The bill appropriating the six million dollars has passed both branches of Congress and now only awaits the signature of the President for the funds to become available.

With this sum of money at the disposal of the Alaskan Engineering Commission the plans for the winter's work will be carried out and within the next few weeks large shipments of supplies and material needed for the construction of the road north of Talkeetna, will go forward. The S. S. Anyox loaded with 1200 tons of supplies consigned to the Alaskan Engineering Commission will sail from Seattle for the north November 7.

## TWELVE MILES OF TRACK WERE LAID IN FAIRBANKS DIVISION DURING OCTOBER.

Twelve and ninety-eight hundredths miles of track were laid on the Government Railroad in the Fairbanks Division during the month of October, according to the report of Frederick D. Browne, engineer in charge of the Division, to Col. F. Mears, chairman and chief engineer of the Alaskan Engineering Commission.

Of the track laid 1.82 miles were laid in the district south of Nenana and 11.16 miles in the district north of Nenana. In the district south of Nenana during the month clearing right of way was completed as far as Mile 358.5 and was underway between Mile 360.2 and Mile 363.4. In this district track was laid as far south as Mile 363.4.

In the district north of Nenana track was laid between Mile 434.59 and Mile 439.72 and between Mile 441.20 and 447.39. Miles 440 to 444 are short miles as the result of straightening out the old grade. All grading work in the district north of Nenana was completed during the month according to the report.

At the close of work on November 1, the gap between railheads in the district between Nenana and Fairbanks was 1.23 miles. It is expected that this gap will be closed during the present week. With the closing of this gap rail communication between the two interior towns will be complete and shipments of coal from the Nenana coal fields

will be made to Fairbanks, from which point the coal will be distributed to the operating mines on the creeks throughout the Fairbanks mining districts.

## WEEKLY FORCE REPORT.

### Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payroll Saturday, October 25, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	5	1	7
Drafting .....	0	4	0	4
Bridge Engineer .....	1	0	0	1
Land and Industrial .....	0	2	0	2
M. of W. Shops and Yards.....	2	5	41	48
Track, Bridge and Ballast .....	2	7	384	393
Receiving and Forwarding Agt.	1	3	43	47
Machine Shop and Roundhouse..	1	2	54	57
Marine Ways .....	1	1	25	27
Stores and Material Yard .....	1	8	50	59
Employment bureau and Terminal Mess .....	1	2	14	17
Transportation .....	1	11	34	46
Disbursing Office .....	1	5	0	6
Accounting .....	1	10	0	11
Base Hospital .....	1	0	11	12
Townsite .....	0	1	6	7
Telegraph and Telephone .....	1	4	33	38
Mining .....	1	5	111	117
Location Surveys, Broad Pass ..	1	2	7	10
Total .....	18	77	814	909

## FACTS CONCERNING THE CASUALTIES DURING THE WORLD WAR MADE PUBLIC.

Of every 100 American soldiers and sailors who took part in the war with Germany, two were killed or died of disease during the period of hostilities, according to the report of Col. Leonard P. Ayres, chief of the Statistics branch of the General Staff of the United States Army.

The report of Col Ayres, in part, is as follows:

"In the Northern Army during the Civil War the number was about 10. Among the other great nations in this war between 20 and 25 in each 100 called to the colors were killed or died. To carry the comparison still further, American losses in this war were relatively one-fifth as large as during the Civil War and less than one-tenth as large as in the ranks of the enemy or among the nations associated with us.

"The war was undoubtedly the bloodiest which has ever been fought. One possible competitor might be the Crimean War, in which the casualty rate per 100 men was equally heavy. The British forces in the Crimean War lost 22 of every 100 men, the French 31, the Turkish 27, and the Russian 43. More than four-fifths of the losses were, however, deaths from disease, while in the recent war with Germany disease deaths were inconsiderable as compared with battle deaths. The forces engaged in the Crimean War were moreover, much smaller.

"The total battle deaths in the recent war were greater than all the deaths in all wars for more than 100 years previous. From 1793 to 1914 total deaths in war may safely be estimated at some thing under 6,000,000. Battle deaths alone from 1914 to 1918 totaled about 7,450,000. The total deaths from all causes is very much larger, as some of

the armies lost more heavily from diseases and privation than from battle.

"Russia had the heaviest losses, in spite of the fact that she withdrew from the war after the fall of 1917. American losses are third from the bottom of the list. German losses were thirty-two times as great as the losses of the United States, the French twenty-eight times, and the British eighteen times as large.

"That American losses were not more severe is due to the fact that our armies were only in heavy fighting for 200 days. The heaviest losses were in the Meuse-Argonne drive from the last week of September until November 11. The weekly deaths during a part of that period were around the 6,000 mark.

"The chances of death are much heavier in the Infantry than in any other branch of the service. Of each 1,000 enlisted men in the Infantry 46 were killed in action or died of wounds. The officers show a higher rate. The most striking difference between the death rates of officers and men appears in the Air Service. Here the casualties among officers are much higher than among men because in our service all aviators are officers.

#### Wounded, Prisoners, and Missing.

"For every man who was killed in battle, seven others were wounded, taken prisoner, or reported missing. The number who died of wounds was only 6 per cent as large as the number who were wounded. The hospital records show that about 85 per cent of the men sent to hospitals on account of injuries have been returned to duty. About half the wounded were reported as slightly wounded and many of them would not have been recorded as casualties in previous wars. The number of men reported as missing has been steadily reduced from a total of 22,724, exclusive of prisoners to less than 3000. This reduction has gone on without clearing any case as dead, except on evidence establishing beyond doubt the fact of death. Only 22 per cent of those who were originally reported as missing in action have now been returned as dead. The largest number have been found in hospitals, while a considerable number have returned to duty after being lost from their units.

"The work of the Central Records Office of the American Expeditionary Forces in clearing up the cases of men listed as missing has been more successful than that done in any of the other armies or in any previous great war. When the records are finally completed there will be very few American soldiers unaccounted for. The missing lists of the other nations still run into the hundreds of thousands.

#### Battle and Disease Losses.

"The total number of lives lost in both Army and Navy from the declaration of war to May 1 1919, is 122,500. Deaths in the Army including marines attached to it, were 112,432. About two-thirds of these deaths occurred overseas.

"There were 786 lost at sea of which 381 are included under battle deaths, since their loss was the direct result of submarine activity. Almost exactly half the losses were from disease. If the comparison between disease and battle losses is limited to the expeditionary forces, battle losses appear more than twice as large as deaths from disease.

"This is the first war in which the United States has been engaged that showed a lower death rate from disease than from battle. In previous wars insanitary conditions at camps and the ravages of epidemic diseases have resulted in disease deaths far in excess of the number killed on the battle field. Since the time of the Mexican War a

steady improvement has been made in health of troops in war operations. The death rate from disease in the Mexican War was 110 per year in each 1000 men; in the Civil War this was reduced to 65; and in the Spanish War to 26; while the rate in the expeditionary forces in this war was 19. The battle rate of 53 for the overseas force is higher than in any previous war. It is higher than in the Civil War because all of the fighting was concentrated in one year, while in the Civil War it stretched over four years. The rates in this war for the total forces under arms both in the United States and France from the beginning of the war to May 1, 1919, were 13 for battle and 15 for disease.

#### The Control of Disease.

"Some of the outstanding causes of the remarkably low disease death rate in the war against Germany are : (1) A highly trained medical personnel, (2) compulsory vaccination of the entire Army against typhoid fever, (3) thorough camp sanitation and control of drinking water, (4) adequate provision of hospital facilities.

"There were at the beginning of the war 2,089 commissioned medical officers, including the Reserves. During the war 31,251 physicians from civil life were commissioned in the Medical Corps. This number included leaders of medical science who have not only made possible the application of the most recent advances of medicine in the prevention and cure of disease, but have themselves made new discoveries during the course of the war, resulting in great saving of life in our own and other armies.

"The intestinal diseases such as dysentery, the typhoids, bubonic plague, cholera, and typhus, have ravaged and even obliterated armies in the past. During the Spanish-American War typhoid fever alone caused 85 per cent of the total number of deaths. In the War with Germany these diseases have been practically eliminated as causes of death. During the entire war up to May 1, 1919, a total of only 2,328 cases of typhoid fever have been reported and only 227 deaths from this cause. The result is due to the compulsory vaccination of every man who entered the Army and to excellent sanitary conditions. The other intestinal diseases are similarly of little effect as causes of death or have not occurred at all.

"It was to be expected that with careful control exercised, epidemics of these diseases would be avoided in the United States; but in the Expeditionary Forces, where troops were quartered in temporary camps, billeted with civilians, or actively engaged in prolonged battle, the reduction of these diseases is a notable achievement in sanitary control.

"Pneumonia has been the greatest cause of death. More than 40,000 died of the disease. Of these, probably 25,000 resulted from the influenza-pneumonia pandemic which swept through every camp and cantonment in this country and caused thousands of deaths in the expeditionary forces. Up to September 14, 1918, only 9,840 deaths from disease had occurred in the Army, and the death rate for the period of the war up to that time was only 5 per year for each 1,000 men. During the eight weeks from September 14 to the 8th of November 316,089 cases of influenza and 53,449 of pneumonia were reported among troops in this country.

"Two other diseases which offered difficult problems for the medical force were measles and spinal meningitis. Measles was prevalent during the first year of the war and was particularly dangerous as the predecessor of pneumonia. After vigorous efforts to control it the number of cases was greatly reduced."

### PRECAUTIONARY MEASURES URGED TO PREVENT RETURN OF FLU EPIDEMIC.

With the approach of winter and the possibility of the return of the Spanish Influenza, which raged in Anchorage this time last year, Dr. J. B. Beeson chief surgeon for the Alaskan Engineering Commission, urges persons suffering with even a slight cold to take immediate steps to check the disease.

The following advice is offered by Dr. Beeson in caring for colds that might develop into Influenza:

"With the return of cold weather there has been a marked increase in the number of cases of acute colds at the hospitals and at the various field hospitals. So far there have been no serious cases. In order that we may if possible, prevent a recurrence of last year's experience, it is advised that any employee feeling the symptoms of a beginning illness of this character—chilliness, cold in head, sneezing, dry cough, with headache and general pains in back or limbs—report at once for treatment. Foremen and those in charge of camps and bunkhouses are particularly warned against the danger of allowing such cases to lie around the camps, sick, where they are not only failing to receive proper treatment but will surely infect the healthy men.

"There is a tendency at many of the bunkhouses to close up all windows and doors at night, with no provision whatever for ventilation. One sick man in such a room is sure to infect the entire camp. Every bunkhouse should be provided with ample ventilation, without draughts. Beds should be aired daily and occasionally the bedding aired out of doors.

"Damp clothing, particularly of the feet, should be removed as soon as men quit work.

"No person with the above symptoms should continue to work, nor should he be quartered with other persons, whom he is sure to expose.

"All acute diseases of the respiratory organs going under the common name "colds" are germ diseases. They are contagious in direct proportion to the intimacy of contact with the patient and inversely as to the resistance of the person exposed. Therefore, keep yourself in the best possible physical condition and don't visit the sick unless you can be of assistance.

"The concluding paragraph of an article on 'Influenza' in a recent number of the Journal of the American Medical Association embodies the best present knowledge on this subject:

"Other procedures, such as good ventilation, cleanliness and hygienic measures in general are of value in that they contribute to good personal and home hygiene. But no one of them is all-important to the exclusion of the others. There is no scientific evidence that gargles and sprays, no matter what drug may be used, are of value except as temporary cleansers.

"There is one point in regard to influenza, however, in which there is general agreement: The pulmonary complications of influenza which make it so serious a disease, may be avoided to a large extent by rest in bed at the onset of the illness. Influenza itself is not usually fatal, and general insistence on the importance of rest and warmth at the onset of illness will accomplish more than all else in preventing complications and reducing fatalities from this disease."

It is surprising to note how easy it is to save money when you once begin buying War Savings Stamps.

### S. S. ANYOX TO SAIL FROM SEATTLE FOR NORTH NOVEMBER 7.

With a cargo weighing 1200 tons, including a snow plow weighing 150 tons, the S. S. Anyox will depart from Seattle for Alaska on November 7. The cargo besides the snow plow consists of general railway supplies consigned to the Alaskan Engineering Commission and will be used in the construction of the railroad between Mile 237, the present end of steel in the Anchorage Division and Hurricane Gulch, which is at Mile 287 on the proposed route of the Government Railroad and which will be reached by steel about November 1, 1920.

Upon the arrival of the S. S. Anyox in port the supplies and material aboard will be shipped north on the main line and will be moved forward from the end of steel over the snow.

The snow plow will be unloaded at Seward and will be operated on the main line of the railroad between Seward and Kern which is located at Mile 71.

### PERMIT TO USE PORTION OF MUNICIPAL RESERVE WILL BE GIVEN AT PUBLIC AUCTION.

A permit to use the west portion of the municipal reserve for the purpose of raising garden truck during the 1920 season will be sold to the highest bidder at public auction to be held in front of the townsite office building at 2 o'clock in the afternoon of November 8, 1919.

The Alaskan Engineering Commission reserves the right to use any portion of the tract during the winter and early spring months for any purpose or purposes it may desire. In the event the residents of Anchorage during the coming winter wish to make use of the plot of ground for a skating rink, the permission to use and occupy the tract will not prevent the building of the rink.

### PROCEDURE OF THE FEDERAL BOARD FOR VOCATIONAL EDUCATION.

The discharged soldier, sailor, or marine who applies for reeducation under the vocational rehabilitation law is treated throughout by the Federal Board for Vocational Education as a civilian needing advice and assistance; his choice of an occupation is approved, unless after careful investigation, sound opinion shows it to be in the end not advisable; he is trained to meet the needs of the occupation he has elected; he is urged to make the most of his opportunity to overcome his handicap by taking the best available instruction; he is assisted in securing desirable permanent employment when his training course is completed; and he is followed up after he goes to work until it is assured that his employment is satisfactory.

Under section 2 of the vocational rehabilitation act, as amended July 11, 1919, "every person enlisted, enrolled, drafted, inducted, or appointed in the military or naval forces of the United States, including members of training camps authorized by law, who since April 7, 1917, has resigned or has been discharged or furloughed therefrom under honorable conditions, having a disability incurred, increased, or aggravated while a member of such forces, or later developing a disability traceable in the opinion of the Board to service with such forces, and, who, in the opinion of the Federal Board for Vocational Education, is in need of vocational rehabilitation to overcome the handicap of such disability, shall be furnished by the said Board, where vocational rehabilitation is feasible, such course of vocational rehabilitation as the Board shall prescribe and



prov.

Under section 3 of the vocational rehabilitation act it is provided "that the courses of vocational rehabilitation provided for under the act shall, as far as practicable and under such conditions as the Board may prescribe, be made available without cost for instruction for the benefit of any person who is disabled under circumstances entitling him, after discharge from the military or naval forces of the United States, to compensation under Article III of the said act and who is not included in section 2 thereof."

To give effect to this law it is necessary to take the following six steps in each case:

1. To establish whether the disabled person is eligible under the law for vocational rehabilitation.
2. To establish whether he is eligible for vocational rehabilitation under section 2 or under section 3 of the vocational rehabilitation law.
3. To determine the occupation for which he is to be trained.
4. To determine the kind and nature of the training to be given and make the arrangements necessary to provide it.
5. To place the man in suitable employment at the completion of training.
6. To keep in touch with him until assured that he is satisfactorily employed.

#### Who Is Eligible for Training Under Section 2.

At the military and naval hospitals, at the 14 districts and the subdistrict vocational offices and the various centers within each district, representatives of the Federal Board interview disabled men who are about to be or who have been discharged from the Army and Navy. The first step is to determine whether or not the man is eligible for vocational rehabilitation. The disabled man who can meet the following conditions is entitled to vocational rehabilitation under the vocational rehabilitation law:

- (a) He must have been separated from the military or naval forces of the United States under honorable conditions since April 7, 1917.
- (b) He must have a disability that was incurred, increased, or aggravated while a member of such forces, or that is traceable, in the opinion of the Board, to service with such forces.
- (c) His disability must, in the opinion of the Federal Board, be of such a nature as to cause him to be in need of vocational rehabilitation to overcome the handicap of such disability.
- (d) His physical and mental condition must be such as to make vocational rehabilitation feasible.

#### Who Is Eligible for Training Under Section 3.

The disabled person who, for at least a temporary period, has been awarded compensation by the Bureau of War Risk Insurance, but whose disability in the opinion of the Board is not such as to make him eligible for vocational rehabilitation under section 2 of the vocational rehabilitation law as amended July 11, 1919.

If such disabled person desires to claim the benefits available under section 3 of the vocational rehabilitation law the Federal Board will pay for his instruction and the usual expenses incidental thereto. It will also render every assistance possible in securing suitable employment for such persons. It can not, however, under the law, provide for the maintenance and support of such persons or their dependents during the course of training.

Upon the establishment of a man's service status in the military or naval forces and his eligibility for training he is assisted by a skilled vocational adviser in making a

choice of the occupation for which he will train. This adviser, from his knowledge of the requirements and opportunities of the various occupations, gives valuable counsel to the disabled soldier or sailor as to the occupation and the course best suited for him in view of his disability and all the other factors that enter into the choice of occupation.

After the vocational adviser has assisted the handicapped man to choose a suitable occupation, his case, with full information, is referred to the office of the district wherein the man makes his permanent home. Every case is there considered individually on its merits.

The recommendation of the district staff, with full particulars in the case, is forwarded to the central office at Washington for final action. Upon receipt of the approval of the central office the district officers place the man in training.

In case it is impossible to determine the best course of vocational training for the man who is eligible for training under section 2 of the Vocational Rehabilitation Law he is placed in a receiving station where he has the opportunity to try a variety of work and can then make a choice of an occupation for which he desires to train. Every effort is made to assist the disabled man toward that occupation in which he is most interested and for which, because of his aptitude and experience on the one hand and his handicap on the other, he is best suited. In order to utilize previous knowledge and skill the disabled man is advised—other things being equal—to pursue a course of training in the industry, business, or profession in which he was engaged while in civil life.

As a general policy a handicapped man is not directed toward an overcrowded or a waning occupation in which present or future competition might cause permanent employment uncertain. In order, however, to realize fully upon the man's interest and ability, he is given the fullest information concerning those desirable occupations in which, in the light of the best medical and vocational knowledge available, he can, with his special handicap, successfully engage. The district medical officer assists in the vocational advisement of the disabled man. In addition, advice is also sought from those experts in the hospitals who have effected the man's physical rehabilitation.

The disabled man, with the approval of the board, may be trained in agriculture, commerce, industry transportation, or the professions. The length and character of the course of instruction depends upon the requirements of the vocation, the ability and interest of the man, and his previous training and experience.

Training is given in a variety of ways. The Federal Board utilizes the best educational institutions of the country—the special schools for the education of the blind, deaf, and crippled, and the best technical, agricultural, academic, and vocational schools and colleges. If a disabled man can not attend the regular classes, and needs special courses of instruction, the Federal Board makes special arrangements with the educational institution involved so that the man may receive the training he requires. Placement training, or training "on the job," especially in those occupations not yet regarded as being within the school or college field, is given in manufacturing establishments, industrial shops, offices, and on farms. In every case, however, the Federal Board requires the course of instruction to be adapted to the interests and needs of the disabled man to be definitely planned for him as a learner, and to be arranged for, approved as well as to be inspected and supervised, by its agents.

## Anchorage Division Notes.

## OCTOBER WEATHER FOR ANCHORAGE

Eight hundred and forty two short tons of coal were mined at the Eska and Chickaloon coal mines during the week ended October 25 and 117 persons were employed, according to the report of Sumner S Smith, resident mining engineer with headquarters at Eska. The work at the Eska mine during the week consisted in the continued driving of the Emery East and the Martin West tunnels and at the Chickaloon mine in the continued driving of the Second East, the Second West, the 5½ Counter and the No. 5 West tunnels.

The telephone construction crew working out of Mile 34 strung two miles of wire, completing the section between Miles 29 and 33 during the week ended Oct. 25, according to the report of J. J. Longacre, acting superintendent of the telegraph and telephone department of the Engineering Commission. The main telephone line was extended toward the north in Mile 23 in the Seward Division a distance of 1100 feet during the week, according to the report. Circuit changes were made during the week on leads running north from Anchorage in order that all circuits may conform with the ultimate plan for circuits between Seward and Fairbanks. One telephone was connected in Anchorage and one was disconnected during the week, according to the report. One long distance telephone was connected and three were disconnected. In the electric light and power branch of the department two meters were "cut in" and four were "cut out."

## DRIVE BEGINS TO SECURE MEMBERSHIPS IN AMERICAN RED CROSS.

The drive to secure membership in the American Red Cross for the year 1920 was commenced yesterday morning. During the course of the drive which will continue for one week it is expected that every employee of the Alaskan Engineering Commission will renew his or her subscription and take a membership for the coming year.

Mr. H. U. M. Higgins will act as chairman of the membership committee and will be assisted by Mrs. Col. Mears, Mrs. I. Bayles and Mrs. Clarence Mossman.

Date	Temperature			Rain Inches	Snow Inches	Wind	
	Max.	Min.	Range				
Oct. 1.....	49	25	24	.....	.....	SE	P.
Oct. 2.....	48	32	16	0.22	.....	E	P.C.
Oct. 3.....	48	31	17	0.23	trace	N	P.C.
Oct. 4.....	50	17	33	.....	.....	N	P.
Oct. 5.....	36	21	15	.....	.....	NE	C.
Oct. 6.....	34	26	8	0.01	1.2	NW	P.C.
Oct. 7.....	42	18	24	0.10	1.75	.....	.....
Oct. 8.....	42	16	26	.....	.....	NE	.....
Oct. 9.....	35	30	5	0.05	.....	NE	.....
Oct. 10.....	40	32	8	0.10	.....	N	.....
Oct. 11.....	39	30	9	trace	.....	NE	.....
Oct. 12.....	43	31	12	0.01	.....	NE	.....
Oct. 13.....	57	40	17	trace	.....	NE	.....
Oct. 14.....	42	38	4	0.40	.....	NE	.....
Oct. 15.....	57	37	20	0.06	.....	W	P.C.
Oct. 16.....	53	40	13	0.10	.....	S	P.C.
Oct. 17.....	46	39	7	trace	.....	NE	P.C.
Oct. 18.....	42	29	13	.....	.....	NE	P.C.
Oct. 19.....	39	18	21	0.01	.....	NE	C.
Oct. 20.....	34	25	9	.....	.....	.....	C.
Oct. 21.....	40	15	25	.....	.....	NE	C.
Oct. 22.....	38	10	28	.....	.....	NE	P.C.
Oct. 23.....	34	28	6	0.05	0.2	NE	C.
Oct. 24.....	37	32	5	0.10	.....	NE	C.
Oct. 25.....	40	32	8	0.01	.....	.....	Cldy.
Oct. 26.....	46	34	12	0.19	.....	E	P.C.
Oct. 27.....	44	35	9	0.10	.....	S	P.C.
Oct. 28.....	36	22	14	trace	.....	S	C.
Oct. 29.....	39	14	25	0.06	1.4	NE	Cldy.
Oct. 30.....	30	12	18	.....	.....	N	P.C.
Oct. 31.....	32	18	14	.....	.....	W	Cldy.

SUMMARY—Temperature: Mean maximum, 46.8; mean minimum, 26.68; mean, 34.18; maximum, 57, Oct. 13; minimum, 10, Oct. 22; greatest daily range, 33, Oct. 22. Precipitation: Total, 1.80 inches; greatest in 24 hours, 0.40, Oct. 14. Snow: Total snowfall, 4.55 inches; on ground, 15th, 0 inches; at end of month, 0.6 inches. Number of days: With .01 inch or more precipitation, 17; clear, 1; partly cloudy, 14; cloudy 13.

## CLIMATOLOGICAL DATA, OCTOBER, 1919.

STATIONS	Mile on Railroad	Approximate Elevation, feet	Temperatures in Degrees, Fahr.								Precipitation Inches			Number of Days			Prevailing Direction	
			Mean Maximum	Mean Minimum	Mean	Highest	Date	Lowest	Date	Greatest Daily Range	Total	Greatest in 24 Hours	Total Snowfall, Inches	Clear	Partly Cloudy	Cloudy		
SEWARD																		
E. L. Sweek, Obs.	0	20	45.2	36.4	40.8	58	1	25	31	33	7.70	2.00	trace	5	8	18	SV	
ANCHORAGE																		
D. D. Vint, Obs.	115	40	41.68	26.68	34.18	57	15	10	22	33	1.80	0.40	4.55	4	14	13	NE	
MATANUSKA																		
F. E. Rader, Obs.	151	200	37.8	26.6	33.2	57	13	10	30	25	1.62	0.36	4.5	4	6	21	SW	
CHICKALOON																		
J. E. Manning, Obs.	188	910	37.5	24.2	30.9	46	3	8	31	27	trace	trace	4.5	5	5	21	N	
INDIAN RIVER																		
A. F. Stowe, Obs.	266	735	36.61	22.22	29.41	52	15	0	4	32	3.90	0.85	11.75	11	9	11	NE	

# ALASKA RAILROAD RECORD

VOL. IV. ANCHORAGE, ALASKA, TUESDAY, NOVEMBER 11, 1919. NO. 1

## WORK OF BUILDING SNOWSHED AT MILE 75.84 COMPLETED DURING PAST WEEK.

The work of constructing the big snowshed located at Mile 75.84 was completed during the week ended November 8, according to the weekly progress report of F. A. Hansen, engineer of maintenance of way, to William Gerig, assistant chief engineer of the Alaskan Engineering Commission. The work on this shed was practically completed ten days ago. The work during the past week consisted in completing the surcharging of the roof and in the construction of two flumes to divert streams in the immediate vicinity of the shed.

Seven thousand five hundred cubic yards of gravel were loaded during the week by steam shovel No. 1, Engineer Namur, according to the report. The material was used in filling bridge No. 85, in raising track in Mile 55 and Mile 56 and in the construction of the loop track in Mile 56. Steam shovel No. 7, Engineer Patten, working at Mile 236 north of Talkeetna, cast over during the week 7565 cubic yards. Eight hundred and twenty-five feet of track were laid behind the shovel during the period reported.

Extra gang No. 1 with ditcher No. 2 working in Mile 139 handled during the week 870 cubic yards of material. The material handled was cast over in the same mile. The work accomplished by this gang was performed in four working days, according to the report. The ditcher was brought to Anchorage on November 6 for repairs. Upon completion of the work of repairing the ditcher will be shipped to the Turnagain Arm district.

Extra gang No. 3 was engaged during the week in surfacing the siding at Portage, in surfacing track between Portage and Mile 60, in grading and surfacing the loop track in Mile 56 and in the construction of a small diversion dike located in Mile 55. The work on the loop track was completed during the week and the track is now ready for use.

Five cars were loaded with railroad ties, three cars with bridge timbers, and four cars with construction material during the week by pile driver No. 6. Two cars were loaded with slabwood and two cars with small lumber from the sawmill at Mile 73 during the week, according to the report.

Bridge and building gang No. 5 was engaged during the week in laying track and in decking the trestle and the main dock. Bridge and building gang No. 7 was occupied during the week in the construction of a house around the water tank at Anchorage. The structure will be 26

feet by 26 feet by 43 feet in dimensions. At the close of work on November 1 the work was 25 per cent complete.

## ENGINEER IN CHARGE OF SEWARD DIVISION MAKES WEEKLY PROGRESS REPORT.

All posts, braces and caps in snowshed No. 54-A are in place and bolted and the work of spiking down the roof of the shed is 55 per cent complete, according to R. J. Weir, engineer in charge of the Seward Division, in his report of progress to Col. F. Mears, chairman and chief engineer of the Alaskan Engineering Commission, for the week ended November 1. A small gang of men is engaged in the work of backfilling and in cutting the brush from the hillside above the shed.

A. Franson & Co., grading contractors working in Mile 30, have completed all the work in connection with their contract. The total yardage moved was approximately 7250 cubic yards.

Marion steam shovel No. 3 was "cut in" at Mile 23, and to date moved 2040 cubic yards of gravel, which has been used in ballasting track in Mile 23 and Mile 27.

Track was lifted from Mile Post 22, to Mile Post 23 during the week and was relaid from station 1360 to station 1375 and from station 1392 to station 1407 in Mile 27. A running surface was given to the track between station 1360 and station 1375.

All work on the enlargement of tunnel No. 3 to standard section is practically complete, with less than six feet of bench remaining to be taken out. The work is being done by Nelson & Co., contractors.

The work of removing the heading is 100 per cent complete in tunnel No. 4 and the work of taking out the bench is 83 per cent complete. This work is being done by Porter & Co.

Pradalla & Co., contractors, have finished their contract on tunnel No. 5, and reconstruction work is now complete, except for timbered portals, which are now being framed.

Pradalla & Co. have also finished their contract on tunnel No. 6 and the timbered portals are now being framed.

Holmlund & Co., contractors, have the work of heading on tunnel No. 7, 92 per cent complete, and the bench work 53 per cent complete.

All foundation work on bridge No. 70 was completed during the week. Framed bents No. 1 and No. 2 were erected. Bents Nos. 5 to 13 inclusive making up the north trestle approach were completed. The north fill approach is also complete. The lower chords of the 121-foot span

BUY WAR SAVING STAMPS. PRICE THIS MONTH \$4.22.



are in place and packed, together with the lateral braces.

Bents Nos. 1 to 12 inclusive for bridge No. 75, making up the south trestle approach were completed. Pier No. 13, the north abutment for the 121-foot deck span was completed, and the framework is in place. Piers Nos. 16 to 21 inclusive, have been poured and the sills have been set. Concrete forms are erected ready for pouring on pier No. 14. Excavation work for foundation was 100 per cent complete for piers Nos. 15 and 22, and approximately 50 per cent complete for piers Nos. 23 to 26 inclusive. The upper and lower chords of the 121-foot deck span are in place and packed and the lateral braces have been installed. The main braces are now being put in and it is expected that the span will be ready to truss early next week.

M. Divyak & Co. put off a shot at the cut near the south end of bridge No. 69 during the week, breaking about 4000 cubic yards of rock. The material will be used to fill bridge No. 69. Four thousand and sixteen cubic yards of material were removed in Mile 48 by the Bucyrus steam shovel No. 4 and was used in the north fill approach to bridge No. 70 and in filling bridge No. 69.

Rochen & Co. are making satisfactory progress with the fill in the stem of the switchback located in Mile 49. Track has been laid over the upper line and lower line of this switchback.

The force for the week numbered 596 on the Seward Division.

#### RED CROSS DRIVE FOR MEMBERS OPENS IN ANCHORAGE.

The drive for memberships in the American Red Cross for the year 1920 opened in Anchorage yesterday morning, according to H. U. M. Higgins, chairman of the membership committee. The drive will continue throughout the present week, closing Sunday evening.

From the interest being shown in the drive it is expected that every employee of the Alaskan Engineering Commission will enroll as a member for 1920. That the Engineering Commission will enroll 100 per cent strong is the firm belief of Mr. Higgins.

The membership committee consists of Mr. H. U. M. Higgins, chairman, Mrs. Col. Mears, Mrs. Clarence Mossman and Mrs. I. Bayles.

President Wilson has addressed the following letter to the people of the country appealing for support of the Third Red Cross Roll Call, which is to be held in the States from November 2 to 11 and in Anchorage from November 10 to 18.

"As President of the United States and as President of the American Red Cross, I recommend and urge a generous response to the Third Red Cross Roll Call which opens on November the second with the observance of Red Cross Sunday and appropriately closes on November the eleventh, the first anniversary of the signing of the Armistice.

"Twenty million adults joined the Red Cross during the war, prompted by a patriotic desire to render service to their country and the cause for which the United States was engaged in war. Our patriotism should stand the test of peace as well as the test of war, and it is an intelligently patriotic program which the Red Cross proposes, a continuance of service to our soldiers and sailors who look to it for many things, and a transference to the problems of peace at home of the experience and methods which it acquired during the war.

"It is on membership more than money contributions that the stress of the present campaign is laid, for the

Red Cross seeks to associate the people in welfare work throughout the land, especially in those communities where neither official nor unofficial provision has been made for adequate public health and social service.

"It is in the spirit of democracy that the people should undertake their own welfare activities, and the National Red Cross wisely intends to exert upon community action a stimulating and coordinating influence and to place the energies of the organization behind all sound public health and welfare agencies.

"The American Red Cross does not purpose indefinite prolongation of its relief work abroad, a policy which would lay an unjust burden upon our own people and tend to undermine the self-reliance of the peoples relieved, but there is a necessary work of completion to be performed before the American Red Cross can honorably withdraw from Europe. The Congress of the United States has imposed upon the Red Cross a continuing responsibility abroad by authorizing the Secretary of War to transfer to the American Red Cross such surplus army medical supplies and supplementary and dietary food stuffs now in Europe as shall not be required by the Army, to be used by the Red Cross to relieve the distress which continues in certain countries of Europe as a result of the war.

"To finance these operations, to conclude work which was begun during the war, and to carry out some comparatively inexpensive construction plans for assisting peoples in eastern Europe to develop their own welfare organizations, the American Red Cross requires, in addition to membership fees, a sum of money small in comparison with gifts poured into its treasury by our generous people during the war.

"Both the greater enduring domestic program and the lesser temporary foreign program of the Red Cross deserve enthusiastic support, and I venture to hope that its peace time membership will exceed rather than fall below its impressive war membership.

"WOODROW WILSON."

#### WORK ACCOMPLISHED BY MAINTENANCE OF WAY DEPARTMENT SUBJECT OF REPORT.

Thirty seven thousand two hundred and fourteen cubic yards of gravel were loaded by steamshovel No. 1 working at Mile 56, during the month of October, according to the monthly report of F. A. Hansen, engineer of maintenance of way to William Gerig, assistant chief engineer of the Alaskan Engineering Commission. Of the material loaded 36,338 cubic yards were used in filling bridges and in raising grade between Mile 55 and Mile 66; 780 cubic yards in the construction of the shoofly track at Mile 71½, and 96 cubic yards were shipped to the Seward Division.

Sixteen thousand and twenty cubic yards of gravel and one thousand four hundred and eighty cubic yards of rock were loaded during the month by steam shovel No. 7. Of the yardage loaded 13,224 cubic yards of gravel were used in filling at the ocean dock; 2,616 cubic yards of gravel in bank widening at various points along the main line of the railroad, and 180 cubic yards of gravel in constructing the depot platform at Girdwood. All of the rock loaded was used in armoring the mole at the ocean dock. On October 18, work with this shovel was discontinued temporarily for the purpose of being repaired preparatory to shipment to Mile 236 on the main line north of Talkeetna. On October 26 work was resumed at Mile 236 and consisted in casting over material excavated at station.

10488. Since the date of commencing work north of Talkeetna this shovel has excavated a daily average of 800 cubic yards of material.

Extra gang No. 1 working with ditcher No. 2 handled during the month 12,925 cubic yards of material according to the report. The ditcher was used during the first two days of the month in Mile 139, being moved to Mile 232 on October 3. It was used in this locality and between Montana and Talkeetna until October 24 and on October 27 commenced work in Mile 9 on the Chickaloon branch, remaining at this point until the end of the month.

Extra gang No. 3 was engaged during the month in raising grade between Mile 55 and Mile 66, in extending the steamshovel loading track in Mile 56, in building the loop track for turning the snow plow in the same mile and in constructing the shoofly track at Mile 71½.

Oscar Lake & Company completed the work of digging coyote holes in Mile 56 during the month. The holes were loaded and the shot put off on October 24, moving approximately 25,000 cubic yards of rock, which was used in riprapping bridge heads and embankments below the Spencer Glacier. A dike containing 416 cubic yards of material, was constructed by this gang during the month to divert streams in Mile 56.

Work of installing a six inch centrifugal pump and a stand pipe to be used in supplying water to the steam shovel working in Mile 56, was commenced during the month. A new stand pipe to be used in supplying water to locomotives was erected at Kern. A house was built around the water tank at Talkeetna and the pump and boiler were moved into it. The suction pipe and the well at this point on the railroad was also covered. The tank house at Matanuska was extended during the month and now encloses the tank riser and a part of the bowl of the tank.

A diversion dam was built during the month across Ship Creek at a point just above where the water main which supplies the terminal tank crosses. The main was then laid about two feet underground through the creek bed and the creek allowed to return to the old channel. The pipe line was originally laid on the creek bed and was broken last summer by drift wood floating down. Since the date of breaking the pipes have been suspended across the creek by cable.

Sixty-one thousand one hundred and seventy feet, board measure, of lumber, were sawed at the sawmill located in Mile 73 during the month, according to the report. The mill was shut down on October 6. During the month 25 cars loaded with lumber from the mill were shipped. Of the cars shipped 12 were consigned to the snowsheds at Mile 75½, four were consigned to the Seward Division, six were consigned to the material yard at Anchorage and three were consigned to the coal mines at Eska and Chickaloon. Subsequent to the closing down of the mill, the sawmill crew was engaged with pile driver No. 6, in loading 19 cars with construction material picked up between Mile 64 and Mile 91. During the month eight cars loaded with slab wood and two cars loaded with railroad ties were shipped to various section gangs.

Since the first week in August when the work of sawing logs was commenced at the sawmill 586,631 feet, board measure, have been sawed, according to the report.

The work of constructing the snowsheds at mile 75½ was completed during the month with the exception of a small amount of surcharging and the placing of doors at either end of the structure. Five thousand cubic yards

of excavation were necessary for the foundation work for this shed and approximately 1800 cubic yards of rock were handled in surcharging the roof. The shed contains 900,000 feet, board measure, of timber and 37,000 pounds of iron. Thirty thousand lineal feet of logs were used for cribbing and in the roof.

Bridge and building gang No. 5 was engaged during the month in bracing, sheeting and decking the new ocean dock. Bridge and building gang No. 7 during the month drove 60 piling for the crib at the dock, 37 piling for the temporary trestle at the north end of the dock and 24 piling for the temporary trestle at the south end. Bridge and building gang No. 1 was organized during the month and was sent north to drive piling and build bridges on the main line of the railroad north of Mile 236.

#### FIVE HUNDRED MILLION DOLLARS SQUANDERED ANNUALLY IN WILDCAT INVESTMENTS.

Investors have the same right to know who and what is behind a security offered them as the pure food law gives purchasers of food packages as to their ingredients, according to Federal Trade Commissioner Houston Thompson.

"Failure of the manufacturer to live up to the pure food law may cause one to take into his system poisonous food, and may be punished criminally, said Mr. Thompson before the senate committee considering provisions of a federal "Blue Sky Law." "But if the purchaser does not know what is behind a security it may result in no food at all."

Mr. Thompson declared that the sum squandered annually in "wildcat" investments in America had increased to \$500,000,000. He advocated that every person or firm offering stocks or bonds to the public should be compelled to print on all communications and literature the names of the promoters and underwriters and sellers of the securities with the commissions or bonuses each receives.

Investigation by Silas W. Davis, savings director of the Sixth Federal Reserve district, has shown that unscrupulous promoters are reaping a rich harvest throughout the south. All sorts of schemes have been devised to induce investors to part with their Liberty Bonds, War Savings Stamps or indeed anything of real value for worthless promises of "a short road to big fortunes."

The investigation showed that promoters are evading the state laws controlling issue of securities by selling "certificates of participation," "lots" in oil fields, "leases" with contract to develop the "oil land," and secret formula.

Knowing they would be unable to obtain state permits for the sale of their stocks they have seized on these evasions, working quietly and ready to disappear at the first sign of legal prosecution.

An indication of the proportion of legitimate and illegitimate stock issues is given by the records of Secretary of State McLendon of Georgia which show that out of three hundred applications from oil companies to sell stock in that state only two were able to meet the requirements of the Georgia "Blue Sky" law.

Mr. Davis has warned the people of the south against investment in uninvestigated stocks and urged them to put their savings into Liberty Bonds, Treasury Savings Certificates and War Savings Stamps where they are assured of protection, and profit.

What about that Liberty Loan interest?

## 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.

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

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.

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### MINERAL RESOURCES OF TALKEETNA MOUNTAINS SUBJECT OF INTERESTING REPORT.

A graphic description of the mineral resources of the western Talkeetna mountains and of the country in the vicinity of Talkeetna and along the main line of the Government Railroad is contained in a report made by Stephen R. Capps, of the United States Geological Survey.

The report in part, is as follows.

"The limits of the region here called the western Talkeetna Mountains are somewhat arbitrarily drawn. It includes that portion of the Talkeetna mountain mass that lies west of a sinuous line extending from the head of Little Susitna River northward along the rugged crest of the mountains and embraces the basins of a number of westward-flowing tributaries of Susitna River and the basins of Sheep River and Iron Creek, two tributaries of Talkeetna River.

"Systematic surveys were begun in this part of Alaska in 1898, when G. H. Eldridge and Robert Muldrow, of the United States Geological Survey, ascended the Susitna basin to Broad Pass and obtained the first accurate information concerning the geography of that great river system. During the same year W. C. Mendenhall, while attached to a War Department expedition in charge of Capt. F. W. Glenn, ascended Matanuska River to its head and proceeded northeastward to Delta River, thus skirting the Talkeetna Mountains on the south and east. The next notable survey in the region here discussed was carried out in 1906, when R. H. Sargent and Sidney Paige, of the United States Geological Survey, ascended Matanuska River and Chickaloon Creek, ascended Talkeetna River to Sheep River, and thence followed the west flank of the mountains southward to Knik Arm. Their topographic and geologic surveys thus completely surrounded the western Talkeetna Mountains but left inclosed within their route of travel a large unmapped area. In 1910 F. J. Katz spent a few days in the Willow Creek district, and in 1913 S. R. Capps made a detailed study of that area.

"On the Government Railroad in progress of construction from Seward to Tanana River, rails were laid by the fall of 1917 from Turnagain Arm northward as far as Montana Creek, and the branch line up Matanuska Valley was in operation to the Chickaloon coal field. Upon the laying of a stretch of track along the north shore of Turnagain Arm, now rapidly approaching completion, rail transportation will be available from Seward to points well up Susitna Valley, and the area thus supplied will expand as construction proceeds northward.

"The western Talkeetna Mountains have been considered to offer a promising field for the prospector. In 1897 the first gold-placer claims were staked on Willow Creek, and although the workable ground proved to be of small area, considerable gold was produced. In 1906 gold quartz was discovered in the Willow Creek district, and since that time the production of lode gold has steadily increased. From time to time prospectors attempted to extend the productive areas northward, and some encouraging quartz veins were found, but the cost in time and money of getting supplies into that area grew so prohibitive as the distance from the water increased, that no serious attempts were made to develop mines north of the basins of Willow Creek and Little Susitna River.

"The passage of a bill by Congress authorizing a Government Railroad up Susitna Valley and the progress of construction on this project greatly encouraged both prospectors and those seeking agricultural lands in this hitherto remote area, and it became desirable to complete topographic and geologic surveys along the route to be served by the railroad. Accordingly, in 1915, J. W. Bagley, of the United States Geological Survey, carried out a reconnaissance topographic survey in the western Talkeetna Mountains, covering an area of 835 square miles previously unsurveyed. In 1917 the writer, in addition to other duties, was assigned to the task of studying the more important mineral resources of that area and of mapping the areal geology in so far as time for the work was available. After returning from a few weeks' visit to the upper Chulitna basin, the field party, consisting of the geologist, a cook, and two packers, with seven horses, left Talkeetna on July 29 and ascended the valley of the Talkeetna and of Iron Creek to the vicinity of the numerous lode prospects in that basin. Two weeks were spent in a study of the prospects and of the geologic conditions of that vicinity, after which the party proceeded southward through the mountains. Only 16 days was available for the areal geologic mapping of several hundred square miles of rugged mountains, but much of that area is occupied by a single geologic unit, and it is believed that the general distribution of formations, is approximately correct in its larger features.

"The conclusions reached in this paper are based on a preliminary study of the data gathered and are subject to modifications in the more complete report now in preparation.

#### General Features of the Region.

"The region here described as the western Talkeetna Mountains is, as its name implies, predominantly an area of high relief. On its eastern border the summit peaks of the mountain mass reach elevations of 7,000 to 8,800 feet and nourish many glaciers, the largest of which has a length of 12 miles. Farther west the mountains decrease somewhat in height but are extremely rugged and steep for an average distance of twenty miles from the divide. Within that area the land forms are characteristically those of a severely glaciated mountain mass in crystalline rocks with multitudes of cirque basins and relatively straight, troughlike trunk valleys.

"As the Susitna lowlands are approached the mountain topography undergoes a sharp change of type. The ragged sky-line of the higher mountains disappears, and the interstream ridges on the western mountain flank have rounded contours and plateau-like surfaces up to an elevation of 3000 feet or more. Many facts prove that this series of plateaus, which may be regarded as a high beach now dissected, was once overridden by the northward-moving ice



of the great Susitna glacier, and its subdued topography and rounded forms are due, at least in part, to the erosive effects of that ice mass.

"On the western flank the Talkeetna Mountains merge gradually into the Susitna lowlands. Susitna River flows southward through a broad structural basin that is bordered on the east by the Talkeetna Mountains and their northward extension and on the west by the Alaska Range and its foothills.

"Between these two mountain masses this lowland has a width of about 50 miles in the latitude of Kashwitna River but narrows to a width of 20 miles at Talkeetna. From its irregular projections extend up the valleys of the larger tributary streams. Along the axis of this basin the relief is slight, and the gradient southward to tidewater is gentle. Talkeetna, at the mouth of Talkeetna River, is 80 miles from the head of Cook Inlet, yet its elevation above sea level is only 350 feet. The flatness of the valley floor is relieved only by rolling morainic hills and by the comparatively shallow trenches of the streams that cross it. Toward its borders the relief increases, the stream trenches are of greater depth, and the rolling lowland merges into the flanks of the foothills and the mountain ranges.

"The area here treated contributes all its drainage to Susitna River. More than half of the region is drained directly to the Susitna by Willow and Little Willow creeks, Kashwitna River, and Montana and Sunshine creeks, all of which head in the mountains and flow westward to emerge in the lowlands through which they flow to join the Susitna. Sheep River and Iron Creek both head in glaciers at the summit of the range and flow in parallel courses northwestward to join Talkeetna River 16 and 30 miles, respectively, above its mouth.

#### Glaciation.

"The higher parts of the Talkeetna Mountains reach above the level of perpetual snow and nourish a large number of glaciers. A considerable portion of the waters of Kashwitna and Sheep Rivers and Iron Creek is supplied by the melting ice fields, and Montana Creek receives enough glacial drainage to cloud its waters in summer. As measured by the standards of the neighboring Chugach and Alaska Ranges all the glaciers in the Talkeetna Mountains are of small size, occupy only the extreme heads of the cirques, and are of simple form. Of those on the west slope of the mountains only three or four are of the type that comprises a somewhat extended main lobe fed by numerous tributaries.

"The largest glacier in the Talkeetna Mountains is that in which Sheep River heads. The upper basin of Sheep River is encircled by the highest peaks of the range, and the northern slopes are protected from solar radiation, so that conditions are especially favorable for the accumulation of glacial ice. In addition to the main glacier there are more than thirty smaller ice fields over half a mile long that send their water to Sheep River. The Kashwitna and Iron Creek basins also contain numerous glaciers.

"Although glaciers are so numerous in the range, the present glaciers are altogether insignificant as compared with the great ice fields that once covered this area. During the earlier period of glaciation all the mountain valleys were leveled to the brim with glacial ice, so that only the highest peaks and ridges projected above its surface. This ice moved slowly down the valleys to join the enormous glaciers that occupied Susitna Valley. Some idea of the volume of the former Susitna glacier may be gained from

the statement that at the mouth of Kashwitna River the glacier at one time reached a thickness of close to 4000 feet and had a width of over 50 miles.

#### Routes of Travel.

"Although not far distant from tidewater, the western Talkeetna Mountains have always been rather difficult of access, and few white men had traveled in them until the beginning of construction on the railroad gave promise of improved transportation to the region. Two routes of approach to the mountains have been followed, one by boat or sled up Susitna River and its tributaries, and the other along the flank of the mountains northward from Willow Creek, the route chosen by any particular party being determined by the time of year when the trip was to be made and the means of transportation available. Most prospectors and trappers in interior Alaska prefer to travel by winter by dog sled, when the frozen streams and the mantle of snow make it possible to haul heavy loads with the least effort and equipment. Trading stations and stores have long been maintained at Knik, on Knik Arm, and at Susitna station, on Susitna River near the mouth of the Yentna. A trading station was also operated for some years at the mouth of Talkeetna River but was abandoned in 1911. Winter travelers obtained supplies from one of these places and sledged them up the valleys to the chosen prospecting or trapping ground. In summer Susitna River is navigable for high-powered, shallow-draft boats as far north as the mouth of Indian River, and construction camps have been established at intervals along the line of the railroad by the Alaskan Engineering Commission. Talkeetna, a considerable village, including, in addition to the buildings of the commission, several stores and many dwellings has sprung up at the mouth of Talkeetna River, and transportation by boat was obtainable in 1917 to the mouth of Indian River. The tributaries of Susitna River from the east, however, are not navigable for power boats. Kashwitna and Talkeetna Rivers may be ascended for some distance by poling boat, but the swift current and shoal waters of these streams make navigation by small boat difficult and dangerous.

"The only feasible land route for summer travel up the east side of Susitna Valley has been along the flank of the mountain pass. The Susitna lowlands contain much swampy ground and dense thickets of brush, so that very great difficulties were encountered in endeavoring to travel through them with horses. The higher parts of the mountains are much too rugged to permit taking horses across them from one east-west valley to another, so that a route between these two extremes must be chosen. Two such routes have been followed with pack trains in 1906, 1916 and 1917 by Geological Survey parties and present no insurmountable difficulties. Between the east-west valleys the broad, timberless benches afford good footing, and trails have been cut across the brushy valley slopes.

"In 1917 construction work on the Government Railroad was pushed rapidly, and by the fall of that year rails were laid to Montana Creek and the grade was practically complete to Talkeetna. Trails and wagon roads that roughly followed the railroad survey through the lowlands had been built, and thus a route of great natural difficulty became the main highway of travel. Completion of the railroad to Talkeetna, and the consequent building of trails and wagon roads up the main valleys leading into the mountains, should within a few years make the whole of this region easy of access.

#### Vegetation.

"A sharp contrast exists between the thick timber and

brush of parts of the lowland areas of this region and the barren slopes of the higher mountains. The Susitna lowland is thickly wooded with trees wherever the ground is fairly well drained. Thus there is a heavy growth of cottonwood and spruce along the banks of all the streams, and of spruce and birch on the rolling hills of the lowland and the slopes of the mountain flanks. Groves of cottonwood trees, many of which reach a diameter of 3 or 4 feet, grow in favorable localities in the stream flats, and birch and spruce trees attain 2 feet in diameter on the slopes. Within the lowland area, there are many places in which drainage is sluggish and which are characterized by marshes, entirely barren of trees or containing only stunted, scrubby spruce trees. The same distribution of thick timber interspersed with areas of scattered stunted trees and barren marshes is found in the valleys of the tributary streams. Timber line has, in general, an elevation of about 2000 feet; below that elevation well-drained lands are timbered, but above it few trees grow. Although, locally, cottonwood and spruce trees of sufficient size to furnish saw logs are found, the timber is for the most part too small and of too poor quality to supply lumber for any but local uses, and no lumber industry of magnitude is likely to be developed. There is a possibility, however, that considerable areas of cottonwood and spruce that lie near the largest streams will sometime furnish materials for a wood-pulp industry.

"Within the timber of the lowlands there is commonly a thick growth of willow and alder brush, and these bushes grow at a considerably greater elevation than the trees, so that there is generally a belt of thick brush above the timber line. The brush affords fuel for the camper at many places where trees are lacking, but the dense growth greatly impedes travel, and the man traveling with horses who leaves the few poorly defined trails must do much trail chopping to penetrate the thickets.

"Grass for forage for horses is abundant throughout the region, and camping grounds can nearly everywhere be found where horses will obtain sufficient grass for their needs. A variety of grass locally known as red top is particularly abundant near timber line, and over large areas it grows in thick stands to a height of 5 or 6 feet. While green it furnishes good forage for stock, but upon freezing in the fall it loses its nourishing qualities. An even better forage grass known as bunch grass occurs in places, usually above timber line.

#### Game.

"The big-game animals of this region include moose, caribou, sheep, and bear. Moose are generally distributed throughout the lowlands and range wherever trees and brush grow. Caribou range in the areas above timber line, particularly in the northeast part of this region, although they are nowhere abundant. The white big-horn sheep is found in the highest mountains, particularly in the headward basins of Sheep River and Iron Creek. Black bears live in and near timbered areas, and brown and grizzly bears may be seen almost anywhere, as they range the higher mountains and also visit the stream valleys during the salmon run.

Rabbits and ptarmigan are very abundant during some years, but their numbers vary greatly from season to season, and in 1917 few were seen. Some fur-bearing animals, including fox, lynx, mink and marten, are captured each winter. Salmon run up Susitna River and most of its tributaries to spawn, and practically all streams not clouded with glacial silt are stocked with grayling and trout.

#### Population.

"There are settlements of natives at Knik, Susitna sta-

tion and Talkeetna, and from these villages hunters and trappers have long made expeditions into the mountains for fur and meat, yet the visible evidences of their occupancy are meager. The Indian transports his few belongings by dog sled in winter, following the frozen streams, and in summer uses a boat or leads his effects upon his dogs, himself, and his family. He chops no trail but makes detours around obstructions, and his trails are of little use to the white man who travels with horses.

"Only within the last year or two have there been any permanent white inhabitants of the mountainous portions of this region. A single group of claims was staked on Iron Creek in 1910 and has been visited yearly by the owners since that time, but no permanent buildings were constructed, and the only white visitors to the mountains were a few prospectors and trappers. Within the last few years, however, many mining claims have been located in the Iron Creek basin, and some prospects are known in Montana, Kashwitna, Peters and Purches basins. Some log cabins have been constructed, and the number of permanent residents will increase as railroad construction stimulates prospecting and mining.

"Susitna station has long been a permanent settlement of whites and natives. Talkeetna has had white inhabitants at intervals and is now an established village.

"Since 1915, the development of an agricultural population around Knik Arm and in Matanuska Valley has proceeded rapidly, and in 1917 a large quantity of agricultural produce was raised there. Undoubtedly this development will extend up Susitna Valley where much land has farming possibilities, and a gradually increasing agricultural population may be expected in this region."

#### RESIDENT MINING ENGINEER MAKES REPORT OF WORK ACCOMPLISHED DURING OCTOBER.

Approximately 3500 short tons of coal were mined at the Eska coal mine during the month ended October 31, and 85 employees were carried on the mine payroll, according to the report of Sumner S. Smith, resident mining engineer in charge of coal mining operations for the Alaskan Engineering Commission in the Matanuska coal fields. The Emery East tunnel was driven during the month approximately a distance of 55 feet and the Martin West tunnel a distance of 45 feet. A second cross cut was turned toward the south to pick up the Maitland, the David, and the Emery beds and was driven approximately a distance of ten feet during the period reported. Three new cars of 3600 pounds capacity and with three feet gauge were constructed and preparations were made to change nine tracks from 20 pounds, two feet gauge to 40 pound, three feet gauge. This change will be made in order that coal may be hauled direct from the chutes to the cleaning plant.

At the Chickaloon mine 282 short tons of coal were mined and 34 employees were carried on the pay roll during the month according to the report. The Second West Gangway was driven a distance of about 50 feet during the month. The Second East tunnel was widened and re-timbered and its course was changed in order to pick up coal beyond the crushed zone. The No. 5 West was driven a distance of approximately 65 feet according to the report. The work of installing a small electric light plant was commenced at this mine during the month.

Don't neglect the first opportunity to enroll in the Red Cross for 1920.

## WEEKLY FORCE REPORT.

## Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payroll Saturday, November 1, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	6	0	7
Drafting .....	0	4	0	4
Bridge Engineer .....	1	0	0	1
Land and Industrial .....	0	2	0	2
M. of W. Shops and Yards .....	2	7	40	49
Track, Bridge and Ballast .....	2	7	351	360
Receiving and Forwarding Agt. ....	1	3	7	11
Machine Shop and Roundhouse .....	1	2	59	62
Marine Ways .....	1	1	25	27
Stores and Material Yard .....	1	3	57	66
Employment bureau and Ter- minal Mess .....	1	2	14	17
Transportation .....	1	12	35	48
Disbursing Office .....	1	5	0	6
Accounting .....	1	10	0	11
Base Hospital .....	1	0	10	11
Townsite .....	0	1	6	7
Telegraph and Telephone .....	1	4	30	35
Mining .....	1	5	117	123
Location Surveys, Broad Pass ..	1	2	7	10
Totals .....	18	81	758	857

## \*DISTRIBUTION OF FORCES IN ALL DIVISIONS OF RAILROAD.

The forces employed by the Alaskan Engineering Commission in the construction of the Government Railroad, in all of the Divisions and districts, during the week ended November 1, were distributed as follows:

Mile 0	Headquarters office .....	10
	Stores and material yards .....	25
	Machine shops .....	42
	Transportation and work trains .....	37
	T. & T. ....	5
	Dock operations .....	5
	Maintenance Seward yards .....	7
	Framing crew, Seward yards .....	10
	Engineers .....	2
	Mess house .....	5
	Hospital .....	2
Mile 2	Timber crew .....	6
Mile 18	T. & T. ....	15
Mile 20	Maintenance .....	9
Mile 23	Engineering .....	4
	General camp .....	6
	Steam shovel .....	9
	Track laying .....	24
Mile 26	Contractors .....	17
Mile 29	Contractors .....	8
Mile 40	Maintenance .....	3
Mile 45	Mess .....	1
Mile 47	Contractors .....	18
Mile 48	B. & B. ....	23
	Contractors .....	16
Mile 49	Contractors .....	27
Mile 51	Contractors .....	16
Mile 52	Engineering .....	16
	Steam shovel .....	9

B. & B. ....	43
General camp .....	20
Maintenance .....	11
Contractors .....	14
Contractors .....	56
Snow sheds .....	90
Raising grade .....	78
Snow sheds .....	77
Operation:	
Road .....	82
Power plant and pumping .....	17
Docks and boats .....	18
Maintenance:	
Equipment .....	50
Floating .....	20
Ways and structures .....	177
Harbor .....	30
Hospital .....	11
Townsite and land .....	12
Engineer in charge .....	7
Bridge engineer .....	1
Drafting .....	4
Disbursing .....	6
Accounting .....	11
Stores .....	64
Location .....	10
Mile 151 M.B. Mining, Eska .....	88
Chickaloon .....	35
Talkeetna .....	22
Engineers .....	3
Steam shovel .....	41
Engineers .....	13
Wagon road .....	22
Contractors .....	2
Engineers .....	9
Contractors .....	22
Coal contractors .....	3
Track laying .....	30
Construction .....	15
Maintenance .....	8
Sectionmen .....	50
Nenana general .....	30
Stores .....	19
Shops and roundhouse .....	30
Engine crew .....	5
Dock and yard .....	20
Hospital .....	13
Townsite .....	2
Janitors and watchmen .....	12
Power plant and linemen .....	15
Mess .....	9
Corral .....	7
Contractors .....	16
Terminal .....	9
Mile 415	
Mile 415-440	
Sectionmen .....	28
Contractors .....	11
Track laying .....	58
Engineers .....	15
Contractors .....	13
Track laying .....	43
Store .....	3
Contractors .....	15
Steam shovel .....	43
Section men .....	6
Tanana Valley R. R. ....	43
Total force on payroll .....	1825
Contractors .....	269



### Anchorage Division Notes.

Track on the Government railroad in the Fairbanks Division between Nenana and Fairbanks was connected during the afternoon of November 3, according to a telegraphic report received by Col. F. Mears, chairman and chief engineer of the Alaskan Engineering Commission, from Frederick D. Browne, engineer in charge of the Fairbanks Division. Rail communication is now complete between the Nenana coal fields and the towns of Nenana and Fairbanks.

Seven hundred and twenty and four-tenths short tons of coal were mined at the Eska and the Chickaloon coal mines during the week ended November 1, and 123 persons were employed at the two mines, according to the report of Sumner S. Smith, resident mining engineer in charge of coal mining operations. The work at the Eska mine consisted during the week in the continued driving of the Emery East and the Martin West tunnels and at the Chickaloon mine in the continued driving of the Second West, the Second East and the No. 5 West tunnels.

The following engine service was furnished on the Anchorage Division of the Government Railroad during the week ended November 3, according to the report of E. P. Hedberg, master mechanic: Mixed train service, engine No. 265, five days; engine No. 620, two days. Work train service, engine No. 1, five days; engine No. 266, one day; engine No. 221, seven days; engine No. 224, seven days; engine No. 247, two days. Switch service, engine No. 225, five days; engine No. 266, one day. Running repairs were made during the week to engines Nos. 1, 225, 247, 264, 265, 266, 275, and 620. Fifteen and one-half tons of coal were consumed daily at the power plant, according to the report, and approximately four tons at the townsite pumping plant. A stage of eighteen feet of water was maintained during the week at the sump and a stage of 18 feet at the townsite tank.

Five and one-half loop miles of wire were strung and tied-in, completing the new circuit between Mile 20 and Mile 23, excepting three spans, during the week ended November 1, by the telephone construction crew working out of Mile 23 in the Seward Division, according to the report of J. J. Longacre, acting superintendent of the telegraph and telephone department, to William Gerig, assistant chief engineer of the Alaskan Engineering Commission. A test station was "cut-in" at Mile 23 during the week. An underground crossing was put in at Mile 20 and all insulators on the old telephone line in this section have been removed and are in use on the new circuit. Six physical transpositions were "rolled-in" in the Seward Division during the week. Twenty-one anchor holes were dug in this Division, six push braces were erected and twenty-one poles were guyed, according to the report. In the light and power branch of the department seven meters were "cut-in" in Anchorage and two were "cut out."

### HOMESTEAD APPLICATIONS FOR LANDS IN COOK INLET COUNTRY ALLOWED.

Two homestead applications for lands in the vicinity of Anchorage and six applications for lands in the vicinity of Seldovia at the lower end of Cook Inlet have been passed on favorably by the Juneau Land Office and notice of allowance has been sent to the entrymen, according to advices received from Frank A. Boyle, Register and Receiver

of the land office, by the land and industrial department of the Alaskan Engineering Commission.

### ANCHORAGE BRANCH OF THE AMERICAN LEGION CELEBRATES ARMISTICE DAY.

At 11 o'clock this morning every whistle in Anchorage was sounded and the bell in the fire hall tower was rung in commemoration of the armistice signed one year ago today between the Allied Powers and Germany. During a space of two minutes all the whistles and noise-making apparatus of the Alaskan Engineering Commission were commandeered in making effective the first anniversary of the signing of the Armistice.

This evening in the auditorium of the public school building a patriotic exercise in which the Jack Henry Post of the American Legion will take the leading part, will be held for the purpose of commemorating the event.

Hon. Charles E. Bunnell, Judge of the United States District Court in the Fourth Judicial Division, will be the principal speaker of the evening. Musical selections will be rendered by Mrs. Col. Mears, Mrs. William B. Clayton and Miss Darling. The American Red Cross, the Boy Scout organization and the children of the Anchorage public schools will be represented at the exercise.

### CAPTAIN C. G. JONES RETURNS HOME FROM RUSSIA.

Captain C. G. Jones, a member of the American Expeditionary Forces in France and Russia, returned to Anchorage last week from overseas service. Captain Jones departed from Anchorage in January, 1918 and after a brief training at Fort Leavenworth, Kansas, was sent to France and later to Russia, where he was in charge of a company of soldiers detailed to build railroads.

Captain Jones has resumed his connection with the Alaskan Engineering Commission and Sunday departed for Seward, where he will be stationed temporarily.

### STEAMER ANYOX SAILED FROM SEATTLE NOVEMBER 7.

The S. S. Anyox, loaded with approximately 1200 tons of supplies consigned to the Alaskan Engineering Commission, sailed from Seattle for the north on November 7. A part of the cargo consists of a snow plow, weighing 150 tons, which will be used on the main line of the railroad between Anchorage and Seward.

### DISBURSEMENTS OF ANCHORAGE OFFICE

Disbursements of the office of the Anchorage Division of the Alaskan Engineering Commission for the week ended October 31, 1919 totaled \$13,023.90. Salaries and wages were \$7002.01; purchase orders, \$1159.87; construction contracts \$3978.57; compensation, \$18.67; special deposit account, \$60.00 and other expenses, \$804.78.

### BUY WAR SAVINGS STAMPS AND HELP THE GOVERNMENT.

Do your pay-days mean anything to you besides merely drawing your salary? If you will invest a part of your wages in War Savings Stamps you will not only be doing yourself a good turn but you will be aiding your Government. The price of the stamps this month is \$4.22.

# ALASKA RAILROAD RECORD



VOL. IV. ANCHORAGE, ALASKA, TUESDAY, NOVEMBER 18, 1919. NO. 2

## OFFICIALS OF ALASKAN ENGINEERING COMMISSION ARRIVE IN ANCHORAGE.

A number of officials of the Alaskan Engineering Commission, accompanied by their families, arrived in Anchorage Sunday evening from Seward aboard the regular weekly Anchorage-Seward train, which arrived at 6.15 o'clock.

In the party arriving Sunday evening were Lieutenant-Colonel H. P. Warren and Mrs. Warren, Mr. C. E. Dole, General Purchasing Agent, with headquarters at Seattle, and Mrs. Dole; Major E. R. McFarland, former head of the telegraph and telephone department, accompanied by his three children; Mr. Charles L. Mason, secretary to former chairman of the Alaskan Engineering Commission, Mr. William C. Edes, and Mrs. Mason; and Mr. Daniel Leech, assistant superintendent of construction in the Turnagain arm district.

Miss Mae Conner, of Denver, Colorado, arrived with the party and will remain in Anchorage during the winter as a guest of Mr. and Mrs. Charles L. Mason.

## ENGINEER MAINTENANCE OF WAY MAKES WEEKLY PROGRESS REPORT.

Nine thousand one hundred and sixteen cubic yards of gravel were loaded by steam shovel No. 1, Engineer Namur, working in the Turnagain Arm district, during the week ended November 15, according to the report of F. A. Hansen, engineer of maintenance of way, to William Gerig, assistant chief engineer of the Alaskan Engineering Commission. The material was used in filling bridge No. 85. This trestle is being filled, according to the report, at the rate of one bent each day. Steam shovel No. 7, Engineer Patten, working north of Talkeetna, cast over during the week 7,855 cubic yards of material taken from the right-of-way between station 10501 plus 46 and station 10511 plus 75, totaling a distance of 1029 feet. Track was laid behind the steamshovel from station 10,500 plus 99 to station 10,510 plus 89, a distance of 990 feet. The amount of yardage moved was determined by the cross-section measurements.

Extra Gang No. 1, working with the ditcher in the Turnagain Arm district handled 1010 cubic yards of material taken from the right of way between Mile 76 and Mile 79. The ditcher was brought to Anchorage for repairs on November 14.

Extra gang No. 3 was occupied during the week in surfacing track and in renewing railroad ties on bridge No. 85, in moving the steamshovel loading track in Mile 56

and in laying switch and track leading to the rock quarry in the same mile.

Nine cars were loaded with bridge timbers and construction material during the week by a crew working with Piledriver No. 6. This crew also loaded two cars with lumber from the saw mill located in Mile 73 according to the report.

Bridge and building gang No. 1 drove 77 piling in bridges No.'s 175, 176 and 177 during the week according to the report. Stringers and caps were placed on bridge No. 175. Bridge No. 176 and bridge No. 177 were completed during the week by this gang.

Bridge and building gang No. 5 was engaged during the week in docking the ocean dock and the approach trestle and in repairing outfit cars. The work on the ocean dock has been abandoned for the season and the gang, with the exception of five carpenters, who are working on repairs to stationmen's cars has been disbanded. The stationmen's cars are to be used in the construction work north of Talkeetna.

The work of building a house to inclose the water tank located on the hill north of the terminal yards is 55 per cent complete according the report.

The building at Matanuska formerly used as an office building has been fitted up for the accomodation of the detachment of soldiers from the 21st Infantry, which will be quartered at Matanuska during the winter.

## ENGINEER IN CHARGE OF SEWARD DIVISION MAKES WEEKLY PROGRESS REPORT.

The work of enlarging tunnel No. 3, located in Mile 52 in the Seward Division of the Government Railroad, from the standard adopted by the old Alaska Northern Railroad to the standard required by the Alaskan Engineering Commission, was completed during the week ended November 8, according to R. J. Weir, engineer in charge of the Division, in his weekly progress report to Col. F. Mears, chairman and chief engineer of the Alaskan Engineering Commission. The work of enlarging was conducted by the firm of Charles Nelson & Co. The members of this firm are now working in laying the track through the tunnel.

John Porter & Co., contractors, completed their contract for enlarging tunnel No. 4 during the week with the exception of a small amount of finishing work. The members of the firm are now occupied in re-tieing and lining track through the tunnel.

Pradalla & Co., contractors, completed their contracts on tunnels Nos. 5 and 6 during the week. The framed tim-

ber portals are now in course of erection, according to the report.

The work of taking out the heading in tunnel No. 7 was completed during the week and the work of taking out the bench was 62 per cent complete. The work is being done by Holmlund & Co.

The lower chords for the 121-foot span for bridge No. 70 are in place and packed and the lateral braces have been installed. The falsework for the upper chords of this span was installed during the week and the upper chords are in place and packed, according to the report. The work on this bridge is being done by bridge and building gang No. 4.

Concrete piers for bents Nos. 13 to 21 inclusive were completed during the week for bridge No. 75. Excavation work for foundation for piers Nos. 22 and 25 is 100 per cent complete and the concrete forms have been erected and are ready to pour. Excavation work for pier No. 24 is 100 per cent complete; for piers Nos. 23, 26 and 28, 75 per cent complete and for pier No. 27, 25 per cent complete. Framed trestle bents Nos. 13, 14 and 15 have been erected in place. The 121-foot Howe deck span is complete with the exception of a small amount of finishing work which remains to be done on the decking.

Two thousand six hundred and eighty-eight cubic yards of material were handled in Mile 48 by steam shovel No. 4 during the week. The material was used in filling bridge No. 69. Divyak & Co. have moved approximately 2000 cubic yards of rock during the week in filling bridge No. 69.

Rochen & Co., contractors, have completed approximately 50 per cent of the fill on the stem of the switchback located in Mile 49, according to the report.

All posts, caps and braces are installed in place in snowshed No. 54-A and the work of erecting the roof is 60 per cent complete. The work of backfilling is now in progress.

Running repairs were made during the week to engines Nos. 10, 278 and 285.

The force on the payroll for the week numbered 535.

#### BUREAU OF WAR RISK INSURANCE RECEIVES HUMOROUS LETTERS.

Much of the humor and some of the tragedy of the war are poured daily into the Bureau of War Risk Insurance, which has the enormous task of administering the insurance and allotment accounts of all men in the military service.

During the first part of October letters arrived at the rate of 140,000 a day, later falling to 40,000 or 50,000. Between 75,000 and 100,000 pieces of mail are sent out daily. Remittances for insurance premiums numbered 1,203,792 between July 14 and October 7, having a value of \$9,784,186.

Handling such a tremendous quantity of mail, dealing with men whose names in scores of instances are identical necessitates the most punctilious accuracy to assure that the proper account is credited. One mother who wrote to ask about an allotment made by her son Jim was asked to be more specific in identifying the soldier. She wrote back, somewhat indignant in her motherly pride:

"You must have noticed Jim, because he is six feet tall."

The Bureau is constantly reminding persons with whom it has dealings to send notification of any change in address. One person took this injunction very literally.

"Dear Government," she wrote. "This is to let you know I am staying a while with my folks at Simpkins Falls."

Manifest willingness to obey the law and the honesty

of the average American are portrayed in most of the letters, but in none better than the one replying to a formal inquiry whether the mother of a certain soldier who asked a government allowance for her, had any support. She conscientiously replied:

"Only Fred's hens."

The mail section of the Bureau has been put on a 16-hour basis to keep the handling of the mail strictly current. One shift works from 9 to 5 each day, another coming at 1 o'clock in the morning to work until 9. Great mail trucks make hourly trips to the post office, day and night.

Letters containing insufficient information—and there are many of them—entail great trouble. They are turned over to index-searchers who comb the files for other papers until the case in question is beyond doubt. This group of employees works from 5 o'clock until midnight.

#### SHIPMENTS FROM ALASKA IN OCTOBER VALUED AT \$15,083,060

The shipments of merchandise shipped from Alaska to the States during the month of October, 1919, were valued at \$15,083,060, according to the report of John W. Troy, collector of United States Customs, with headquarters at Juneau. The shipments of merchandise sent from the Territory of Alaska during the preceding month were valued at \$12,722,382, showing an increase in valuation of products amounting to \$2,360,678.

The detailed report of the Collector of Customs is as follows:

Bones, hoofs, horns, etc.	\$	125
Curios		619
Fertilizers (540 tons)		26,708
Fresh fish, other than salmon	447,220 lbs.	47,609
Dried, smoked or cured fish	544,920 lbs.	27,874
Kipperd herring	461,304 lbs.	101,930
Pickled fish	8,390 lbs.	120,228
Canned salmon	67,717,312 lbs.	12,778,666
All other salmon		157,620
Clams		19
Shrimps		4,220
All other fish and fish products*		17,669
Furs and furskins (except seal skins)		10,150
Jewelry		828
Oils—animal, fish and other	440,540 gal.	269,394
Copper ore, matte and regulus	4,210,274 lbs.	926,642
Lead ore, matte and regulus	113,011 lbs.	6,385
Lead bullion	2,953 lbs.	147
Wood, and manufactures of		95
†All other articles		10,520

Total value of products of Alaska	\$14,507,448
Products of United States returned	568,664
Total value of foreign merchandise	6,948

Total value of shipments of merchandise...\$15,083,060

\*Items included in "All other articles":

Game trophies	\$2,060
Salmon eggs, 10 million	740
Alaska fruits	80
Crabs	200 lbs. 50
Turnips	16,100 lbs. 450
Platinum	4 ozs. 420
Palladium	56 ozs. 6,720

†Includes:

Fishmeal	475,775 lbs. \$14,987
Stearine	25,816 lbs. 2,582
Canned halibut	960 lbs. 100



# UNITED STATES CIVIL-SERVICE COMMISSION ANNOUNCES EXAMINATION FOR TRANSITMAN.

The United States Civil Service Commission announces an open competitive examination for transitman, for men only. Vacancies in the Federal Service throughout the United States, at \$900 to \$1200 a year, or higher or lower entrance salaries, will be filled from this examination, unless it is found in the interest of the service to fill any vacancy by reinstatement, transfer, or promotion.

The entrance salary will depend upon the qualifications of the appointee and the duty to which he is assigned.

Appointees whose services are satisfactory may be allowed the temporary increase granted by Congress of \$20 a month.

Competitors will not be required to report for examination at any place, but will be rated on the following subjects, which will have the relative weights indicated:

Subjects	Weights
1. Physical ability .....	10
2. Education, training, and experience .....	90
Total .....	100

Competitors will be rated upon the sworn statements in their applications and upon corroborative evidence adduced by the Commission.

Applicants must have had at least one year's practical land surveying experience, of which not less than six months must have been spent in the position of transitman.

Applicants must have reached their twentieth birthday on the date of making oath to the application.

Applicants must submit with their applications their unmounted photographs, taken within two years, with their names written thereon. Proofs and group photographs will not be accepted. Photographs will not be returned to applicants.

Applicants will be admitted to this examination regardless of their residence and domicile; but only those who have been actually domiciled in the State or Territory in which they reside for at least one year previous to the date of making oath to the application, and who have the county officer's certificate in the application form executed, may become eligible for permanent appointment to the apportioned service in Washington, D. C.

On account of the needs of the service, applications will be received until further notice. Papers will be rated promptly and certification made as the needs of the service require.

This examination is open to all male citizens of the United States who meet the requirements.

Applicants should at once apply for Form 1312, stating the title of the examination desired, to the Civil Service Commission, Washington, D. C., or the Secretary of the United States Civil Service Board, Seattle, Wash.

Applications should be properly executed, excluding the medical certificate, and filed with the Civil Service Commission, Washington, D. C., without delay.

An act of Congress approved July 11, 1919, provides:

"That hereafter in making applications to clerical and other positions in the Executive branch of the Government in the District of Columbia or elsewhere preference shall be given to honorably discharged soldiers, sailors and marines, and widows of such, and to the wives of injured soldiers, sailors, and marines who themselves are not qualified but whose wives are qualified to hold such positions."

Applicants entitled to the benefit of this act should at-

tach to their applications their original discharge or a photostat copy, or certified copy thereof, or their official record of service which will be returned after inspection by the Commission.

## MASTER MECHANIC SUBMITS MONTHLY PROGRESS REPORT OF WORK ACCOMPLISHED.

There was no additional machinery installed in the machine shops of the Anchorage Division during the month of October, nor was any equipment retired, according to the report of E. P. Hedberg, master mechanic, to William Gerig assistant chief engineer of the Alaskan Engineering Commission.

The engine service furnished during the month was as follows: Engine No. 1, twenty-six days; engine No. 221, nine days; engine No. 224, sixteen days; engine No. 225, twenty-one days; engine No. 242, three days; engine No. 247, eight days; engine No. 264, twenty days; engine No. 265, eight days; engine No. 266, twenty-eight days; engine No. 275, eighteen days; engine No. 277, fifteen days; engine No. 620, nine days. Total engine days of service, 181. Total engine days available, 278.

Forty-six thousand four hundred and seventy-nine kilowatt hours of energy were produced during the month at the power plant, according to the report. Of the total hours of energy produced 79.65 per cent was alternating current and 20.35 per cent was direct current. During the month 472 tons of coal were consumed at the power plant.

At the pumping plant 11,235,480 gallons of water were pumped into the two water tanks, according to the report. Of the total number of gallons lifted 7,595,180 gallons, or 67.6 per cent were pumped into the townsite tank for townsite and commercial use, and 3,640,300, or 32.4 per cent into the terminal tank for the use of the Alaskan Engineering commission. One hundred and twenty-two tons of coal were consumed at the pumping station during the month of October, according to the report.

## TERM OF DISTRICT COURT HELD IN ANCHORAGE BY JUDGE BUNNELL.

A term of court, at which 32 cases were disposed of, was held in Anchorage last week by Judge Charles E. Bunnell, of the Fourth Judicial Division with headquarters at Fairbanks, Alaska. Judge Bunnell who is relieving Hon. Fred E. Brown, absent in the states on sick leave, arrived in Anchorage last Wednesday evening from Seward. He was accompanied by Arthur Lang, clerk of the court, I. Hamburger, court stenographer and John B. Miller, stenographer.

There were 57 cases on the calendar for hearing at this term of court, but owing to the fact that there are several important cases awaiting the attention of Judge Bunnell in Valdez and Cordova, 25 of the cases were carried over until the next term of court, which will likely be held in Anchorage sometime in January.

Judge Bunnell accompanied by the members of the court party departed Sunday morning for Seward en route to Valdez. The party sailed from Seward on the S. S. Admiral Watson.

## MAKE YOUR PAY DAYS COUNT.

Make it a practice to save some part of each month's earnings. The best way to save is to start buying War Savings Stamps.

# 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.

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

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.

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

## OFFICIAL CIRCULARS.

### Anchorage Division.

THURSDAY, NOVEMBER 27, THANKSGIVING.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Nov. 12, 1919.

Circular No. 402:

TO ALL CONCERNED:

Thanksgiving Day, Thursday, November 27, will be observed as a holiday at these headquarters and as far as practicable in the various districts in this Division.

WM. GERIG,  
Assistant Chief Engineer.

### WATER STATION DISCONTINUED

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Nov. 15, 1919.

Circular No. 183:

TO ALL CONCERNED:

Effective this date, water station at Montana Creek has been discontinued and it will be impossible to secure water for locomotives at any point between Pittman and Talkeetna.

Effective this date, coaling station will be established at Girdwood and locomotives can secure coal at that place. Engineers in taking coal there will give Agent coal ticket for all coal taken by them.

J. T. CUNNINGHAM  
Trainmaster.

### SWITCHES REMOVED

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Nov. 15, 1919.

Circular No. 184:

TO ALL CONCERNED:

Switches at the following construction sidings and spurs have been removed for the winter:

	Miles from	Station
	Seward	Number
Construction spur .....	66.8	67
Construction spur .....	67.1	68
Construction siding .....	98.4	98
Construction spur .....	130.0	139

Also a switch to Shonbeck's Powder spur in north end

of Anchorage yard, has been taken up for the season.

J. T. CUNNINGHAM,  
Trainmaster.

### BIG SHIPMENT OF SECOND CLASS MAIL ARRIVES FROM STATES.

One hundred and ninety-six sacks of second-class mail and 13 pouches of first-class mail arrived in Anchorage last Saturday and Sunday, according to a statement made by E. McPhee, postmaster at the Anchorage post office.

Of the 209 pouches of mail three pouches of first-class matter and 23 pouches of second-class matter arrived on the train from Seward Sunday and 10 pouches of first-class and 173 pouches of second-class matter arrived aboard the S. S. Admiral Watson on Saturday.

The second class matter consisted of parcel post shipments and books and magazines. The first-class mail was shipped as express matter and the second class as freight.

### REPORT ON RESOURCES OF CHULITNA REGION MADE BY GEOLOGIST.

The mineral resources of the Upper Chulitna Region which is contiguous to the right-of-way of the Government Railroad in the Broad Pass country are described in a report recently made to Franklin K. Lane, Secretary of the Interior, by Stephen R. Capps, of the United States Geological Survey.

The report in part follows:

"The area here referred to as the upper Chulitna region includes what has generally been called the Broad Pass mining district. The prospects that have attracted considerable attention to this part of Alaska lie 15 to 30 miles southwest of Broad Pass, and that pass can be seen only in the distance. Furthermore, the term 'Broad Pass region' has already been used to describe an area including the headwaters of Nenana River and a part up the upper Susitna basin. In order to avoid confusion, therefore, the area here discussed is termed the upper Chulitna region. It lies on the southeast slope of the Alaska Range between meridians 149 and 150 degrees west longitude and parallels 62 degrees 45 minutes and 63 degrees 15 minutes north latitude.

"Although a few prospectors and explorers had penetrated to this part of Alaska, no systematic surveys had been extended to it until 1898, when, through the discovery of the rich gold placers in the Canadian Klondike, interest in Alaska was stimulated and a number of surveying expeditions were dispatched by the United States Army and the Geological Survey to different parts of the Territory. One of these expeditions, a Geological Survey party in charge of G. H. Eldridge and Robert Muldrow, ascended Susitna River to Indian River and proceeded thence northeastward through the upper Chulitna basin to the headwaters of Nenana River. The map published as a result of their expedition gave the first authentic geographic information about a large area on the upper Susitna basin. In 1902 A. H. Brooks, of the Geological Survey, explored the west and north flank of the Alaska Range from the head of Skwentna River to the Nenana, and between that year and 1912 several mountaineering, exploring, and railroad survey parties reached some part of this district but left no records that were available for the public. Among the more noteworthy of these explorations was that conducted by F. A. Cook, who in 1903 pushed southward across the range with pack

horses through a pass lying somewhere between Muldrow Glacier and Nenana River. His account of the journey is not clear, and he made no accurate survey, but as nearly as can be determined he crossed an ice-filled pass at the head of Taklanika River and descended Bull River to the Chulitna. It is reported that the first discovery of placer gold in this district was made by John Coffee in 1907 on Bryn Mawr Creek, and many lode claims were staked in the basin of West Fork of Chulitna River in 1909. In 1912 a mountaineering expedition, conducted by Herschel C. Parker and Belmore Browne, ascended Susitna and Chulitna rivers and what is now called Ohio Creek by dog sled, crossed a high, glacier-filled pass to the West Fork of Chulitna Glacier, and from the head of that glacier penetrated across another divide to the north slope of the Alaska Range. The sketch map of their route constitutes the first published record of the drainage along their line of travel through the range. In 1913 F. H. Moffit and J. W. Bagley, of the Geological Survey, mapped both the geology and topography of an area extending from Broad Pass eastward to the West Fork of Susitna Glacier, and in 1914 D. L. Reaburn, of the Alaskan Engineering Commission, mapped the topography along the line of the Government railroad survey between the mouth of Indian River and Broad Pass.

"For several years development work has been done on a number of lode claims in the upper Chulitna basin, and encouraging reports have been circulated concerning large bodies of gold ore there. This area, at present so remote, will become readily accessible upon the completion of the Government railroad now in progress of construction between Seward on the coast and Fairbanks on Tanana River. It was therefore deemed advisable to make at least a hasty geologic investigation of the area, to determine the geologic conditions of the ore bodies and the probabilities of the development in this area of producing mines. Upon the entrance of the United States into the European war, a large number of the topographers of the Geological Survey were called upon for military work, and no topographer was available for making a topographic survey of the region, but the maps of the Alaskan Engineering Commission along the main Chulitna Valley furnished control from which foot traverse and compass sketching could be carried westward. Plans were therefore made for a geological party to visit this area during the summer of 1917, and the writer was assigned to carry them into effect. The season's work was to include investigations in other parts of the Susitna basin as well, so that only a short time could be spent in this area. The party, consisting of the geologist and three camp hands, with seven pack horses, left Anchorage by railroad on June 18 for Matanuska, from which the horses were driven over the trail to the terminus of the rails, at that time at Little Susitna River. From that point the pack train followed the construction road and trails along the general route of the railroad survey up Susitna and Chulitna valleys to Middle Fork of Chulitna River, where a trail branching off to the northwest leads up West Fork of Chulitna River to the vicinity of the lode prospects. In all a period of only 24 days was spent between the time of departure from Indian River and the return to that place. During this time all the prospects in West Fork of Chulitna and Ohio Creek basins on which any considerable development work has been done were visited and the larger features of the geology of the area were mapped. The southeastward-flowing tributaries of

Chulitna River have not yet been accurately surveyed, and the position of the drainage line, as determined by foot and compass traverse, can be considered as only approximate.

As already stated, the information on which this report is based was procured in the course of a hasty visit to the region, and during practically the whole time the weather conditions were very bad.

#### Geography.

"The upper Chulitna region consists essentially of the valley of Chulitna River, a broad northeast-southwest basin, which is bordered on both sides by rugged mountains. At a point just west of Chulitna Pass Chulitna River flows at an elevation of 1200 feet, and at Broad Pass the basin floor rises to a height of about 2400 feet. The southeast margin of the Chulitna basin lies only a few miles away from the river and is formed by a ridge of sharp and rugged peaks that rise to heights of 5000 to 6000 feet. The streams that drain this ridge are all of moderate size, and their water is clear, indicating the absence of any large glaciers in these mountains. To the northwest the Chulitna basin is of a different character, for it includes a long section of the southeast slope of the Alaska Range. There the lateral spurs of the main range begin only a short distance back from Chulitna River and become constantly higher and more inaccessible toward the crest of the range, 20 to 35 miles from the river. All the larger tributary streams from the Alaska Range, including Ohio Creek, West Fork of Chulitna River, Bull River, and their principal tributaries, carry glacial waters, and large areas in the valley heads are occupied by glacial ice. In the rugged ice-filled portion of the range travel is difficult and hazardous, and a large area is still entirely unexplored.

#### Glaciation.

"The portion of the Alaska Range that drains to Chulitna River is characterized by the number and large size of its existing glaciers and by the pronounced manner in which the surface forms have been modeled by the greater glaciers of earlier times, of which the present ice tongues are the remnants. The southeast side of the Alaska Range nourishes some of the largest alpine glaciers of the continent. Two of these glaciers, tributaries of Chulitna River though lying south of the area here discussed, are several miles wide and probably over 30 miles long. In the region with which this report is concerned the larger streams that drain from the Alaska Range, including Ohio and Copeland creeks and West Fork of Chulitna and Bull rivers, as well as their larger tributaries, are glacier-fed. The size of the glaciers is determined by the altitude of the surrounding mountains and the area of the catchment basins.

"There can be no doubt that the present glaciers are small compared with those that occupied this region in times past. At the time of greatest glaciation, ice from the Alaska Range moved southward down Chulitna and Susitna valleys, was augmented by other glaciers from the Talkeetna and Kenai mountains, and pushed down the Cook Inlet depression at least as far as the Forelands. Thus the entire Susitna basin was a great ice field and was connected to the east by way of the upper Susitna basin with a similar ice field that filled the Copper River basin. In order to drain southward, as it did, this glacier must have had a surface slope to the south of steeper gradient than that of the present valley floor, so that in the area here discussed the glacial ice must have reach-



ed a great thickness, and this conclusion is verified by evidence of ice sculpture high on the flanks of Chulitna Valley. The divide between West Fork of Chulitna River and Long Creek was overridden by glacial ice to an elevation of at least 4,500 feet, 2,300 feet above the valley of West Fork, directly to the north. The east wall of Chulitna Valley near Antimony Creek also shows erosion by a southward-moving glacier to a height of much more than 4,000 feet. In the lack of an accurate topographic map of this region as a whole it is not yet possible to outline the area reached by the glaciers at the time of their greatest extension, but it is certain that at that time only the high peaks and ridges of the mountains projected above the ice and that from the crest of the Alaska Range to the Pacific Ocean the area of land above the ice was very much less than the area of the glaciers."

#### Routes of Travel.

The upper Chulitna region has always been difficult of access, and those who have visited it have done so only at the cost of much time and effort. The Alaskan prospector knows no barriers of distance or bad trail if he is convinced that his chosen field offers a fair chance for the discovery of valuable minerals, but the time consumed in going to and from a remote area must be subtracted from the total season available for prospecting, and the actual time spent in the search for valuable ground is short when the trail to it is long and arduous. Heretofore two distinct methods of transportation, or a combination of the two, have been chiefly employed by those who have visited the region. The most favored has been the use of dog sleds up the frozen streams in winter. Supplies were procured from Talkeetna, where a store was maintained for some years, from Susitna station, or from Knik. A considerable part of the prospecting was done by a group of men who brought their supplies in during the fall, trapped for fur in the winter, and spent the summer in prospecting. Summer traveling was done for the most part by launch or poling boat up Susitna River to the mouth of Indian River, and thence by trail up Indian River through Chulitna Pass and up Chulitna Valley, crossing East and Middle forks to West Fork near the mouth of Bull River. A few parties came in by pack train from Knik Arm, following the west flank of the Talkeetna Mountains to Talkeetna River and crossing that stream to ascend Susitna Valley to Indian River. This method of travel was slow and costly and was used for the most part by surveying parties, whose work was a study of the entire route rather than an effort to reach the upper Chulitna by the easiest means.

In the spring of 1915 active construction on the Government railroad, which is planned to extend from Seward to Fairbanks, was commenced, and the town of Anchorage was established as a base of supplies. During that year the work was for the most part confined to the areas bordering Knik and Turnagain Arms and to the construction of a branch line to the coal fields of Matanuska Valley, but in 1916 and 1917 construction was carried on along the main line, up Susitna Valley, and power boats were operated for transporting passengers and freight up Susitna River to the mouth of Indian River. In June 1917, the rails extended to the railroad crossing of Little Susitna River 174 miles from Seward, and stretches of wagon road, connected by trail, followed the railroad route as far north as Talkeetna River. Above the Talkeetna a passable trail for pack horses was available all the way to West Fork of Chulitna River. By the end of 1917 it was reported that the rails were in place as far north as Montana Creek, 210 miles from Seward, and much of the railroad grade was

completed as far as Dead Horse, about halfway between Talkeetna and Indian rivers. As soon as construction is completed to Broad Pass, the upper Chulitna district will become easily accessible, and the improved transportation will greatly stimulate mining and prospecting.

A favorable pass across the Alaskan Range at the head of West Fork of Chulitna River has been used for sledding supplies across the range in winter and has been crossed by pack trains in summer. It is necessary to ascend the glacier at the head of West Fork of Chulitna River for a distance of 10 or 12 miles to a low pass, which leads perhaps 2 miles down another small glacier to the edge of Muldrow Glacier, which is followed northward for about 10 miles to the north base of the Alaska Range. The route presents no insurmountable difficulties late in summer, though travel would be difficult until the soft snow has disappeared from the surface of the glacier. The distance from the last spruce timber on West Fork of Chulitna River to the first brush near Muldrow Glacier is about 20 miles, and under favorable conditions the trip may be made by pack train in one day.

The completion of the railroad will make the region easily accessible from points on Tanana River by way of Nenana River.

#### OVER FIFTY THOUSAND MESSAGES HANDLED DURING OCTOBER AT LOCAL SWITCHBOARD.

Fifty-one thousand and ninety connections were made at the switchboard of the local telephone office during the month of October, according to the report of J. J. Longacre, acting superintendent of the telegraph and telephone department, to William Gerig, assistant chief engineer of the Alaskan Engineering Commission. Of the total number of connections made during the month 42,720 were for local calls, 6510 were official business long distance calls, 348 were commercial long distance calls and 1512 were classed as intermediate calls.

Three thousand nine hundred and ninety-five telegrams were handled during the month by the telegraph branch of the department according to the report. Of the total number of messages handled in this branch the Anchorage office handled 1046, which were classed as commercial messages, 741 classed as official business, 67 classed as relays and 115 which were classed as service and deadhead. The Seward office during the month handled 1118 commercial messages, 729 official business, and 117 service and deadhead messages. During the month other telegraph stations on the railroad handled 41 commercial messages and 21 official business messages.

At the radio station seven messages were sent, 15 were received and 28 were relayed, according to the report.

Four hundred and sixty-one telephone instruments were in service during the month reported. Of the total number of instruments 293 were local telephones, 19 were fire alarm and other telephones and 149 were long distance telephones. The department had four switchboards in service during the month.

The mileage for the month was reported as follows: Line mileage, 308.87; circuit wire mileage, 767.99; single wire mileage 1438.95; pole line, permanent, 238.67, and pole line, temporary, 63.7.

In the electric light and power branch of the department there were during the month 473 meters in service. During the month 34 meters were "cut-in" and 27 were "cut-out" and 23 were tested and calibrated.

What about that Liberty Loan interest? Buy W. S. S.

## WEEKLY FORCE REPORT.

## Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payroll Saturday, November 8, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	4	1	6
Drafting .....	0	4	0	4
Bridge Engineer .....	1	0	0	1
Land and Industrial .....	0	2	0	2
M. of W. Shops and Yards .....	2	7	40	49
Track, Bridge and Ballast .....	2	7	348	357
Receiving and Forwarding Agt. ....	1	3	7	11
Machine Shop and Roundhouse .....	1	2	55	58
Marine Ways .....	1	1	25	27
Stores and Material Yard .....	1	8	60	69
Employment bureau and Ter- minal Mess .....	1	2	14	17
Transportation .....	1	12	31	44
Disbursing Office .....	1	4	0	5
Accounting .....	1	10	0	11
Base Hospital .....	1	0	10	11
Townsite .....	0	1	6	7
Telegraph and Telephone .....	1	2	32	35
Mining .....	1	5	117	123
Location Surveys, Broad Pass ..	1	2	7	10
Totals .....	18	76	753	847

## DISTRIBUTION OF FORCES.

The forces employed by the Alaskan Engineering Commission in the construction of the Government Railroad, in all of the Divisions and districts, during the week ended November 8 were distributed as follows:

Mile 0	Headquarters office .....	10
	Stores and material yards .....	24
	Drafting .....	2
	Machine shops .....	42
	Transportation and work trains .....	39
	T. & T. ....	4
	Dock operations .....	5
	Framing crew, Seward yards .....	10
	Engineers .....	4
	Mess house .....	5
	Hospital .....	2
	General camp .....	6
	Track laying .....	16
	Steam shovel .....	5
	Section men .....	8
Mile 2	Timber crew .....	3
Mile 18	T. & T. ....	13
Mile 20	Maintenance .....	7
Mile 26	Contractors .....	17
Mile 40	Maintenance .....	3
Mile 45	Mess .....	1
Mile 47	Contractors .....	18
Mile 48	B. & B. ....	25
	Contractors .....	16
Mile 49	Contractors .....	15
Mile 51	Contractors .....	16
Mile 52	General camp .....	22
	Engineering .....	16
	Steam shovel .....	22

	B. & B. ....	43
	Contractors .....	14
Mile 53	Contractors .....	39
	Snow sheds .....	76
Mile 56-66	Raising grade .....	69
Mile 76	Snow sheds .....	40
Mile 114	Operation:	
	Road .....	89
	Power plant and pumping .....	16
	Docks and boats .....	12
	Maintenance:	
	Equipment .....	47
	Floating .....	20
	Ways and structures .....	197
	Harbor .....	19
	Hospital .....	11
	Townsite and land .....	7
	Engineer in charge .....	6
	Bridge engineer .....	1
	Drafting .....	4
	Disbursing .....	5
	Accounting .....	11
	Stores .....	67
	Location .....	10
Mile 151 M. B. Mining, Eska	.....	89
	Chickaloon .....	34
	Talkeetna .....	16
Mile 232	New bridge construction .....	22
Mile 236	Engineers .....	3
	Steam shovel .....	44
Mile 358	Engineers .....	44
	Wagon road .....	23
	Contractors .....	3
Mile 363	Engineers .....	11
	Contractors .....	39
Mile 366	Coal contractors.....	3
	Track laying .....	32
	Pile driver .....	10
	Section men .....	5
Mile 369-414	Section men .....	35
Mile 414	Nenana general .....	27
	Stores .....	19
	Shops and roundhouse .....	33
	Engine crew .....	5
	Dock and yard .....	20
	Hospital .....	13
	Townsite .....	2
	Janitors and watchmen .....	12
	Power plant and linemen .....	15
	Mess .....	9
	Corral .....	6
	Contractors, logs and ties, wood .....	16
Mile 415	Terminal .....	8
Mile 415-440	Section men .....	33
	Contractors .....	11
Mile 432	Track laying .....	44
Mile 440	Engineers and bridge gang .....	16
	Contractors, ties .....	8
Mile 444	Grading and surfacing .....	33
	Contractors, ties and wood .....	20
Mile 450	Steam shovel .....	55
	Tanana Valley, general .....	26
	Contractors .....	19
Total force on payroll .....		1757
Contractors .....		254

### Anchorage Division Notes.

Eight hundred and twenty-eight short tons of coal were mined at the Eska and Chickaloon coal mines during the month ended November 8 and 123 persons were carried on the payrolls, according to the report of Sumner S. Smith, resident mining engineer, with headquarters at Eska. The work at the Eska mine consisted in the continued driving of the Emery East and the Martin West tunnels and the work at the Chickaloon mine in the continued driving of the Second West, the Second East and the Number 5 West tunnels.

The telephone wires and cross arms between Mile 20 and Mile 23 were taken down and all the old poles in this section of the line were removed during the week ended November 8, according to the report of J. J. Longacre, acting superintendent of the telegraph and telephone department, to William Gerig, assistant chief engineer of the Alaskan Engineering Commission. Two flat car loads of rock were dumped in Mile 2 in the Seward Division during the week to bank up telephone poles in this mile. In Anchorage during the week reported two telephones were connected and six were disconnected. The electric light and power branch of the department installed in Anchorage during the week 11 meters and disconnected six.

Engine service furnished for the Anchorage Division of the Government Railroad for the week ended November 15, according to the report of E. P. Hedberg, master mechanic, was as follows: Mixed train service: Engine No. 225, one day; engine No. 620, four days; engine No. 275, two days; engine No. 265, one day. Work-train service: Engine No. 1, six days; engine No. 221, six days; engine No. 266, six days; engine No. 265, one day; engine No. 224, one day. Switch service: Engine No. 225, five days; engine No. 1, one day. Running repairs were made during the week to engines Nos. 1, 221, 224, 242, 264, 265, 275, 277 and 620. The daily coal consumption at the power plant during the week reported was approximately 15½ tons and at the townsite pumping plant, approximately four tons.

### REPORT ON ENGINE MILEAGE MADE BY TRAIN-MASTER.

Engine mileage for the Anchorage Division of the Government Railroad during the month of October amounted to 13,315 miles, according to the report of J. T. Cunningham, trainmaster to William Gerig, assistant chief engineer of the Alaskan Engineering Commission. Of this mileage 426 miles were travelled by engines hauling passenger trains, 3531 miles by engines hauling mixed trains, 8136 miles by engines in work train service, 78 miles by engines doing road switch work and 1144 miles by engines doing switch work in the Anchorage yard.

There were 595 movements of loaded freight cars during the month aggregating a mileage of 23,557 miles and 397 movements of empty freight cars with a total mileage of 14,411 miles. There were 41 movements of passenger coaches with a mileage of 3727 miles and 31 movements of baggage cars with a combined mileage of 2749.

### SPECIAL TRAIN LOADED WITH FREIGHT FOR SEATTLE DEPARTS FROM ANCHORAGE.

A special train of ten cars loaded with freight consigned to the Alaskan Engineering Commission at Seattle and to private parties, departed at 6 o'clock from Anchorage for Seward last Wednesday evening. Upon arrival at

Seward the freight will be loaded aboard the S. S. Anyox and shipped to Seattle.

Of the cars shipped four were loaded with miscellaneous material from the obsolete storehouse in Anchorage, four were loaded with car wheels, one was loaded with wooden barrels and one was loaded with commercial freight consigned to Seattle business houses. All of the material shipped by the Alaskan Engineering Commission represented railway material which had accumulated at the local obsolete storage warehouse.

At 9:30 o'clock on the same day the regular south-bound train from Anchorage departed with 22 cars, of which 15 were loaded with coal consigned to various points on the road between Seward and Anchorage. Fourteen cars were consigned to Seward, six were consigned to Mile 56, one car was consigned to Spencer and one car to Bird.

### STEAMER ADMIRAL WATSON ARRIVES AND BERTHS AT NEW ANCHORAGE DOCK.

At 10:20 o'clock Saturday morning, November 15, the S. S. Admiral Watson with Captain W. C. Glasscock in command, steamed into port and without the slightest difficulty berthed at the new ocean dock. The berthing of the big ocean-going vessel was accomplished in record time and with the same ease that was evidenced last summer when Capt. Glasscock berthed his vessel at the new dock. From the time the vessel passed the Forelands until the moment she tied up at the dock not a minute of anxiety was experienced by the skipper on account of the floating ice, and the only answer made by him to the questions of the skeptical concerning the possibility of the ship's progress being retarded by the presence of the floating ice was a knowing smile and a pointing finger at the vessel, made fast to the big dock.

That the construction of the new ocean dock represents a big economy in the matter of the unloading of vessels, is reflected in the fact that in less than 14 hours actual unloading time, 525 tons of merchandise were taken from the ship's hold and loaded aboard flat cars standing along side.

Of the freight aboard the steamer six tons were consigned to the Alaskan Engineering Commission, 194 tons were consigned to the merchants of Anchorage and 325 tons to Company B, 21st Infantry.

There were 137 first-cabin incoming passengers aboard the vessel and 36 outgoing. The S. S. Admiral Watson departed from Anchorage Sunday morning on her return trip to Seattle.

### UNITED STATES TROOPS FROM FORT WRIGHT ARRIVE IN ANCHORAGE.

Company B of the 21st Infantry of United States regulars, consisting of 120 men, under the command of Captain Hugh S. Lee, arrived in Anchorage Saturday morning aboard the S. S. Admiral Watson and immediately took up quarters in the local barracks in the terminal yards.

The troops were formerly quartered at Fort Wright, near Spokane, Washington. Of the company which arrived here from 75 to 100 will be stationed permanently at the Anchorage barracks and the remainder will be detached for duty at various points along the main line of the Government Railroad between Anchorage and Talkeetna.



# ALASKA RAILROAD RECORD



VOL. IV. ANCHORAGE, ALASKA, TUESDAY, NOVEMBER 25, 1919. NO. 3

## PERSHING STADIUM, NOW WORLD FAMOUS, BUILT BY ANCHORAGE OFFICER.

In constructing the Pershing Stadium in Paris, the gift of the Young Men's Christian Association to the French Republic, Lieut.-Colonel H. P. Warren, head of the supply division for the Alaskan Engineering Commission, has gained a fame for himself both in France and in America that will live as long as the great concrete structure stands and is used for athletic meets, in which the athletes of the world vie for honors.

The gift of the Young Men's Christian Association was made to General Pershing and through him to the French Republic and will be used for free athletic meetings of the world's best athletes.

During the construction of the Stadium Lieut.-Col. Warren used 18 companies of American troops and in six and one-half weeks from the time work was commenced the structure was turned over to the French Republic and was in readiness for the games, which started on the 22nd day of June, 1919. The Stadium will accommodate 17,000 persons and is covered by a reinforced concrete roof. When it is known that three weeks were required for the concrete in the structure to set, the efficiency of the working force is clearly discerned. The work was divided into three shifts of eight hours each. In the companies under the command of Lieut.-Colonel Warren were doughboys from every section of the United States. That the big structure was built in so short a time proves the value of the American methods of engineering and the great efficiency of the American Army.

Lieut.-Col. Warren was appointed a major on April 16, 1918, and on April 20 was assigned to the 55th engineers regiment. On April 30 he reported for duty at Camp Custer, Michigan, and at once commenced the work of training 'rookies.' He remained at this work at Camp Custer during a period of two months. On June 30 he sailed for The Great Objective and in the following week landed at Brest, France, from which place he was sent to Le Mans, France, as acting division engineer of the 83rd regiment of engineers. On September 13, 1918, Lieut.-Col. Warren was returned to his original regiment, the 55th Engineers, and was given charge of the construction work of the supply depot at Geivres, the largest supply depot in France. While in charge of the work of the construction of this supply depot he exercised supervision over the Issoudun ammunition dump and the double-tracking of the railroad from Tours to Le Mans, a distance of approximately 50 miles.

On October 1 of the same year Lieut.-Col. Warren was

made Assistant Section Engineer of Intermediate Section (West) which embraced within its limits about 25,000 square miles in the heart of France and contained the important cities of Paris, Le Mans, Tours, Orleans, Bourges, Poitiers and Chateroux. While occupying this position he employed 35,000 soldiers and the work consisted of railroad construction, the building of hospitals, warehouses, water supply plants, service camps, and general repairs to wagon roads throughout the entire section. Up to the date of the signing of the armistice on November 11, over 3,000 miles of highway had been repaired by the soldiers working under the command of Lieut.-Col. Warren.

On February 13, Lieut.-Col. Warren was promoted from major to his present rank and was given command of the 55th Regiment of Engineers, with which he remained until their return to the United States in June of this year. Subsequent to the return of his troops to the States he was detached to duty at Paris and remained at his post there engaged in closing up the affairs of the section under his control until the date of his sailing for America on August 23. He was discharged from active service with the American Expeditionary Forces in France on the 23rd day of September at Camp Lewis and the following day assumed his work as head of the supply division of the Alaskan Engineering Commission, commencing his work at the Seattle office of the Commission. He sailed from Seattle aboard the S. S. Alameda on her latest voyage and since his arrival in Anchorage has been occupied with Col. Mears, chairman of the Commission, in perfecting plans for the carrying on of active construction work on the Government Railroad next summer through the Broad Pass.

As a result of Lieut.-Col. Warren's year and a half participation in the Greatest War of all history, he comes back to Anchorage with a supreme confidence in the Yankee Doughboy and a full knowledge of his capabilities. "There is no soldier in the world any better fit for 'going over the top' than the Yankee," he said "and when it comes to adaptability and ability to get 'the message to Garcia' the pick of Continental Europe take off their hats to him."

Lieut.-Col. Warren will sail for Seattle on the S. S. Northwestern which is scheduled to depart from Seward Thursday and will be accompanied by Mrs. Warren. He expects to return to Anchorage about the first of January.

## WORK OF BUILDING SNOWSHED 54-A IN SEWARD DIVISION COMPLETED.

The work of constructing Snowshed No. 54-A, located in the Seward Division of the Government Railroad, was

BUY WAR SAVING STAM PS. PRICE THIS MONTH \$4.22.

completed during the week ended November 15, according to the report of R. J. Weir to Col. F. Mears, chairman and chief engineer of the Alaskan Engineering Commission.

Thirteen hundred feet of track, with 56-pound rail, was laid along the Seward industrial spur and 700 feet of track with the same kind of steel was laid for a coal track in the Seward terminal, during the week according to the report. A siding 300 feet in length was also laid during the week with 56-pound rail in the terminal yard.

M. Grand & Co., contractors, have completed their grading contract in Mile 27.

Two thousand eight hundred and sixteen cubic yards of material were removed during the week by steam shovel No. 4, working in Mile 48 and the material was used in filling bridge No. 69 and bridge No. 71.

Track in tunnel No. 5 was re-tied and lined during the week and the reconstruction work is now complete, except for the timbered portals. The work is being done by Charles Nelson & Co.

Porter & Co., contractors, have completed the work of re-tieing and lining track through tunnel No. 4 and the timbered portals will be installed during the next 10 days.

Satisfactory progress is being made in framing and erecting the timbered portals in tunnel No. 5 and tunnel No. 6. Three bents of the north portal of tunnel No. 6 are in place and all sills for this portal have been laid.

Holmlund & Co., contractors, have the work of removing the heading in tunnel No. 7, 100 per cent complete and the work of removing the bench 75 per cent complete.

The upper and lower chords of the 121-foot span in bridge No. 70 are in place, packed and braced. The span is now being trussed, according to the report. The work is being done by bridge and building gang No. 4.

The framed trestle bents Nos. 1 to 21, inclusive, in bridge No. 75 were erected during the week. The work of erecting concrete piers for bents Nos. 22 to 24, inclusive, was completed and the sills were laid during the week. Concrete forms on piers for bents Nos. 25 and 28 are ready to pour. The pier for bent No. 26 was poured during the week. Excavation work for piers on bents Nos. 27, 31 and 32 is 100 per cent complete; on 29, 50 per cent complete, and on 33, 15 per cent complete, according to the report. The 121-foot Howe deck span is complete, except for a small amount of finishing work.

The force for the week numbered 497.

#### SUPERINTENDENT OF INDIAN SCHOOLS MAKES A REPORT TO BOARD OF EDUCATION.

In order that he might visit the different schools for natives in his jurisdiction during the past year it was necessary for Arthur H. Miller, superintendent of schools for natives in the Southwestern district of Alaska to travel by boat, train, dog-team, snowshoe-mushing and on foot a distance of 10,098 miles. This fact is set forth by Mr. Miller in his report to the Bureau of Education which has charge of the education of the natives in Alaska.

The report of Mr. Miller is as follows:

"During the fiscal year ended June 30, 1918, I have traveled by boat, train, automobile, dog team, snowshoe-mushing, and on foot 10,098 miles on tours of inspection of schools and native villages and attending to other official business in connection with the superintendent's office. These tours have occupied 245 days, the remainder of the year being spent in the office at headquarters, Anchorage, Alaska. Anchorage has not only proved a practical working center for the administration of the affairs of the dis-

trict, but has made possible giving special attention to the natives of the Cook Inlet region. In this rapidly developing section the resources of the country are being utilized for commercial purposes. Inadequate provision is made for the native during the readjustment and special attention must therefore be given him.

"All of our attempts to reach the school at Akhiok have thus far been unsuccessful. This is partly due to its inaccessible location, and partly to trying to include it in our itinerary when en route to other schools, and do so without excessive expenditure of the travel authorization. From the information I was able to obtain while on Kodiak Island, there is a population of 50 or 75 natives at Karluk who are without school privileges. There also appears to be a need for more effective medical relief for the natives of Akhiok.

"In Knik and its vicinity is a native population of more than 100. Nearly all of the white residents of Knik have moved away from there since the coming of the railroad. The Territory having maintained a school at Knik, the writer discussed with the Territorial commissioner the advisability of arranging a transfer of the school building belonging to the Territory to the Bureau of Education.

"There is also great need for a school at Perry. The village is practically isolated from civilized life, except as the natives, numbering about 100, visit the canneries at Chignik, more than 60 miles up the peninsula. When we visited Perry last May we were agreeably surprised when the natives hoisted the American flag as the steamer Dora approached their village. These natives have taken excellent care of the houses built for them by the Government in 1912, when they were brought as refugees from the Katmai volcanic eruption to this excellent hunting and trapping region as their future home. Many of the 22 houses visited by the writer were well kept and clean. The building now occupied by the trader would answer as a temporary living quarters for a teacher and as a schoolroom until a school building can be built.

"The income of these natives last year was \$1,100. This was derived exclusively from the sale of furs. If these furs had been sold at auction in Seattle they would have brought three times that amount, and \$500 expended last year for the relief of destitution among these natives would have been saved. Between 30 and 40 children at this village have no school privileges or civilizing influence. I recommend that a school be established at Perry during the fiscal year 1918-1919.

"There appears to be a lack of well-defined understanding as to the responsibility for the care and education of certain classes of natives on the part of the Territory. In several instances the United States district judge for this district, who is custodian of the Indigent fund, has referred calls for medical aid and assistance to breed natives to this office, for whom it is our understanding that the Bureau of Education can not be held responsible. We therefore feel the need for a more clearly defined policy establishing the responsibility of this bureau before the Territorial officials and the public in cases of this kind.

"There is also a large number of communities in the Southwestern District, and very likely some in the other districts, where the Territorial schools have a small enrollment and native children are living in the same community, but not in sufficient numbers to justify the establishment of a native school. These native children are permitted to attend the Territorial school only in rare instances, and then at the option of the local school board. Where schools are already established it appears to be impractica-

ble to compel the parents of white children to place their children in the same schoolroom with natives. It appears theoretically plausible, but it is, I believe, impracticable. However, in communities where all the patrons of the school petition for a school for mixed races permission should be granted accordingly. Evidence that this matter is receiving consideration in the Territory is shown by the following letter to me from Gov. Riggs, June 20, 1918:

"I have your letter of June 12, concerning the establishment of a school at Chitina, and I am glad to note that you see the necessity of such a school, and trust that some plan may be evolved whereby the native children can be given a measure of relief. The question of schooling of native children with the whites is a matter that we should endeavor to correct by legislation during the coming session. I think that where a school district applies for permission to establish a school for mixed races they should be given authority to do so. For instance, on the Koyukuk we have an application for the establishment of a school district at Wiseman, which we are unable to grant owing to the fact that 4 of the 10 children of school age are not of the white race. I should be very glad indeed to have your suggestions concerning proposed legislation."

"There is less immorality and debauching of natives living in this district at the present time than for many years. There is still far too much. The 'dry law' which went into effect throughout Alaska on January 1, 1918, is one of the best measures for the protection of the natives."

"The natives of the Southwestern District are not only intensely interested in learning the facts concerning the great war, but they have everywhere shown their appreciation of the assistance rendered them by their benefactor, the United States Government, by doing what they could in helping to win the war. The more prosperous villages have contributed cash donations to the Red Cross work, and in the villages where they were unable to give cash they have voluntarily made articles to be sold, and part or all of the proceeds from such sales have been given to the Red Cross society. Reports show that not less than \$500 has been given to Red Cross work by natives of this district and after the fishing season more will be contributed by them."

#### WEEKLY PROGRESS REPORT MADE BY ENGINEER OF MAINTENANCE OF WAY.

Seven thousand four hundred and twelve cubic yards of gravel were handled by steamshovel No. 1, engineer Namur, working in the Turnagain Arm district, during the week ended November 22, according to the weekly progress report of F. A. Hansen, engineer of maintenance of way to William Gerig, assistant chief engineer. The material with the exception of 152 cubic yards, was used for filling bridge No. 85. The 156 cubic yards were used in building a quarry spur in Mile 56. Steamshovel No. 7, engineer Patten, working in Mile 236, the present end of steel north of Talkeetna, cast over during the week 4733 cubic yards of material according to the report. The shovel was advanced during the week from station 10511 plus 75 to station 10521 plus 00, totaling a distance of 925 feet. Track was laid behind the shovel from station 10510 plus 89 to station 10520 plus 13. There were several delays during the week on account of break down of shovel parts.

One thousand two hundred and eighty cubic yards of material were cast over between Mile 70 and Mile 90 during the week by extra gang No. 1 working with the ditcher.

Extra gang No. 3 during the week was engaged in lay-

ing a spur track, 1100 feet in length, from the steam shovel track in Mile 56 to the dyke built by the construction crew working out of the Seward Division at the foot of the Spencer Glacier. In order that track may be laid on the dyke the work of grading was commenced during the week, according to the report.

Pile driver No. 6, which has been undergoing repairs in the terminal machine shop, was sent out November 22, with an outfit of 13 men to load stationmen's cars, rails and ties, located on the right of way between Sheep Creek and Montana.

Bridge and building gang No. 1 drove and capped 77 piling for bridges No. 172, No. 173 and No. 174. Stringers for bridge No. 172 have been sized and placed but were not packed and bolted. The work of decking bridge No. 173 is 50 per cent complete and is complete on bridge No. 174. Bridge and building gang No. 5 was engaged during the week in repairing stationmen's cars in the terminal yard. The work of building the protection house over the water tank located on the bench north of the terminal yard was completed during the week and the gang of workmen will be transferred to the bridge crew working in Mile 56.

#### OPERATING EXPENSES OF ANCHORAGE TOWNSITE AMOUNT TO \$1543.99 FOR OCTOBER.

One thousand five hundred and forty-three dollars and ninety-nine cents was the amount of money expended during the month of October in maintaining and operating the Anchorage townsite, according to figures compiled at the office of the townsite. The cost of maintenance and operation for the previous month was \$1616.35, or \$72.36 more than for the month of October.

The detailed report is as follows:

<b>Administration:</b>			
Total to September 30, 1919	\$500.90		
Salaries	124.81		
Stationery and supplies	21.10		
Fuel, light and telephone	21.12		
Maintenance buildings and grounds	10.01	\$677.94	
<b>Fire Protection:</b>			
Total to September 30, 1919	\$2,472.71		
Salaries	457.15		
Maintenance of team	70.84		
Maintenance equipment & hydrants	230.23		
Maintenance buildings and grounds	14.95		
Fuel, light and telephone	10.25	3,256.13	
<b>Maintenance of Streets and Alleys:</b>			
Total to September 30, 1919	531.52		
Month of October, 1919	243.90	775.42	
<b>Sanitation:</b>			
Total to September 30, 1919	1,222.77		
Disposal of garbage	266.68		
Inspection	4.00		
Maintenance of sewers	56.85		
Superintendence	12.10	1,562.40	
Total		\$6,271.89	

#### DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements of the office of the Anchorage Division of the Alaskan Engineering Commission for the week ended November 14, totaled \$49,462.29. Salaries and wages were \$46,445.29; purchase orders, \$2117.15; compensation, \$114.59; steamship charges, \$494.96; special deposit account, \$41.00, and other expenses, \$240.30.



# 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.

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

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.

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

## OFFICIAL CIRCULARS.

### Anchorage Division.

#### REORGANIZATION.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Nov. 22, 1919.

General Circular No. 6:

#### TO ALL CONCERNED:

The following organization of the Alaskan Engineering Commission is announced for the information and guidance of all concerned, to become effective on December 1, 1919:

1. The general administrative offices of the Commission will be located at Anchorage, Alaska. The following officials will constitute the general administrative staff:

Wm. Gerig, Assistant Chief Engineer  
C. L. Mason, Chief Clerk.  
W. J. H. Fogelstrom, Bridge Engineer.  
R. D. Chase, Special Disbursing Agent.  
J. F. Coffey, Manager, Land and Industrial Dept.  
E. R. McFarland, Superintendent Telegraph & Telephone Dept.

2. Two grand divisions of the Alaska Railroad are created as follows:

THE SOUTHERN DIVISION, Mr. Wm. Gerig, Assistant Chief Engineer, in charge, extending from Seward, (Mile 0) to Broad Pass, (Mile 315) and including all spurs and branches as well as the operation of the coal mines in the Matanuska coal fields.

THE NORTHERN DIVISION, Mr. Frederick D. Browne, Engineer in Charge, extending from Broad Pass (Mile 315) to Fairbanks, (Mile 467) and including all spurs and branches, and in addition, the Tanana Valley Railroad (narrow gauge).

#### 3. Southern Division.

The headquarters of the Southern Division will be located at Anchorage, Alaska, the administrative staff being merged with the general office force. The Southern Division will include:

(a) The railroad division covering all operation, maintenance and construction in the division. Mr. F. A. Hansen is appointed Engineer of Maintenance and Construction, reporting to Mr. Gerig, and will have as his principal assistants:

T. W. Secrest, Assistant Engineer of Maintenance and Construction.

C. G. Jones, Superintendent of Construction, with local

jurisdiction over maintenance and construction of track—Seward (Mile 0) to Anchorage (Mile 114).

James Hanahan, Assistant Superintendent of Track, with local jurisdiction over the maintenance and construction of track, Anchorage northward to end of track (at present Mile 236) as well as the Matanuska Branch line and coal spurs.

Dan Leech, Assistant Superintendent of Construction, with local supervision over transportation and camps in construction district—northward from end of steel.

(b) The Railroad Operating Department will be in local charge of the following:

Transportation Department, J. T. Cunningham, Trainmaster.

Mechanical Department, E. P. Hedberg, Master Mechanic.

Telegraph and Telephone Department, E. R. McFarland, Superintendent.

Drafting Department, D. D. Vint, Chief Draftsman.

Anchorage Dock, Wm. C. Cunningham, Receiving and Forwarding Agent.

Townsite and Railroad Record, J. F. Coffey, Manager and Editor.

Disbursing Office, R. D. Chase, Special Disbursing Agent.  
Hospital, Dr. J. B. Beeson, Chief Surgeon.

(c) The Mining Department, covering all operation and development of the mines operated by the Commission in the Matanuska Coal Fields at Eska Creek and Chickaloon, will continue under the direction of Mr. Sumner Smith, Resident Mining Engineer, who will report to Mr. Gerig. Mr. Smith will have as his principal assistant, Mr. Evan Jones, Superintendent of Mines at Eska and Chickaloon.

#### 4. Northern Division.

The headquarters of the Northern Division will be located at Nenana, Alaska. The Northern Division will include:

The operation and maintenance of the Tanana Valley Railroad (narrow gauge) between Fairbanks and Chatanika and Fairbanks and Chena, including the new trackage on the Goldstream line (narrow gauge), north of the Tanana River, Mile 414, will be under the direction of Mr. John Raap, Superintendent and Disbursing Agent, with headquarters at Fairbanks, Alaska.

The operation and maintenance of completed track (standard gauge), southward from Nenana, Mile 414, as well as all new construction southward toward Broad Pass, will be under the local direction of a superintendent of construction.

The Disbursing Department will be under the direction of Mr. Frank Doner, Special Disbursing Agent.

The Nenana Townsite will be under the direction of Mr. Carl Schmidt, Townsite Manager.

The Hospital Department will be under the direction of Dr. M. E. Smith, Chief Surgeon.

Mr. Browne, Engineer in Charge, will continue supervision of the Accounting Department and Headquarters Stores at Nenana, for the present, until the operation of these two departments can be satisfactorily merged with the new Supply Division and Accounting Division, created by paragraphs 5 and 6 of this circular.

#### 5. Supply Division.

A Supply Division of the Alaskan Engineering Commission is created. This division will be under the direction of Mr. H. P. Warren, engineer in charge, who will report to the undersigned. Headquarters of this division will be located at Seward, Alaska. Mr. Warren will have

general supervision over all supplies required for the construction of the Alaska Railroad. All orders and requisitions for said supplies will be routed to his office and handled in accordance with his instructions. This department will also take charge of all shipments of ocean freight, in and out bound, and the operation of the Seward dock and employment department, in accordance with details shown on Organization Chart.

Mr. Warren will also assume general charge of all supply offices, Seward to Fairbanks, including office of General Storekeeper, Seward, Anchorage, and Nenana, as well as all line storekeepers and warehousemen, as indicated on organization chart.

#### 6. Accounting Division.

An Accounting Division of the Alaskan Engineering Commission is created. This division will be under the direction of Mr. B. H. Barndollar, Examiner of Accounts, with offices at Anchorage, Alaska, reporting to the undersigned. Mr. Barndollar will have charge of all accounting matters for all departments and divisions of the Alaskan Engineering Commission, in accordance with details to be published in General Circular No. 7, this date.

#### 7. Purchasing Division.

The Purchasing Division will continue as at present constituted, with Mr. C. E. Dole, General Purchasing Agent, in charge, reporting to the undersigned. Offices and headquarters of the Purchasing Division will remain at Seattle, Washington. Mr. Dole will have charge of all activities of the Commission in Seattle, including the hiring of employees and shipment of ocean freight.

#### 8.

Interest and cooperation between the several Divisions and Departments of the Alaskan Engineering Commission and among their officers and employees, is considered vitally necessary to this organization. All officers and employees are, therefore, cautioned to strictly adhere to this general rule in all matters affecting their respective employment.

F. MEARS, Chairman.

### ACCOUNTING DIVISION.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Nov. 22, 1919.

General Circular No. 7:

TO ALL CONCERNED:

The order issued by Chairman Edes, under date of January 29, 1917, creating the Accounting Department is hereby re-issued for the information and guidance of all concerned:

"Department of the Interior,  
"Alaskan Engineering Commission  
"Washington, Jan. 29, 1917.

"Order

"By virtue of authority vested in me by the Executive Order of April 10, 1915, there is hereby created an Accounting Department of this Commission, under the immediate supervision of the Chairman, the duties of which shall include the following:

"1. All general bookkeeping, auditing and accounting, both for money and property; and the examination of payrolls and vouchers, inspection of time books and of money and property accounts, and administrative examination of disbursing agents' accounts.

"2. The preparation and approval of accounting forms; cost-keeping; and the preparation of statistical data, including such periodical and special financial reports as may

be required by law or for administrative purposes.

"3. The collection, custody and disbursement of funds.

"4. The handling of claims for compensation on account of personal injuries, and of damage claims arising in connection with construction or operation.

"5. The maintenance of such a system of bookkeeping as will afford at any time full, complete and correct information in regard to the status of appropriations made by Congress, the revenues and expenses of operation, and the costs of construction, and the amount of investment in the various items of road and equipment.

"6. The duties of the department shall be performed in accordance with the laws and regulations of the Treasury Department applicable thereto, and all orders and regulations governing the receipts and expenditures of the Commission.

"Mr. B. H. Barndollar, examiner of accounts, has been appointed in charge of this department, and he will be obeyed and respected accordingly.

(Signed) "WM. C. EDES, Chairman.

"Approved:

(Signed) "FRANKLIN K. LANE, Secretary."

The Accounting Department will hereafter be known as the Accounting Division, in conformity with the organization provided in General Circular No. 6, of this date.

F. MEARS, Chairman.

### SUPERINTENDENT APPOINTED.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Nov. 17, 1919

Circular No. 403:

TO ALL CONCERNED:

Effective this date E. R. McFarland is appointed Superintendent Telegraph & Telephone department of the Anchorage Division to relieve Mr. J. J. Longacre, who will continue as Chief Electrician of the Light & Power Plant.

WM. GERIG, Assistant Chief Engineer.

### OVER TWENTY-EIGHT MILLION DOLLARS WORTH OF MINERALS MINED IN 1918.

Twenty-eight million two hundred and fifty-three thousand, nine hundred and sixty-one dollars worth of minerals were mined in the Territory of Alaska during the year 1918, according to the report of G. C. Martin, of the United States Geological Survey who has just recently completed his report of mining activities in the Territory of Alaska for the year mentioned.

The report of Mr. Martin, in part, follows:

"The mineral production of Alaska in 1918 was valued at \$28,253,961. This output was almost \$12,500,000 less than that for 1917 and was the smallest since 1914. The decrease was chiefly in copper, the production of which fell from 88,783,400 pounds, valued at \$24,240,598, in 1917 to 69,224,951 pounds, valued at \$17,098,563, in 1918. The reduction in the output of copper was due to shortage of labor and ships. The production of gold decreased from 709,050 ounces, valued at \$14,657,353, in 1917 to 458,641 ounces, valued at \$9,480,953, in 1918, and was the smallest since 1904. The reduction in the output of gold was due chiefly to curtailment of operations because of the scarcity of labor and the high cost of materials. There was a reduction in the output of silver and lead due to the decrease in gold and copper. The production of tin, tungsten, and antimony showed a considerable decrease, the production of antimony practically ceasing because of the inability of the producers in the interior of Alaska to compete with

the cheaper foreign product. The production of coal increased from 53,955 tons, valued at \$265,317, in 1917, to 75,606 tons, valued at \$411,850, in 1918, and was the largest in the history of mining in Alaska. Petroleum continued to be produced from the single patented claim near Katalla, and the local refinery was operated on about the customary scale. The production of marble and gypsum in southeastern Alaska was somewhat less than in 1916. Chromite was mined in about the same amount as in 1917. The production of platinum, which was begun in 1916, continued on an increased scale, chiefly from the placers in Seward Peninsula. A considerable amount of palladium was recovered from copper ore from southeastern Alaska.

"The statistics for the mineral production of Alaska for the last two years are given in the following table. The minor metallic and nonmetallic products are grouped, because a separate listing might reveal the production of individual properties.

#### Mineral Output of Alaska.

	1917	1918
Copper .....	\$24,240,596	\$17,098,563
Gold .....	14,657,353	9,480,952
Silver .....	1,021,055	847,789
Coal .....	365,317	411,850
Tin, metallic .....	123,300	118,000
Lead .....	146,584	80,088
Miscellaneous metallic products, including chrome ore, tungsten, antimony, platinum, palladium..	118,500	96,100
Miscellaneous nonmetallic products, including petroleum, marble, gypsum, and lime .....	137,500	120,619
	\$40,710,205	\$28,253,961

"Regular mining may be said to have begun in Alaska in 1880, when the Juneau gold placers were first exploited. It is estimated that since that time mineral wealth has been produced to the value of more than \$418,000,000.

#### Value of Total Mineral Production of Alaska, 1880-1918

By years.	
1880-1890 .....	\$4,686,714
1891 .....	916,920
1892 .....	1,098,400
1893 .....	1,051,610
1894 .....	1,312,567
1895 .....	2,344,042
1896 .....	2,981,877
1897 .....	2,540,401
1898 .....	2,587,815
1899 .....	5,706,266
1900 .....	8,241,734
1901 .....	7,010,838
1902 .....	8,403,153
1903 .....	8,944,134
1904 .....	9,569,715
1905 .....	16,480,762
1906 .....	\$23,378,428
1907 .....	20,850,235
1908 .....	20,145,632
1909 .....	21,146,953
1910 .....	16,887,244
1911 .....	20,691,241
1912 .....	22,536,849
1913 .....	19,476,356
1914 .....	19,065,666
1915 .....	32,854,229
1916 .....	48,632,212
1917 .....	40,700,205
1918 .....	28,253,961
	\$480,540,092

#### By substances

Gold .....	\$302,238,961
Copper .....	105,743,033
Silver .....	5,598,314
Coal .....	1,096,913
Tin .....	844,572
Lead .....	449,496
Antimony .....	237,500
Marble, gypsum, petroleum, etc. ....	2,331,303
	\$418,540,092

#### Gold and Silver.

"The following table gives an estimate of the total production of gold and silver since the beginning of mining in 1880. For the earlier years the figures, especially for silver, are probably far from being correct, but they are based on the best information now obtainable.

Year	GOLD		SILVER	
	Quantity (fine ounces)	Value	Quantity (fine ounces)	Commercial value
1880 .....	967	\$20,000		
1881 .....	1,935	40,000		
1882 .....	7,256	150,000		
1883 .....	14,561	301,000		
1884 .....	9,724	201,000	10,320	\$11,146
1885 .....	14,512	300,000		
1886 .....	21,575	446,000		
1887 .....	32,653	675,000		
1888 .....	41,119	850,000	2,320	2,181
1889 .....	43,538	900,000	8,000	7,490
1890 .....	36,892	762,000	7,500	6,071
1891 .....	43,538	900,000	8,000	7,920
1892 .....	52,245	1,080,000	8,000	7,000
1893 .....	50,213	1,038,000	8,400	6,570
1894 .....	62,017	1,282,000	22,261	14,257
1895 .....	112,642	2,328,500	67,200	44,222
1896 .....	138,401	2,861,000	145,300	99,087
1897 .....	118,011	2,439,500	116,400	70,741
1898 .....	121,760	2,517,000	92,400	54,575
1899 .....	270,997	5,602,000	140,100	84,273
1900 .....	395,030	8,166,000	73,300	45,494
1901 .....	335,369	6,932,700	47,900	23,598
1902 .....	400,709	8,283,400	92,000	48,590
1903 .....	420,069	8,683,600	143,600	77,843
1904 .....	443,115	9,160,000	198,700	114,934
1905 .....	756,101	15,630,000	182,174	80,165
1906 .....	1,066,030	22,036,794	203,500	136,345
1907 .....	936,043	19,349,743	149,784	98,857
1908 .....	933,290	19,292,818	135,672	71,906
1909 .....	987,417	29,411,716	147,950	76,934
1910 .....	780,131	16,126,749	157,850	85,239
1911 .....	851,276	16,853,256	460,231	243,923
1912 .....	829,436	17,145,951	515,186	316,839
1913 .....	755,947	15,626,813	362,563	213,988
1914 .....	762,596	16,764,259	394,805	218,327
1915 .....	807,966	16,702,144	1,071,782	583,393
1916 .....	834,068	17,241,713	1,379,171	907,554
1917 .....	709,050	14,657,353	1,239,150	1,021,060
1918 .....	458,641	9,480,952	847,789	847,789
	14,620,810	302,238,961	8,389,308	5,598,314

"The subjoined table gives an estimate, based on the best available data, of the gold and silver produced in Alaska from different sources since mining began in 1880. About \$65,100,000 worth of gold, or about one-fifth of the total estimated output, was produced before 1905, and there is but scant information about its source. For the period since that time fairly complete statistical returns are available, and it is probable that the figures presented in the following table are sufficiently accurate to be valuable. The figures given for the silver recovered from placer gold and from siliceous ores are probably less accurate than those for the gold. Copper mining did not begin in Alaska until 1901, and the figures for gold and silver derived from this industry, as now presented, are therefore a close approximation to the actual output.



Gold and Silver Produced in Alaska from Different Sources,  
1880-1918.

Source	GOLD		SILVER	
	Quantity (fine ounces)	Value	Quantity (fine ozs.)	Value
Siliceous ores*	4,234,054	\$ 87,525,670	1,319,889	\$ 931,396
Copper ores	80,800	1,670,299	5,327,852	3,666,820
Placers	10,305,956	213,042,992	1,741,657	1,000,098
	14,620,810	\$302,238,961	8,389,398	\$5,598,314

\*including small amounts of lead ore

"The above table shows that about 29 per cent of the total gold production of Alaska has been obtained from the auriferous lode mines (siliceous ores). In 1918 the lode-gold production was 36.6 per cent; in 1917, 31 per cent; in 1916, 38 per cent; in 1915, 37 per cent; in 1914, 32 per cent; in 1913, 31.6 per cent; and in 1912, 29 per cent. In the following table the production of precious metals in 1918 has been distributed as to sources:

## Gold and Silver Produced in Alaska, 1918, by Sources.

Source	GOLD		SILVER	
	Ore Quantity (tons) (fine ozs.)	Value	Quantity (fine ozs.)	Value
Siliceous ores	2,095,577 168,021	\$3,473,317	90,064	\$90,064
Copper ores	722,047 4,207	107,635	719,391	719,391
Placers	285,413	5,900,000	38,334	38,334
	2,817,624	458,641	\$9,480,952	847,789 \$847,789

"Twenty-five gold-lode mines were operated in 1918. There was also a production from seven prospects—abandoned mines or small mines that were not in regular operation. Thirty-one mines were operated in 1917. The value of the lode-gold output decreased from \$4,581,453 in 1917 to \$3,473,317 in 1918. The decrease was due partly to the disaster at the Treadwell mine in April, 1917, and partly to curtailment of operations, especially in the Juneau district, because of shortage of labor. Southeastern Alaska, especially the Juneau district, is still the only center of large quartz-mining operations in the Territory. Next in importance is the Willow Creek lode district. The production in the Fairbanks district decreased materially, as the lode-mine owners of Fairbanks are still awaiting the cheapening of operating costs, especially of fuel, which is expected on the completion of the Government Railroad. Most of the gold mines on Prince William Sound have suspended operations. The mill and cyanide plant of the North Midas mine, in the Chitina Valley, Copper River district, was completed and began operating late in the year. Of the producing mines six were in southeastern Alaska, one in the Copper River district, three on Prince William Sound, four on Kenai Peninsula, five in the Willow Creek district, and six in the Fairbanks district. In 1918 the average value of the gold and silver contents for all siliceous ores mined was \$1.70 a ton; the average for 1917 was \$1.37 a ton. These averages reflect the dominance in the total lode production of the large tonnage produced from the low-grade ores of the Juneau district.

Gold and Silver Produced from Gold-Lode Mines in Alaska,  
1918, by Districts.

District	GOLD		SILVER		Avg. val. in gold & silver
	Ore mined (short tons)	Value	Value		
Southeastern Alaska	2,085,915	\$3,157,732	\$88,053		\$1.56
Prince William Sound	444	13,195	490		27.24
Kenai Peninsula	207	6,016	181		29.94
Willow Creek	7,796	269,624	724		33.90

Fairbanks district	1,035	26,750	616	26.44
	2,095,577	\$3,473,317	\$90,064	\$1.70

"The value of the placer gold produced in Alaska in 1918 was about \$5,900,000. The production in 1917 was \$9,810,000. The decrease in 1918 was general throughout the Territory, except in the Copper River and Yentna districts and some of the smaller Yukon districts. The decrease was due mainly to curtailment of operations because of shortage of labor, high cost of supplies, and uncertainty as to future conditions. Local decreases were due also to unfavorable climatic conditions and to the depletion of some of the rich placers.

"It is estimated that about 574 placer mines were operated in the summer of 1918 and 153 during the previous winter, but many for only a part of the season. About 3000 men were engaged in productive placer mining in the summer and 613 in the winter. In addition several hundred men were engaged in prospecting or other non-productive work relating to placer mining. No important new placer-bearing areas were discovered in 1918. The output and operations of placer mines in 1918 are shown by regions in the following table:

Gold and Silver Produced from Placer Mines in Alaska,  
1918, by Regions.

	GOLD Value	SILVER Value
Southeastern Alaska	\$ 10,000	\$ 80
Copper River region	239,000	1,258
Cook Inlet-Susitna region	160,000	1,185
Southwestern Alaska	3,000	23
Yukon Basin	4,264,000	28,831
Kuskokwim region	100,000	914
Seward Peninsula	1,108,000	6,022
Norton Sound	1,000	9
Kobuk region	15,000	112
	\$5,900,000	\$38,334

"The following table shows approximately the total bulk of gravel mined annually since 1907 and the value of the gold recovered per cubic yard. The table is based in part on returns made by placer-mine operators and in part on known facts or assumptions concerning the richness of the gravels in the several districts. The figures for 1917, which differ somewhat from those previously published, are based on an assumption that the recoveries per cubic yard of the dredges in the Yukon region and Seward Peninsula, from which no reports were received, were the same as the average reported recoveries of the dredges in each region and that for the placer mines other than dredges the ratio of the recovery per cubic yard for the mines that supplied complete information as to the recovery per cubic yard for all mines was the same as in 1916. Although the table is thus only approximately correct, the amounts given are probably near the true figures.

Gravel Sluiced in Alaskan Placer Mines and Value of Gold  
Recovered, 1908-1918.

Year	Total quantity of gravel (cu. yds.)	Value of gold re- covered per cu. yd.
1908	4,275,000	\$3.74
1909	4,418,000	3.66
1910	4,036,000	2.97
1911	5,790,000	2.17
1912	7,050,000	1.70
1913	6,800,000	1.57

1914 .....	8,500,000	1.26
1915 .....	8,100,000	1.29
1916 .....	7,100,000	1.57
1917 .....	7,000,000	1.40
1918 .....	4,931,000	1.20

"The table shows that from 1908 to 1914 there was a decline in the average gold content of the gravels mined. This decline reflects the improved methods of placer mining that have been introduced, more especially the increase in the use of dredges.

The rise of the average recovery from 1914 to 1916 was due largely to the fact that the dredges were for the most part working in far richer placers than in previous years, and that in 1916 a larger percentage of the placer gold came from the rich deposits of the newer districts. The decrease in the recovery per cubic yard from 1916 to 1918 is very striking. The yield per cubic yard for both the dredges and the other mines declined sharply, the proportionate output of the dredges remaining constant, and the recovery per cubic yard for both the mines other than dredges and for all the placers sank to its lowest record.

### Anchorage Division Notes.

A ladies' muff was found last Saturday evening in the passenger coach in use in transferring passengers from the depot to the new ocean dock and is being held at the office of the depot passenger agent awaiting identification by the owner.

Seven hundred and fifty short tons of coal were mined at the Eska and Chickaloon coal mines during the week ended November 15, and 122 persons were carried on the payrolls, according to the report of Sumner S. Smith, resident mining engineer in charge of coal mining operations of the Alaskan Engineering Commission. The work at the Eska mine consisted during the week in the continued driving of the Emery East and the Shaw West tunnels and at the Chickaloon mine in the continued driving of the Second West, the Second East and the No. 5 West tunnels.

The reconstruction crew working on the telephone line in the Seward Division completed its work in that Division and moved its camp equipment to Mile 56, according to the report of John J. Longacre, acting superintendent of the telegraph and telephone department of the Alaskan Engineering Commission, for the week ended November 15. Three telephones were connected in Anchorage during the week, one was disconnected and two were removed, according to the report. The work of installing the electric lighting plant at Chickaloon is progressing satisfactorily, according to the report, and the work of wiring the buildings, switch board, etc., is approximately 50 per cent complete. Four meters were "cut-in" during the week in Anchorage and four were "cut out" by the electric light and power branch of the department.

### SIXTEEN HUNDRED AND ELEVEN DOLLARS COLLECTED FOR RED CROSS.

One thousand six hundred and eleven dollars is the amount of money collected in Anchorage and in the construction camps operated by the Alaskan Engineering Commission, during the local drive for memberships from November 10 to 17 for the American Red Cross, according to the statement made by H. U. M. Higgins, chairman of the membership committee, in charge of the drive.

The purpose of the drive this year was to enroll members for the Red Cross for the year 1920 and not to make a record collection of money. Only dollar subscriptions

were asked, and membership in the Red Cross, with the resultant interest to be shown by reason of the membership, was the principal object sought to be attained.

Practically all departments of the Engineering Commission responded 100 per cent to the call and in many camps operated by the maintenance of way department the men contributed an average of \$1.50 to the man, in spite of the fact that only one dollar per man was asked.

The names of the members of the membership committee of the Red Cross who took the active lead in the matter of the drive are H. U. M. Higgins, chairman; Mrs. Col. Mears, Mrs. I. Bayles and Mrs. C. W. Mossman.

### VISITING OFFICIALS MAKE TRIP TO COAL MINES AND END OF STEEL.

For the purpose of viewing the work accomplished at the coal mines operated by the Alaskan Engineering Commission at Eska Creek and Chickaloon and the construction work now being carried on in Mile 236, the present end of steel on the main line of the Government Railroad north of Talkeetna, a party of officials of the Engineering Commission made a trip in a special train, departing from Anchorage Tuesday morning, November 18 and returning Wednesday evening, November 19.

The party making the trip consisted of Col. Mears, chairman and chief engineer of the Alaskan Engineering Commission; William Gerig, assistant chief engineer; Leut.-Colonel H. P. Warren, and Mrs. Warren; C. E. Dole, general purchasing agent with headquarters in Seattle, and Mrs. Dole, and Charles L. Mason, chief clerk.

Ideal weather prevailed during the trip and record time was made by the special train from the hour of departing from Anchorage until its return.

### WEEKLY FORCE REPORT.

#### Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payroll Saturday, November 15, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge .....	1	4	1	6
Drafting .....	0	4	0	4
Bridge Engineer .....	1	0	0	1
Land and Industrial .....	0	2	0	2
M. of W. Shops and Yards .....	2	7	42	51
Track, Bridge and Ballast .....	2	7	303	312
Receiving and Forwarding Agt. ....	1	3	37	41
Machine Shop and Roundhouse..	1	3	59	63
Marine Ways .....	1	1	14	16
Stores and Material Yard .....	1	8	64	73
Employment bureau and Ter- minal Mess .....	1	2	14	17
Transportation .....	1	12	32	45
Disbursing Office .....	1	4	0	5
Accounting .....	1	10	0	11
Base Hospital .....	1	0	10	11
Townsite .....	0	1	6	7
Telegraph and Telephone .....	1	2	30	33
Mining .....	1	5	115	121
Location Surveys, Broad Pass ..	1	2	7	10
Totals .....	18	77	734	829

Next Thursday is Thanksgiving Day. Make the day worth remembering by commencing a campaign to buy War Savings Stamps.

# ALASKA RAILROAD RECORD



VOL. IV. ANCHORAGE, ALASKA, TUESDAY, DECEMBER 2, 1919. NO. 4

## ENGINEER OF MAINTENANCE OF WAY MAKES WEEKLY PROGRESS REPORT.

Six thousand one hundred and ninety-six cubic yards of gravel were handled by steam shovel No. 1, Engineer Namur, working in Mile 56, during the week ended November 29, according to the report of F. A. Hansen, engineer of maintenance of way, to William Gerig, assistant chief engineer of the Alaskan Engineering Commission. The material was used in filling bridge No. 85. Five thousand eight hundred and eighty-four cubic yards of material were cast over by steam shovel No. 2, Engineer McMillan, working in Mile 236, the present end of steel north of Talkeetna, during the week, according to the report. The shovel was advanced during the week from station 10521 plus 00 to station 10529 plus 04, a distance of 804 feet. Track was laid behind the shovel a distance of 825 feet.

On November 26 ditcher No. 1 was brought to Anchorage and was stored for the season. During the two and one-half days that the ditcher was operated last week 365 cubic yards of rock were cast over in Miles 90 and 91.

Extra gang No. 2 working with pile driver No. 6 loaded 15 cars with railroad ties during the week at Caswell and one car with sleds at Montana.

Extra gang No. 3 was occupied during the week in grading, surfacing and laying the approach track on the dyke in Mile 56.

One hundred and eleven piling were driven and capped during the week in bridges No. 171, 172, 173 and No. 181 by bridge and building gang No. 1. The work of decking bridge No. 171 is 25 per cent complete, the work of decking bridge No. 172 is 50 per cent complete and the work of decking bridge No. 173 and bridge No. 181 is 100 per cent complete, according to the report.

Bridge and building gang No. 5 was occupied during the week in repairing stationmen's cars preparatory to shipping them north on the main line of the railroad. Up to date 98 cars have been repaired and placed in condition for service, according to the report.

## MEMBERS OF COMPANY F 21ST INFANTRY RE- TURN TO FORT LISCUM.

Fifty-three soldiers from Company B, and Company F, of the 21st Infantry of United States troops which have been stationed at Anchorage departed for Seward and Valdez on last Wednesday's train. The departing soldiers were under the command of Lieut. J. R. Hervey, who

returns to his former quarters at Fort Liscum across the bay from Valdez.

Of the soldiers leaving Anchorage 28 are members of Company F, and were formerly quartered at Fort Liscum and 25 are members of Company B, and arrived recently in Anchorage from Fort Wright near Spokane, Washington. The members of Company B will be detached for duty at Seward and will remain there during the winter.

When fully recruited Company B, will number 200 men and will be detached for duty at Anchorage, Seward, Matanuska, and Talkeetna. At the present time 103 members of this company are located at Anchorage. The work of recruiting is now going on in Seattle.

The local men are under command of Captain Hugh S. Lee and Lieut. John C. Glithero.

## PROGRESS REPORT MADE BY ENGINEER IN CHARGE OF SEWARD DIVISION.

The work of constructing the switchback located in Mile 49 in the Seward Division was completed during the week ended Nov. 22, according to the report of R. J. Weir, engineer in charge of the Division to F. Mears, chairman of the Alaskan Engineering Commission. The work of building this switchback was done by Roehen & Company, contractors. A gang of men is now engaged in track work on the switchback and it is expected that it will be ready for operation of trains during the next week. The purpose of this switchback is to cut off tunnel No. 1 and bridge No. 71.

Steamshovel No. 4 which has been working in Mile 48 discontinued operations during the week and will be sent to Anchorage for repairs.

The work of framing and erecting the timber portals for tunnels No. 4, No. 5, and No. 6 was in progress during the week according to the report. The work of removing the heading in tunnel No. 7 is 100 per cent complete and the work of removing the bench is 90 per cent complete according to the report.

The 121 foot span in bridge No. 70 was trussed during the week. The decking is in place and the stringers over the span have been placed, packed and bolted. All framed trestle bents have been erected in this bridge with the exception of number 3 and number 4. The work is being done by Bridge and Building Gang No. 4, with M. L. Peters, foreman.

Bents number one to 27 inclusive of the trestle approaches for bridge No. 75 have been erected. The work



of building the concrete foundation for framed trestle bent No. 28 is complete. Concrete forms for concrete pier of bent 29 are ready to pour. Foundation excavation work for bent No. 30, is 75 per cent complete and for bents 31 and 33, one hundred per cent complete. The foundation excavation work for bent No. 32 is complete and the forms erected, ready to pour. The work is being done by Bridge and Building gang No. 5, with James Magill, foreman.

Gunther & Co., have completed their contract for grading in Mile 46, according to the report.

The number of employees on the payroll for the week totaled 452.

#### EXPERT GEOLOGIST DESCRIBES UPPER CHULITNA REGION IN BROAD PASS COUNTRY.

The completion of the Government Railroad through the Broad Pass will render accessible the upper region of the Chulitna district to points on the Tanana river by way of the Nenana River, according to Stephen R. Capps, of the United States Geological Survey in a report of the mineral resources of the upper Chulitna region. The Government Railroad is completed now as far south from Fairbanks as Mile 359. The Broad Pass is located at Mile 315 on the proposed railroad route.

Mr. Capps' report on the vegetation and the game of this district is as follows:

##### Vegetation.

"In the upper Chulitna region timber is confined to the valleys of the principal streams. The valley of Chulitna River has a growth of trees, mainly spruce, but including some cottonwood and birch, up to an average altitude of 2,000 feet above sea level, though locally trees grow above that altitude and considerable areas below 2,000 feet are untimbered. In the valleys tributary to the Chulitna through from the northwest a fringe of trees extends along the lower valley walls to an elevation of perhaps 2,500 feet. Thus spruce groves composed of trees reaching a foot or more in diameter are present on West Fork of Chulitna River to a point within 2 miles of the glacier in which the stream heads, and Ohio Creek has patches of good cottonwood and spruce trees for about 2 miles above the mouth of Christy Creek, whereas Copeland, Long, Colorado, and Costello creeks, with steeper gradients follow timberless valleys in their upper courses, and even brush of sufficient size to supply the moderate needs of the camper is lacking.

"There is little timber in the Chulitna basin that is fit for other than local uses. Patches of cottonwood trees, in the bottoms of the larger streams, will supply logs as much as 4 feet in diameter, and these will furnish a small number of saw logs. The spruce and birch trees are generally small, few attaining a diameter of more than 2 feet, and although they will furnish cabin logs, mining timbers, cordwood, and an inferior grade of lumber, the products of the forests will be used only locally.

Grass sufficient for forage can generally be found throughout the region. There are considerable areas of marshy bench lands and of spruce-covered bottoms in which the prevailing ground cover is sphagnum moss and low brush and in which grass for horses is not abundant, but within those areas there are scattered well-drained spots in which horses will find sufficient food for a short time. The two principal varieties of forage grass are locally known as "red top," which grows to a height of several feet, and as "bunch grass," which affords a less heavy

growth but exceeds the "red top" in nutritive value. At a few localities a vetch, known to the prospectors as the "pea vine," is abundant on the stream gravel bars and affords excellent forage.

##### Game.

"Although big game is not particularly abundant in the upper Chulitna basin, the prospector is occasionally able to furnish his larder with fresh meat. Caribou range over most of the area, and although usually found in small bands or as scattered individuals, when once seen they are easily procured by the hunter and so are the most useful animals for food. Moose are present in the timbered areas, though in small numbers, and on rare occasions the white mountain sheep are seen in the areas of rugged relief. Black bears are not uncommon, especially in the timbered and brushy tracts, and brown and grizzly bears are sometimes encountered. The relative scarcity of big game on this side of the Alaskan Range is especially striking, for on the north slope of the range, not many miles away, is one of the most prolific game fields of North America. There sheep, caribou, and moose graze in great numbers, and their preference for the north slope of the range, rather than the south slope, is due directly or indirectly to climatic differences. The Chulitna slope of the mountains has a heavy precipitation, both in summer and in winter. The heavy winter's snows impede free travel and cover the herbage on which the animals feed, whereas the small snowfall on the north slope leaves wide areas of bare, wind-swept pasture upon which the game herds graze. In summer, too the drier, sunny climate of the north slope and the abundant pasturage there are preferred by the wild animals.

"Of the smaller wild animals rabbits and ptarmigan are perhaps most useful, for they furnish a valuable supply of fresh meat. At times both are extremely abundant, but in 1916 and 1917 they had almost completely disappeared. Trout and grayling may be caught in most of the clear-water streams, but as most of the rivers are glacier fed and turbid, the opportunities for the traveler to get fish are infrequent. Each winter numerous fur-bearing animals are taken including lynx, fox, mink, and marten.

##### Natives.

"There are no established settlements of natives in the area discussed in this report. The nearest settlement is at the mouth of Talkeetna River, where a few families spend part of each year catching salmon. Without doubt the natives at times ascend the tributaries of Chulitna River on hunting or trapping expeditions, but they have left little evidence of their visits. During the summer of 1917 no natives were encountered by the Geological Survey party north of Talkeetna River.

#### PLANS PERFECTED FOR THRIFT WEEK IN JANUARY.

Keen interest on the part of the public in the projected plans for a National Thrift Week beginning January 17, 1920, has been evidenced in many ways already, the Savings Division of the Treasury Department announced recently. The purpose of the week will be an endeavor to start the country off in the New Year with a sound financial program for every individual and household. Two ends are sought. First, that the condition of the individual be improved, and second, that the financial and industrial strength of the nation be increased by the great sums of capital which will accrue through the practice of steady saving and safe investment on the part of citizens.

"The importance to the country of the practice of thrift

and saving by the individual is not readily appreciable," said William Mather Lewis, director of the savings division, "until its results in the aggregate are summed up. While the country was buying twenty billion dollars worth of Liberty Bonds, it also put away more than a billion dollars in War Savings Stamps, and savings bank deposits in this country also have increased some eight billion dollars during the years the world has been at war.

"The absorption of the Liberty Loans was due somewhat to extension of our national credit, but purchases of Savings Stamps and increases in bank deposits were almost wholly due to the wise preference of the individual for increasing his own and the country's capital account instead of using his funds in unnecessary spending.

"It is to bring to the attention of the country that it can, without sacrificing its pleasures or curtailing its comforts, add several billion dollars more to its capital account next year that plans for a National Thrift Week early in the year have been promulgated.

"Steady additions to the nation's capital are necessary if we are to take advantage of the trade and industrial opportunities that will keep us at our present full tide of prosperity. We must refrain from unnecessary and extravagant spending if we are to bring prices down. Having saved money, it is essential that the individual invest safely. To this end we urge continued investment in Government securities, on which steady and good interest returns are assured, with full return of principal.

"Savings Stamp and Treasury Savings certificates will be available again next year at banks and postoffices, and Liberty Bonds may be purchased at or through any banking institution."

The program for National Thrift Week, as at present tentatively planned, is as follows:

National Thrift Day, Saturday, January 17, 1920.—To enlist the Nation in a campaign to "Save first and spend afterwards." In other words, to stick resolutely to the program of making the present insure the future by the regular saving and investment of some part of every pay envelope to finance future opportunities or needs; to invest savings safely, preferably in loss-proof Government securities; to curb the profiteer by demanding a dollar's worth of goods for every dollar spent.

Thrift Sunday, Sunday, January 18.—Sermons in all American pulpits on the relation of economic life to religious well-being, and the need of sharing with others.

National Life Insurance Day, Monday, January 19.—To emphasize the importance of protecting one's family with life insurance.

Own-Your-Own-Home Day, Tuesday, January 20.—To show why desirable and how possible to own a home.

Make-a-will Day, Wednesday, January 21.—To urge men to make wills, and in so doing impress upon them the necessity of making provision for the future.

Thrift-in-Industry Day, Thursday, January 22.—To emphasize the need for factory thrift, and the economic value of co-operation between capital and labor.

Family-Budget Day, Friday, January 23.—To show the importance of using the budget plan in family finance.

Pay-Your-Bills Day, Saturday, January 24.—To emphasize the moral obligation to pay debts.

Formal pledges to co-operation in furthering National Thrift Week thus far includes the voluntary offer of a large firm to give a share of its advertising space, and resolutions by three of the largest banking groups of the country, the American Bankers' Association, the Investment Bankers' Association and the American Institute of

Banking. The latter at its recent convention in New Orleans adopted the following resolution:

Intelligent and systematic practice of Thrift develops a higher type of individual and increases the economic strength of the nation; we therefore pledge ourselves to continue in cooperation with the several bureaus and departments of the government and also such other organizations or agencies as are engaged in promoting public and private thrift.

"We especially pledge ourselves to support and work for the success of the thrift plans being made for the week beginning January 7, 1920, by the War Loan Organization of the Treasury Department."

#### NATIVES OF ALASKA ARE GIVEN EMPLOYMENT ON GOVERNMENT PROJECTS.

As a result of the great exodus from Alaska on account of the late war a scarcity of labor has been created throughout the Territory. To help remove this labor scarcity officials of the Bureau of Education charged with the welfare and protection of the natives of Alaska, have made successful efforts to induce those in charge of government projects to give employment to the natives. For the first time the Alaska Road Commission is employing a number of natives of the Copper River district in performing road work on the Valdez-Fairbanks trail. William Gerig, assistant chief engineer of the Alaskan Engineering Commission, which is building the Government Railroad from Seward to Fairbanks, and the superintendent of the Copper River Railroad have provided employment for natives in the vicinity of the respective projects and have reported the work of the aborigines as satisfactory. About 25 natives living in the English Bay district have found employment in the Iron mine located at Port Chatham.

Many of the native settlements are now supporting co-operative stores and as a result the living conditions of the natives have been materially improved.

The Tyonek Native Cooperative Store is an evidence of the improved economic conditions at this village. The enterprise was started on \$950 capital stock, \$950 loaned the store by the teacher, and on credit. Five hundred pairs of first-quality snow shoes were made by the natives and sold in Anchorage for \$3.15 per pair. A net profit of \$397.14 was made the first year, from sales amounting to \$3740.05. This spring \$1100 more was subscribed by the natives to the capital stock of the store.

Economic progress at Tetitlek is in part shown by the fleet of 15 power boats, which is the principal factor in enabling the natives of that village to earn \$25,000 per year fishing for the canneries and towing timbers to the mines and canneries. Five years ago these natives had no boats except dories.

In 1916 the Copper River Indians, through the extensive cannery fishing in the Copper River, were made almost destitute wards of the Bureau of Education, necessitating the sending of large quantities of supplies each year since that time. It was deemed bad policy to give the native these supplies outright if he was well and able to work. A building was needed in which to store these supplies, or to be used as a store building in case the natives ever became prosperous enough to start a store of their own. The labor in construction of this building was given by the Copper River Indians in return for destitution supplies. Most of the material was also obtained by their labor from the timber adjacent to the school building.

## 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.

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

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.

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### OFFICIAL CIRCULAR

Anchorage Division.

#### ORDERING SUPPLIES.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, November 28, 1919.

Circular No. 68:

#### TO ALL SECTION FOREMEN:

In the future, when ordering commissaries, you will be required to mention the number of employees who will use the order, and state approximately the length of time the quantity ordered will last.

Try and confine your orders to twice a month only, about the 10th and 25th respectively, and send them in by mail in ample time, so that they may be filled by the specified time.

Fresh meat orders will be received at any time by telephone, as is now the custom.

JAS. HANAHAN,  
Assistant Superintendent in Charge of Track.

#### ONE HUNDRED AND EIGHTY PATIENTS TREATED AT HOSPITAL IN OCTOBER.

One hundred and eighty patients received treatment at the Government hospital during the month of October, according to the report of Dr. J. B. Beeson, chief surgeon of the Alaskan Engineering Commission.

Of the patients treated 31 were classed as private cases, 24 as members of families of employees of the Engineering Commission, and 96 as dispensary cases. Of the employees of the Alaskan Engineering Commission who received treatment at the hospital during the month 16 were for general illnesses and four for injuries. Four employees of the Government other than employees of the Engineering Commission were treated at the institution during the month.

The patients receiving treatment spent an aggregate of 471½ days in the hospital, according to the report. No deaths were reported for the month of October.

#### AMERICAN LEGION CONVENTION URGES HOMES FOR SOLDIERS.

The American Legion Convention at Minneapolis has gone emphatically on record in favor of a national policy of reclamation and settlement for the benefit of ex-serv-

ice men, according to dispatches from Minneapolis. "I am very much gratified," is the comment of Secretary Lane, who began to urge this policy upon Congress and public opinion many months before the signing of the armistice.

The resolutions adopted at Minneapolis, while endorsing no particular measure now pending before Congress, embody some of the principles of several of them. The declaration is as follows:

"The American Legion in national convention assembled has before it a number of bills purporting to be of benefit to those persons who served honorably in the military and naval forces of the United States, and Whereas none of the proposed bills make adequate provisions for the needs of the proposed beneficiaries, and Whereas delay would be most disastrous, therefore, be it resolved that we request the immediate enactment of a law to be known as The American Home Founding Act, embodying the following features:

"1. Reclamation of unproductive lands by direct government operations for settlement by ex-service persons;

"2. Reclamation and development of rural communities for settlement by ex-service persons by loans of Government credit;

"3. Direct loans to ex-service persons for the purchase and development of farms;

"4. Direct loans to ex-service persons for the purchase of city homes, and be it further Resolved

"1. That Administration be decentralized;

"2. That no heavy financial restrictions be imposed;

"3. That the right of eminent domain be incorporated to prevent speculations;

"4. That the provisions of this act shall be administered by ex-service men, and be it further Resolved that a committee of five be appointed by the National Executive Committee to be known as the Committee on Land Development and Home Aid to secure the needed legislation."

#### DESCRIPTION OF TRIP MADE IN 1899 FROM PORTAGE BAY TO KNIK.

Nearly twenty years ago a detachment of United States soldiers under the command of Lieut. J. S. Herron of the Twenty-fifth Infantry, made what was then a most perilous journey from Portage Bay to Knik Arm. A description of the trip, which illustrates in a marked degree the difficulties encountered by those traveling from one part of Alaska to another in that day, is contained in the report of Lieut. Herron to his commanding officer Captain Edwin F. Glenn, who was in command of the Cook Inlet Expedition, which in that year made the journey from Prince William Sound to the Tanana River, going by the way of the Susitna River, up the Yentna River and thence up the Kuskokwim River to Rampart City on the Yukon.

The report of the Portage Bay trip is as follows:

"May 13, 1899, I was debarked by Captain Glenn with a detachment, ten dogs, sleds, snowshoes, and ten days' rations at the mouth of Cabin Creek Porage Bay, Prince William Sound, Alaska, with the following instructions:

Portage Bay, Alaska. May 13, 1899.

Lieut. J. S. Herron,

Commanding detachment.

Sir: You will take charge of the detachment consisting of one tonographer, one assayer, one hospital steward, one packer, and one cook, and proceed from Portage Bay to the Knik Arm.

You will be provided with twenty days' rations and two



dog teams of five dogs each.

In going over to the designated point (Knik Inlet) you will follow the trail followed by Captain Kelly during the year 1898.

Upon arrival at Knik Inlet, in the absence of further instructions from me, you will procure transportation from one or the other of the companies engaged in trade at Knik Station and proceed with your detachment to Tyoonok, Alaska, and report to me at the permanent camp at that place. It is especially desirable that, in making this journey, you have your topographer make a reasonably accurate survey of the country passed over, determining the elevation of the mountains with reasonable accuracy, and report upon the location of the principal topographical features of the country, especially the glaciers encountered.

The principal object of this trip is to determine if it is practicable to establish a trail that is feasible as a mail route from Portage Bay to the Knik Arm that will accommodate the Turnagain Arm settlements and the Knik Arm during all seasons of the year.

Before leaving the Portage Bay you will cause your topographer to make an accurate survey of the valley at which you will be landed and cause to be established the necessary permanent landmarks to sufficiently identify the same. You will personally examine the valley referred to and make such recommendation as your judgment may dictate as being for the best interest of the military service to be set aside for a military reservation. You will cause the portion of the valley selected as being best adapted for military usage to be properly designated by lines and bounds.

Very respectfully,

EDWIN F. GLENN,

Captain, Twenty-fifth Infantry,  
Commanding Cook Inlet Expedition.

My detachment consisted of:

Acting Hospital Steward J. G. Abele, United States Army.

Private August Fels, Fourteenth Infantry.

Mr. William Morey, jr., civil engineer, United States Army.

Mr. Robert Jenkins.

Packer A. L. Canwell.

"After surveying and establishing the corners of the contingent military reservation, which occupied two days, with my party I started over the route under guidance of Private Fels, who had been over a part of it the year before.

"I found the snow gone, except on the mountain tops, and travel on snowshoes with dogs and sleds in summer naturally is out of the question; nevertheless, I carried and dragged dogs, sleds, dog food, etc., for half a day in hopes of finding conditions better further on, but they were not, as an advanced reconnoissance to the top of the mountains by myself and Fels demonstrated.

"The situation then presented for consideration the following elements: Time, trail, dogs, dog food, dog packs, foot gear, expense, the expeditions to the Yukon, and Captain Glenn's oral instructions that he would expect me by the 30th and to depart from his orders where necessary. Therefore, after mature deliberation, I detailed Morey and Canwell to remain at Portage Bay with the dogs and other property, while I, with Abele, Fels, and Jenkins, started to walk over the route with our backs for transportation of rations and impedimenta, explored it

to the second divide, then proceeded to find Captain Glenn to report the situation, and, if still desirable, to return, equipped and rationed, for the exploration of the remainder of the route.

"After a very laborious trip by land and water of about 89 miles, I reached Fire Island, in Cook Inlet, with my three men, May 30, 1899. Here I found Captain Glenn on board the steamer Perry.

"I reported adversely on the route, having seen enough of it to find that it is not feasible. Meanwhile Sergeant Yanert had also reported adversely on it, he having explored a portion of it during the winter.

"Arrangements were made for a steamer to stop in Portage Bay and pick up Morey and Canwell, which was done June 10, making a twenty-nine days' exile for them in a desolate spot, living on reduced rations, composed largely of some extra dog food which had been taken along for emergencies, a goose shot by Canwell with a revolver, and clams gathered on the beach. Further explorations of the "Kelly" route were discontinued.

#### General Description of the Route.

"The route begins by running over the top of a 3,000-foot mountain with precipitous slope, and at the time I crossed, covered with an unstable cap of snow; then descends into and through a narrow canyon, passing three glaciers, to Lake Glenn, where the canyon widens, the lake extending across the canyon to the steep mountain sides and being about a mile wide and about 2 miles long. About 4 miles down Twenty-Mile River beyond the lake the route turns west, crosses two more mountainous divides, each about 3,000 feet in height, and descends the valley of Yukla Creek to Knik Arm, thence around the head of the arm to Camp Glenn, in all about 75 miles.

"Incidentally on this trip I carried some mail given me by Captain Snow, of the steamer Wollowa, and addressed to men supposed to be at Portage Bay. I found Portage Bay uninhabited, likewise the Twenty-Mile River valley, so I turned in the mail, properly indorsed, to the postmaster at Sunrise.

#### Some Incidents of This Trip.

"The nature of the country is perhaps best known by a mention of some incidents, of no consequence otherwise.

"In this section of Alaska the mountains are high and their steep sides from timber line down are covered with timber, brush, fallen trees, rocks, and ravines, making travel very annoying. Snowslides are a constant menace in the spring. We heard the crashes and roars of many of them all around us. The canyons between the mountains have glaciers at their heads and inclose swift glacial rivers. Any intervening space is invariably either swamp or dense brush, also annoying to travel. At the start two and one-half days were spent in repeated fordings of the swift and icy waters of Cabin Creek, surveying a proposed military reservation and carrying rations, sleds, and other impedimenta, including dogs, along the route. Three climbs were made to the top of the mountains, one on reconnoissance and two carrying packs. On the first trip up the mountains, a crust on the snow, with the shoes worn at the time, made a footing difficult and precarious, and the ascent was accomplished only by the aid of alpenstocks. The second and third climbs, by reason of a thaw occurring in the meantime, involved floundering through soft snow to the knees and waist, which not only added to the fatigue of carrying packs, but became uncomfortably damp and cold. On the second climb we packed up rations and cached them in the snow

on the summit. The next day we packed up bedding, etc., we proceeded, sliding, floundering, and falling down the other side of the mountain, each man staggering under a 50 to 60 pound pack on his back, including frying pan, coffee-pot, bucket, ax, gun, etc. Fresh tracks of a large bear, that had ascended the mountain just ahead of us on the second trip, caused some apprehension for our sack of bacon left on the mountain overnight; but fortune proved to be all right, from our point of view. In descents on these trips we often enjoyed very rapid coasting by simply sitting and sliding down the steep slopes. Rocks, sometimes projecting through the snow, are avoided when stopping is impossible, by rolling over. On one ascent of this mountain we started from the valley in the rain, passed as we climbed from rain to snow, up through a snowstorm into and through the clouds, and up above the clouds to the summit.

"Progress in the canyons and valleys was slow, due to many fordings and wriggling through the almost impenetrable brush, or wallowing through swamps, sinking from 1 to 4 feet in mud and water to the frozen ground below. Lake Glenn, covered with rotten ice in the middle but open at the ends, was crossed on the ice, getting ashore on a floating cake, which broke up and floated out and down Twenty-Mile River just as the last man jumped off it to the shore. The Twenty-Mile Glacier in retreating, has left enormous terminal moraines, some curiously piled in pyramids and resembling preparations for a miner's erect contract.

"The signs of two Indian camps were found near the west end of Lake Glenn. One of them was only a few days old and had been used by a solitary hunter for a night's camp, the remains of an eagle showing his bill of fare.

"The lower Twenty-Mile River was feasible for rafting. The means at hand permitted only two meager rafts, each of three water-soaked logs that rolled and worked like bathtubs, and barely sufficient to float two men each. With these a helpless and involuntary sort of navigation snatched us swiftly down to Turnagain Arm and furiously mixed us up with all the rapids, snags, log jams, and sloughs en route. The impact of one of these collisions threw Abele into the river and he finished the day wit, and blue with cold and halless. We ran a boiling rapids without accident, and managed, by vigorous paddling, to avoid all sloughs but one. Still this method of travel seemed relatively like the comfort and dispatch of a Pullman car.

"We had started around the head of Turnagain Arm on foot, with the intention of rafting across the Portage Glacier River, then packing down the mountain sides and mud flats to Sunrise, when we ran across Mr. Munger and two of his partners, with two small boats. They had been hunting and were returning to Sunrise. They generously took us with them. At Sunrise I obtained rations, and through Mr. Hansen a seal boat, in which, with Mr. Hansen, we made Fire Island, Cook Inlet, on the fourth day from Sunrise, having been storm-bound two days on the way. Hansen is an expert sailor and knows the equation of these waters, and Jenkins is also a sailor, which was most fortunate for us soldiers.

"Turnagain Arm belongs in a class with the Bay of Fundy, a dangerous body of water. Twice each day a tide bore—a 5 to 10 foot wall of water—rolls and tumbles into the arm faster than a horse gallops. When the tide goes out with similar speed, it leaves exposed great ex-

panses of mud flats, some of them far from shore. On these a boat is suddenly stranded and helpless until the tide comes in, when it may be struck by the bore or held down by the suction of the mud and swamped. The tides are followed by tide-rips and whirlpools. There are many hidden rocks near the surface, among which the water rushes and boils with great fury. The arm is not navigable at all in winter on account of floating ice. Many Beluga (white) whales were seen near Fire Island.

"The route between Resurrection Bay and Sunrise, reported on by Captain Glenn and Lieutenant Larnard in 1898, has been improved by the miners since that time. The winter mail for the Turnagain Arm settlements comes in over this trail.

"Traders of Sunrise had in use a pack train of nineteen horses supplying miners along the trail. There were three stores, a hotel, and a town hall in Sunrise, and the town appeared thriving and prosperous.

"I was informed that the usual Alaska vegetables had been raised very successfully at Sunrise, viz, cabbage, lettuce, potatoes, radishes, onions, peas, lima beans, etc. There were miners at work on all the creeks near Sunrise, and some on the creeks across the arm, viz, Raven, Crow, Glacier, Winner, Yukla, and Indian creeks.

"This expedition, though brief, required much fatiguing and uncomfortable work, and in some instances involved considerable personal risk, but the men of the detachment were surprisingly indifferent to both hardship and danger. Acting Hospital Steward Abele and Private Fels both proved to be most excellent men and soldiers in every respect. Mr. Morey worked indefatigably through snow and rain, making surveys under most trying conditions, as well as assisting in packing heavy loads along the trail. Comprehensive maps of these regions are the result of his labors. Packer Canwell, an exsoldier, did very creditable work. Mr. Jenkins had volunteered to go on this trip from his love of the sport and proved to be a valuable addition to the party. I commend all most highly. We were warmly welcomed at Sunrise, on our arrival there May 20, and are indebted to Mr. Brooks, Mr. Preston, and others for many courtesies.

#### ADDITIONAL RULINGS ON REINSTATEMENT OF LAPSED INSURANCE.

A series of decisions issued by the Director of the Bureau of War Risk Insurance with the approval of the Secretary of the Treasury provides more liberal conditions for reinstatement of lapsed or canceled insurance.

The provisions of Treasury Decision No. 47, allowing eighteen months from the date of discharge for reinstatement upon payment of only two months' premiums on the amount of insurance to be reinstated, are retained. That decision is liberalized, however, by a new provision that men out of the service are permitted to reinstate by merely paying the two months' premiums without making a statement as to health at any time within three calendar months following the month of discharge.

After the three months following the date of discharge have elapsed, a statement from the applicant to the effect that he is in as good health as at the date of discharge or at the expiration of the grace period, whichever is the later date, will be required together with a written application for reinstatement and the tender of two months' premiums on the amount of insurance he wishes to reinstate.

Before selling your Liberty Bonds or War Savings Stamps consult your banker.

## DISTRIBUTION OF FORCES.

The forces employed by the Alaskan Engineering Commission in the construction of the Government Railroad, in all of the Divisions and districts, during the week ended November 22, were distributed as follows:

Mile 0	Headquarters office	10
	T. & T.	5
	Hospital	4
	Mess house	5
	Drafting	2
	Sections	7
	B. & B.	5
	Mechanical department	43
	Transportation and work trains	54
	Stores	24
	Seward dock	16
Mile 1	Engineers	3
	General camp	5
	Track laying	38
	Steam shovel	3
Mile 2	Timber crew	4
Mile 20	Maintenance	8
Mile 40	Maintenance	9
Mile 45	Mess	1
Mile 47	Contractors	6
Mile 48	B. & B.	22
	Contractors	15
Mile 49	Contractors	15
Mile 52	General camp	34
	Engineers	11
	Steam shovel	5
	B. & B.	44
	Maintenance	7
	Contractors	14
Mile 53	Contractors	11
	Hired help	2
Mile 55	Snow sheds	46
Mile 56	Filling bridge, raising, grade, building quarry spur	68
Mile 76	Snow sheds	1
Mile 114	Operation:	
	Road	75
	Power plant and pumping	15
	Docks and boats	15
	Maintenance:	
	Equipment	52
	Floating	12
	Ways and structures	206
	Hospital	11
	Townsite and land	9
	Engineer in charge	7
	Bridge engineer	1
	Drafting	4
	Disbursing	5
	Accounting	10
	Stores	72
Mile 151 M. B. Mining, Eka		50
	Chickaloon	33
Mile 236	Engineers, steam shovel and new bridge construction	85
Mile 267	Location survey	17
Mile 258	Engineers	15
	Wagon road	20
	Contractors	2
Mile 363	Engineers	10

	Contractors	7
Mile 365	Track laying	30
	Contractors, coal	3
Mile 366	Pile driver	5
	Brown hoist	2
	Section men	8
Mile 369-414	Section men	31
Mile 397	Salvaging logs and ties	10
Mile 414	Nenana general	26
	Stores	19
	Shops and roundhouse	34
	Engine crew	5
	Dock and yard	19
	Hospital	13
	Townsite	2
	Janitors and watchmen	13
	Power plant and linemen	13
	Mess	9
	Corral	5
	Contractors	16
Mile 415	Terminal	7
Mile 415-444	Section men	21
Mile 440	Engineers	12
	Contractors, ties and cordwood	35
Mile 450	Steam shovel	46
	Tanana Valley Railroad	43
Total force on payroll		1609
Contractors		150

## WEEKLY FORCE REPORT.

## Anchorage Division

The number of employees in the Anchorage Division of the Alaskan Engineering Commission, as shown by the payroll Saturday, November 22, was as follows:

Department	Super- vision	Cler- ical	Labor	Total
Engineer in Charge	1	5	1	7
Drafting	0	4	0	4
Bridge Engineer	1	0	0	1
Land and Industrial	0	2	0	2
M. of W. Shops and Yards	2	7	47	56
Track, Bridge and Ballast	2	5	283	290
Receiving and Forwarding Agt.	1	3	10	14
Machine Shop and Roundhouse	1	3	59	63
Marine Ways	1	1	11	13
Stores and Material Yard	1	9	62	72
Employment bureau and Ter- minal Mess	0	2	14	16
Disbursing Office	1	4	0	5
Accounting	1	9	0	10
Base Hospital	1	6	10	11
Townsite	0	1	6	7
Telegraph and Telephone	1	2	31	34
Location Surveys, Broad Pass.	1	0	16	17
Totals	17	75	699	791

## DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements of the office of the Anchorage Division of the Alaskan Engineering Commission totaled \$12,014.58 for the week ended November 21. Salaries and wages were \$12,769.53; purchase orders, \$172.84; compensation, \$17.95; special deposit account, \$30.00, and other expenses, \$52.96.



### Anchorage Division Notes.

William Gerig, assistant chief engineer of the Alaskan Engineering Commission, made an official trip to Seward last week, departing from Anchorage November 27, and returning November 30.

I. H. Fleischman, formerly employed in the office of the assistant chief engineer, has been appointed chief clerk in the supply division, and last Wednesday departed from Anchorage for Seward, where the headquarters of the division have been established.

E. R. McFarland, superintendent of the telegraph and telephone department, made an official trip over the Railroad between Anchorage and Seward last week for the purpose of inspecting the telephone lines. He departed from Anchorage November 27 and returned November 30.

A. D. Balderston, formerly employed in the office of the assistant chief engineer, and Albert Norris, an employee in the accounting department, departed this morning for Deadhorse Hill, where they will be stationed during the winter in the performance of their duties in connection with the construction work to be done during this winter between the present end of steel at Mile 236 and the Susitna River crossing site at the mouth of Gold Creek, which is at Mile 253 on the proposed Government Railroad route.

Sumner S. Smith, resident mining engineer in charge of the coal mining operations of the Alaskan Engineering Commission in the Matanuska coal fields, departed from Anchorage last Wednesday morning for Seward where he made connections with the S. S. Northwestern for Seattle. Mr. Smith will investigate coal cleaning plants while in the States, with the purpose of purchasing a suitable plant for use at the mines at Eska and Chickaloon. He expects to return to Anchorage about January 1, 1920.

Five local telephones and two extension telephones were installed and two telephones were moved in Anchorage during the week ended November 22, according to the report of E. R. McFarland, superintendent of the telegraph and telephone department of the Alaskan Engineering Commission. The telephone construction crew stringing a new No. 9 C. C. metallic circuit between Mile 52 and Kern completed the work as far north at Mile 52½ during the week, according to the report. In the electric light and power branch of the department five meters were "cut in" and three were "cut out" in Anchorage.

Lieut.-Col. H. P. Warren, head of the supply division of the Alaskan Engineering Commission, and C. E. Dole, general purchasing agent, were outgoing passengers aboard the S. S. Northwestern from Seward for Seattle. They departed from Anchorage Wednesday morning and made connections with the steamer at Seward on Friday. Mr. Dole is returning to Seattle to his official headquarters. Lieut.-Col. Warren, who has recently returned from active service in France, has been appointed head of the supply division and after a two-weeks' stay in Seattle will return to his Alaska headquarters, which have been established in Seward.

Seven hundred and fifty five short tons of coal were mined at the Eska and Chickaloon coal mines during the week ended November 22, and 123 persons were carried on the payrolls of the two mines, according to the report of Sumner S. Smith, resident mining engineer in charge of the coal mining operations of the Alaskan Engineering Commission with headquarters at Eska. The work at the Eska mine consisted during the week in the continued

driving of the Shaw West and the Emery East tunnels, in the operation of the star drill and in changing nine of the mine tracks from 20 pound rail with a 24 inch gauge to 40 pound rail with a 36 inch gauge. The work at the Chickaloon mine consisted in the continued driving of the Second West, the Second East and the No. 5 West tunnels. A small electric lighting lantern which will be used for furnishing electric lights to the mines was installed at the Chickaloon mine during the week according to the report.

### TWENTY EIGHT GOLD DREDGES IN OPERATION IN ALASKA IN 1918.

Twenty eight gold dredges were operated in the Territory of Alaska during the year 1918 as compared with 36 dredges during the previous year, according to a report submitted by Stephen R. Capps of the United States Geological Survey. Of these dredges 21 were operated on the Seward Peninsula, three in the Iditarod district, and one each in the Fairbanks, Circle, Yentna and Kuskokwim districts.

These dredges produced about \$1,425,000.00 worth of gold and handled about 2,490,000 cubic yards of gravel. In 1917 the dredges handled about 3,700,000 cubic yards of gravel and recovered gold worth \$2,500,000. The average recovery of gold per cubic yard was about 57 cents in 1918 and 68 cents in 1917. The gold dredges of Seward Peninsula produced gold worth \$466,000 from 1,164,000 cubic yards of gravel, making an average recovery of 40 cents a cubic yard in 1918, compared with 49 cents in 1917. The dredges of the Alaska Yukon districts produced gold worth \$881,000 from 1,125,000 cubic yards of gravel, and the value of gold recovered per cubic yard was therefore about 78 cents, compared with 94 cents in 1917.

Though dredges were built for use in the Alaska Yukon as early as 1898 and at Nome in 1900, this method of placer mining did not reach a profitable stage until 1903, when two small dredges were successfully operated in Seward Peninsula. Dredging began in the Fortymile district in 1907; in the Iditarod, Birch Creek and Fairbanks districts in 1912; in the Yentna district in 1916; and in the Kuskokwim region in 1918. A new dredge was installed in the Fairbanks district in 1918. The new dredge on Candle creek, in the Kuskokwim region, was completed in 1918 and operated for a short period. Up to the end of 1918 gold to the value of \$19,035,000 had been mined by dredges."

### TRACK LAYING CONTINUES IN FAIRBANKS DIVISION OF GOVERNMENT RAILROAD.

One and sixty hundredths miles of track were laid on the Government Railroad in the Fairbanks Division south of Nenana during the two-week period ended November 29, according to the report of Frederick D. Browne, engineer in charge of the Division, to F. Mears, chairman of the Alaskan Engineering Commission. The end of steel at the close of work on Saturday, November 29, was at Mile 358.24. The end of steel on the south side of Broad Pass is at Mile 236, leaving a gap between steel heads of approximately 122 miles. A substantial portion of the grade between Mile 236 and Mile 258 has been completed and is practically ready for steel.

Track laying operations in the district south of Nenana in the Fairbanks Division will be discontinued temporarily, according to the report of Mr. Brown. During the past week extremely cold weather has been reported from the district south of Nenana, the mercury going as low as 30 degrees below zero.

# ALASKA RAILROAD RECORD



VOL. IV. ANCHORAGE, ALASKA, TUESDAY, DECEMBER 9, 1919. NO. 5

## CORRECTION.

In the issue of the Alaska Railroad Record of November 11, 1919, No. 1, Vol. 4, a statement appeared to the effect that rail communication between the Nenana coal fields and the towns of Nenana and Fairbanks was complete. This statement is erroneous. Rail communication between North Nenana, a settlement on the north side of the Nenana River, and Fairbanks was completed on November 3, when the gap between railheads in this section of track was closed. There remains the gap over the Tanana River between North Nenana and the town of Nenana which can be permanently closed only by the erection of a costly steel railroad bridge over the Tanana River, estimated to cost about \$1,125,000.

Rails in the Northern Division have been laid south from the town of Nenana as far as Mile 360.71, according to the report of Frederick Browne, engineer in charge of the Division, to the chairman of the Alaskan Engineering Commission.

By making use of a temporary trestle bridge over the Nenana River at Mile 373, which will go out with the ice in the spring breakup, rail communication can be maintained during the winter months between the Nenana coal fields and the town of Nenana.

## ENGINEER OF MAINTENANCE AND CONSTRUCTION MAKES WEEKLY REPORT.

Seven thousand four hundred and twenty cubic yards of gravel were loaded during the week ended December 6, by steam shovel No. 1, Engineer Namur, according to the report of F. A. Hansen, engineer of maintenance and construction, to William Gerig, assistant engineer of the Alaskan Engineering Commission. This material was used as filling in bridge No. 85 and for grading track to be used as a coal spur in Mile 54. The gang engaged in the work in connection with this shovel has been moved from the outfit cars formerly located in Mile 56 into the camp located in Mile 55. Steam shovel gang No. 2, Engineer McMillan, working in Mile 237, cast over during the week 3378 cubic yards of material, according to the report. The shovel was moved ahead from station 10529 plus 04 to station 10538 plus 12, a distance of 908 feet. Track was laid behind the shovel, a distance of 891 feet during the week.

The work of bracing bridge No. 85 is 50 per cent complete, according to the report. Bridge and building gang No. 1 completed during the week the work of decking bridge No. 171 and bridge No. 172 and made the necessary

preparations to move the pile driver and outfit north on the Susitna River.

The work of repairing the Seward dock which was damaged by the S. S. Saturn has been completed. The work of constructing the warehouse on the dock is also complete except for laying the flooring. With the removal of the false work in bridge No. 70, this structure will be complete. Ties and guard rails were placed on bridge No. 75 during the week and this bridge is now in use.

The work of excavating for the foundation for bridge No. 78 was commenced during the week, according to the report, and satisfactory progress was made.

The switchback located in Mile 49 and the "S" line cut-off were placed in service on December 2, according to the report. On December 6 the "200" class locomotives were brought from Seward as far as Mile 52 and will be used in construction work near this point. The rotary snow plow was brought from Seward on December 7 and with the work of filling bridge No. 85 complete, the rotary and heavy locomotives can be placed in operation between Seward and Anchorage.

A gang of seven men was organized during the week under the foremanship of W. Engberg and commenced the work of framing two 56-foot and two 121-foot bridge spans. Bridge and building gang No. 5, composed of 11 men, was engaged during the week in repairing stationmen's cars, according to the report.

## GOVERNMENT RAILROAD OFFICIAL MAKES BRILLIANT RECORD IN RUSSIA.

"A forceful and brilliant officer who has made a lasting name for himself in railway reconstruction in Russia, under difficult conditions. His resource, ability and overcoming of difficulties gained him the Distinguished Service Order from the British, and my recommendation for the best the United States offers." In these words Major E. E. MacMorland, commanding the American railway troops, who reconstructed the railways along the Murmansk Coast, referred to Captain C. G. Jones, now connected with the Alaskan Engineering Commission as superintendent of construction and maintenance, with headquarters at Mile 52 on the Government Railroad.

Captain Jones was mentioned five times for orders and awards. He was first cited for conspicuous work in the offensive on the Murmansk front on May 1, 1919 and again on May 21, 1919. He was awarded the Distinguished Service Order by the British Government on July 14, 1919, and

on July 19 of the same month was cited for gallantry in action. On July 26, 1919, Captain Jones was presented with a certificate citation, signed by General John J. Pershing, commander-in-chief of the American Expeditionary Forces, for exceptionally conspicuous and meritorious service while aiding the Allied offensive on the Murmansk front.

In making one of the awards to Captain Jones, Major-General C. C. Maynard, commanding-in-chief, Allied land forces, Murmansk district, stated that "Captain Jones was placed in command during the period from April 1, to July, 10, 1919, of a detachment of pioneer railway engineers in the forward area of the Murmansk front, North Russia and displayed a devotion to duty and a personal disregard to danger, which carried forward the work of repair of the railway at maximum speed. Often under heavy fire with his men he inspired them to continue the work in hand. He set a splendid example of devotion to duty by his coolness, courage and untiring energy. A large share of the success of all the operations is due to the work carried out by him and the troops under his command."

In presenting Captain Jones with the citation certificate, signed by General Pershing, Brigadier-General Frank R. McCoy of the United States Army, stated in his letter transmitting the certificate, "I take pleasure in transmitting to you the attached certificate for exceptionally meritorious and conspicuous service awarded you by the Commander-In-Chief of the A. E. F. I add my compliments to his for the excellent service you have rendered as Maintenance of Way officer. Your wide experience and excellent control of your men enabled you to perform active pioneer work in the rear of the advancing troops along the railway along that front. The success of the Allies is due in no small degree to the speed with which you carried the railway construction through during the advance of many miles."

Captain Jones departed from Anchorage in January 1918 and on February 21, was commissioned a captain in the 31st Engineers and assigned to active duty under Col. F. Mears. His first work consisted in recruiting in Seattle and Portland a company of railroad engineers and conductors. On June 7, 1918 Captain Jones with his organization was sent to France and on June 19, landed at St. Nazaire. After the camp site for the 31st Engineers had been selected near Samaur, France by Col. Mears, Captain Jones was put in command of the work of constructing the camp, which included, in addition to the quarters for the organization, a large prison camp for German prisoners, a machine shop, 250 feet in length, water tanks, and coal bins.

Captain Jones was transferred to La Rochelle, France as general road master in charge of the Vendean and Tourain Divisions on October 1, 1918, and remained with this work until his departure for North Russia in February, 1919 as Commanding Officer of the 168th Company, North Russia Transportation Corps. He arrived in Murmansk, Russia, on the third day of March, 1919, and immediately began the work of constructing a narrow gauge railway, cleaning up the town and building water supply plants for the numerous army camps. At the time the railroad was constructed there were four feet of snow on the ground and the work of construction was accomplished in so short a period of time as to amaze the British Officers.

About April 15, Captain Jones was sent to Zerkovo on the Murmansk coast. This town had been taken from the Bolsheviks by the British forces about two months previous to the arrival of the American forces under Captain Jones. While in the possession of the Bolsheviks the rail-

road in the vicinity of the town had been blown up and wrecked. The work of Captain Jones and his troops consisted in the rebuilding of the wrecked portion of the track. While at this point on the front 61 bridges and 14 miles of track were built.

The Bolsheviks' method of blowing up railroad tracks consisted in placing a charge of dynamite under every second rail joint, thus breaking the angle bars and bending the ends of each rail, rendering them unfit for further use. At the time the shortage of rails in Russia made it necessary to cut off the rails at either end and put them together so that the angle bar was bolted through one rail and "blind" on the other.

Captain Jones with his troops captured the town of Mazelskaya six days before the date set by the campaign schedule and as the result of taking the Bolsheviks by surprise secured the town without the loss of a man.

For his brilliant work in the North Russia Country Captain Jones was decorated, besides his many citations, with the Distinguished Service Order by the British Government, with the Order of St. Stanislaus by the Russians and has been recommended for the Distinguished Service Medal by the United States Government.

Captain Jones was discharged from the United States Army on September 8, 1919 at Camp Dix, New Jersey. He arrived in Alaska during the early part of November and is now stationed at Mile 52, where he is in charge of the work of construction on the Government Railroad between Seward and Anchorage.

#### REHABILITATION LAW PROVIDES FOR MAINTAINING PERSONS IN TRAINING.

Discharged soldiers, sailors or marines eligible to receive training under section two of the Rehabilitation law as afforded by the Federal Board for Vocational Training, are paid an allowance with which they can maintain themselves during the time they are in training.

Section 2 of the Rehabilitation law as amended July 11, 1919 provides as follows:

"Every person enlisted, enrolled drafted, inducted, or appointed in the military or naval forces of the United States, including members of training camps authorized by law, who since April 7, 1917, has resigned or has been discharged or furloughed therefrom under honorable conditions, having a disability incurred, increased, or aggravated while a member of such forces, or later developing a disability traceable in the opinion of the board to service with such forces and who, in the opinion of the Federal Board for Vocational Education is in need of vocational rehabilitation to overcome the handicap of such disability, shall be furnished by the said Board, where vocational rehabilitation is feasible, such course of vocational rehabilitation as the Board shall prescribe and provide."

While a man is in training under section 2 of the vocational rehabilitation law, either at an educational institution or on the farm, in the office, or factory where he is being trained on the job, he receives an allowance for the maintenance and support of himself and his dependents from the Government. All his school expenses—tuition, laboratory fees, and books—are paid for by the Board. For maintenance and support he receives \$80 per month if he is without dependents; or, if he has dependents, he receives \$100 per month plus the additional amounts allowed for the dependents. When being trained on the job the man is paid the same allowance for maintenance as if he were being trained in school. As a



student, be it in the educational institution or in placement training, he has the same freedom as any other civilian. He is expected to pursue the prescribed work in a satisfactory way and to obey reasonable rules and regulations. Continued failure to do so can not but result in his dismissal.

The Federal Board endeavors to secure training for a man at an institution or industrial plant as near his home as possible.

#### Permanent Employment Provided.

Upon completion of the course of training the Federal Board assists the man to secure a permanent position where he can make the best use of the training he has received.

The aim of the Board is always to direct the disabled man toward and to provide him with training for an occupation in which he can become as proficient as the normal man. It must not be overlooked, however, that it will not be possible for some of the most seriously disabled men to become fully competent to earn the prevailing wage. Therefore, where a disabled man is unable, because of his handicap, to earn the full prevailing wages for his occupation, an adjustment in accordance with the rules and regulations of the establishment is made. Where working agreements are in effect between employers and employees, the regulations thereof govern the procedure in adjusting such partial wages. Where there are no such facilities, the adjustment is made by conference between the man, his employer, and a representative of the Federal Board. It should be fully understood that the disabled man himself, as a free contracting agent, may in every case accept or reject any terms or scale proposed.

The disabled man should, however, receive equal pay for equal work, and under no circumstances will a wage for a disabled man be approved by the Federal Board where it appears that decreases have been made because he is receiving a compensation for his injury from the Government.

#### Will Safeguard His Interests.

As the official friend and adviser to the disabled man, the Board will keep in touch with him, through its representatives, for such period after he enters employment as may be necessary to complete, in each individual case, his reestablishment as a civilian worker. The Board will protect him against injustice or exploitation by the adjustment of difficulties and, if need be, by aiding him through further training or assistance to secure other and more desirable employment in the same or another occupation.

#### FIGURES GIVEN SHOWING PRICE OF COAL AT VARIOUS PORTS OF WORLD.

The following prices of coal in various ports of the world are quoted on the basis of information published in Nauticus, issue of September 27, 1919. The prices were supplied to Nauticus by Messrs. Willard, Sutherland & Co., bunkering contractors, as of September 15. For quotations in other than United States currency the equivalent values in United States currency have been added for normal exchange and for present rates of exchange. The value of current exchange is taken from a statement issued by the Guaranty Trust Company of New York under date of September 20, 1919, with the exception of the rupee, on which exchange is as quoted by the American Foreign Banking Corporation on October 4. Separate quotations were made by the banks on exchange of gold,

silver, and bank notes. The figures for bank notes were taken for this tabulation, as it is believed transactions would not normally be made in gold or silver coin. Where more than one price is quoted for a port the exchange has been calculated on the lowest rate.

Prices at Balboa and Cristobal for ships passing through the Canal are \$11.50 per ton; for ships calling at the terminal ports without passing through the Canal, \$11.50 at Cristobal and \$13.50 at Balboa. Prices at the other ports quoted are as follows:

#### Foreign Ports.

Prices at ports outside of the United States and Canada are given below:

	Foreign ports quotations	Value in U. S. currency, normal exchange	Value in U. S. currency, present exchange
Gibraltar .....	125s	\$30.37½	\$26.25
Algiers .....	137s 6d	33.41	27.50
Marseilles .....	115s	27.94½	23.00
Oran .....	115s	27.94½	23.00
Port Said .....	125s	30.37½	26.25
Newcastle .....	75s to 80s	18.22½	15.00
Southampton .....	90s 6d	21.99	18.10
Liverpool .....	50s to 60s	12.15	10.00
Plymouth .....	90s	21.87	18.00
Hull .....	51s to 55s	12.39	10.20
Fowey .....	85s 6d	20.77½	17.10
London-Gravesend ..	100s	24.30	20.00
Dartmouth-Portland ..	105s 6d	25.63½	21.10
Cardiff .....	75s to 80s	18.22½	15.00
Swansea .....	60s	14.58	12.00
North of Scotland ..	No coal.....		
Copenhagen .....	Kr. 145	38.86	21.17½
Trondhjem .....	140s 10d	34.22	28.16½
Göteborg .....	Kr. 175	46.90	41.12½
Amsterdam .....	70 Guilders	28.14	25.90
Rotterdam .....	70 Guilders	28.14	25.90
Antwerp .....	105s	25.51½	21.00
Havre .....	No coal.....		
Bordeaux .....	No coal.....		
Bilbao .....	130 Pesetas	25.09	24.37½
Azores .....	125s	30.37½	26.25
Madeira .....	103s 6d	25.15	20.70
Teneriffe .....	117s 6d	28.55	23.50
Las Palmas .....	117s 6d	28.55	23.50
St. Vincent .....	177s 6d	28.55	23.50
Barbados .....	102s 6d	24.90	20.50
St. Lucia .....	102s 6d	24.90	20.50
Trinidad .....	101s 6d	24.66	20.30
St. Thomas, V. I. ....	101s 6d	24.66	20.30
Bermuda .....	\$20.00	20.00	20.00
Curacao, D. W. I. ....	\$22.00	22.00	22.00
Rio de Janeiro .....	152s 6d	37.05½	30.50
Pernambuco .....	155s	37.66½	31.00
Bahia .....	155s	37.66½	31.00
Santos .....	155s	37.66½	31.00
Rosario .....	147s 6d	35.84	29.50
Bahia Blanco .....	149s	36.20½	29.80
Buenos Aires .....	145s	35.23½	29.00
La Plata .....	145s	35.23½	29.00
Montevideo .....	145s	35.23½	29.00
Coronel .....	65s to 70s	15.79½	13.00
Delagao Bay .....	33s 6d	8.04	6.70

(Continued on page 38)

# 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.

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

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.

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

## OFFICIAL CIRCULARS.

### ACTING CHIEF DRAFTSMAN.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Dec. 5, 1919.

Circular No. 404:

TO ALL CONCERNED.

Mr. E. R. Arbuckle is appointed Acting Chief Draftsman during the absence of Mr. D. D. Vint, the Chief Draftsman.

WM. GERIG,  
Asst. Chief Engineer.

### EIGHT MILES PER HOUR.

Department of the Interior,  
Alaskan Engineering Commission  
Office of Trainmaster  
Anchorage, Alaska, Nov. 29, 1919.

Bulletin No. 190:

TO ALL CONCERNED:

The following switches of construction sidings and spurs have been removed for the winter:

Mile 57 Construction Siding.  
Mile 73 Sawmill Spur.  
Mile 211 Montana Creek Coaling Spur.

Referring to Bulletin 189 regarding speed on shoofly, Mile 71.4, speed must be reduced over shoofly to 8 miles per hour instead of 10 miles per hour.

J. T. CUNNINGHAM, Trainmaster.

## DISBURSEMENTS OF ANCHORAGE OFFICE.

Disbursements of the office of the Anchorage Division of the Alaskan Engineering Commission totalled \$14,332.05 for the week ended November 30, 1919. Salaries and wages were \$7950.77; purchase orders, \$1003.63; steamship charges, \$4869.46; special deposit account, \$53.00, and other expenses, \$455.19.

Is your savings account a source of satisfaction to you? If it is, then try for more satisfaction. If it is not, then make it such by buying War Savings Stamps. To spend with pleasure you must save with energy.

## STATION LIST.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage Alaska, Dec. 1, 1919.

Bulletin No. 191:

TO ALL CONCERNED:

For the information of all concerned, following is the list of stations on the Seward sub-division, together with special instructions in connection with the operation of trains on this sub-division, which cancel all special instructions and bulletins previously issued:

Car capacity, sidings, fuel water, turning and telephone stations	Miles from Anchorage	Stations	Miles from Sta. Seward No.
25	OFWTP	0.0 DNR Anchorage	114.4 114
		5.1	
54	P	5.1 Campbell	109.3 109
		8.7	
50	P	13.8 Potter	100.6 101
		7.1	
24	WP	20.9 Rainbow	93.5 94
		4.7	
50	P	25.6 Indian	88.8 89
		7.1	
50	TP	32.7 Bird	81.7 82
		6.8	
15	FP	39.5 D Girdwood	74.9 75
		4.1	
18	W	43.6 Kern	70.8 71
		6.8	
43		50.4 Portage	64.0 64
		4.7	
36	WP	55.1 Spencer	59.3 59
		8.3	
30	FWTP	63.4 D Tunnel	51.0 51
		6.1	
15	P	69.5 Grandview	44.9 45
		4.9	
17	FWTP	74.4 Hunter	40.0 40
		6.2	
22		80.6 Johnson	33.8 34
		4.4	
No Siding		85.0 Moose Pass	29.4 29
		3.9	
12		88.9 Trail	25.5 26
		0.9	
No Siding		89.8 Falls	24.6 25
		1.4	
28	WP	91.2 Roosevelt	23.2 23
		3.0	
No Siding		94.2 Lakeview	20.2 20
		1.9	
21	P	96.1 Primrose	18.3 18
		6.3	
22	P	102.4 Summit	12.0 12
		5.1	
9		107.5 Woodrow	6.9 7
		6.9	
30	FWTP	114.4 DR Seward	0.0 0

## SPECIAL INSTRUCTIONS.

Standard Clocks.

Seward ..... Agent's Office  
Anchorage ..... Dispatcher's Office

**Watch Inspector.**

B. C. Nichols ..... Anchorage, Alaska

**Bulletin Stations.**

Seward ..... Agent's Office

Anchorage ..... Dispatcher's Office

**Yards**

Yards are established at the following Stations:

Seward ..... Tunnel ..... Anchorage

**Deraill Switches.**

Deraill switches are located as follows in main track and must be kept in deraill position when not in use:

Mile 51.4 ..... and ..... Mile 55.3

**Clearances.**

All trains will obtain clearance card before leaving Tunnel, when operator is on duty.

**Train and Air Inspection.**

A terminal test must be made immediately before leaving Summit and Grandview. Whenever at this time a poor holding brake is found and cannot be remedied it must be cut out and hand brake used on that car, care being taken to avoid overheating and flattening the wheels.

**Speed Restrictions.**

Trains will not exceed the speed in miles per hour shown below:

BETWEEN	Speed per hour
Anchorage and Potter	30
Potter and Indian	20
Indian and Bridge 18 M. P. 83.9	18
Over Bridge 18 M. P. 83.9 to 83.0	12
Bridge 18 M. P. 83.0 and Shob-fly M. P. 71.4	18
Around Shob-fly M. P. 71.4	8
Shob-fly M. P. 71.4 and M. P. 54	18
M. P. 54 and Hunter, except through tunnels, 1, 2, 3, 4, 5, 6, 7	10
Through tunnels 1, 2, 3, 4, 5, 6, 7	8
Hunter and Moose Pass	15
Moose Pass and Roosevelt	10
Roosevelt and Seward	18

**Location of Industry and Other Tracks Between Stations.**

21.3 Spur Bryan saw mill	6 cars
40.5 Construction Spur	5 cars
54.2 Construction Spur	3 cars
56.0 Construction Spur	100 cars
56.0 Loop Track	
62.5 Wye	
70.5 Construction Siding	9 cars
85.0 Construction Siding	15 cars

**Location of Water Tanks Between Stations.**

1.7 miles South	Roosevelt
0.3 miles South	Tunnel
0.2 miles North	Kern

**Use of Retainers.**

On all trains descending grade between Summit and Woodrow, Summit and Snow River Bridge, Mile 14, Grandview and Hunter, Grandview and Mile 54, all retainers must be turned up. Conductors will be responsible for the proper handling of retainers by brakemen.

**Location of Overhead Structures.**

M.P.	Description	Over	North of
11.3	Tunnel 0		Woodrow
48.2	Tunnel 1		Grandview
50.7	Overhead Crossing	R. R. Track	Grandview

51.9 Tunnel 2

52.1 Tunnel 3

52.3 Tunnel 4

52.4 Tunnel 5

52.6 Tunnel 6

52.7 Tunnel 7

53.1 Snowshed

53.3 Snowshed

54.2 Bridge

54.7 Bridge

70.7 Bridge

75.9 Snowshed

86.6 Bridge

112.8 Bridge

Tunnel

Tunnel

Tunnel

Tunnel

Tunnel

Tunnel

Tunnel

Tunnel

Placer River Tunnel

Twenty Mile River Portage

Kern Creek Portage

Girdwood

Bird Creek Bird

Chester Creek Campbell

**Hospitals.**

Seward ..... Tunnel ..... Anchorage.

**Miscellaneous.**

When trains meet at Tunnel, southward train will, unless otherwise instructed, take siding.

Doors on snowshed Mile 75.9 are kept in closed position and will be opened by sectionmen for trains to pass. Engineers will approach this snowshed expecting to find doors closed.

No train will run more than forty (40) miles without stop being made for inspection of train.

Engines must not pass through siding at Trail.

200 and 600 class engines not to go on the following bridges:

Bridge 71	Mile 48.5
Bridge 77	Mile 50.0
Bridge 78	Mile 50.2
Bridge 79	Mile 50.4
Bridge 85	Mile 53.7

10 and 20 class engines in double heading over the above bridges must have one or more cars between engines.

**Rating of Locomotives in M's**

NORTHWARD	Class	20-21
	200	Eng.
Seward to Summit	626	532
Summit to Hunter	1458	1239
Hunter to Grandview	702	597
Spencer to Potter	2566	2181
Potter to Anchorage	1458	1239
SOUTHWARD		
Anchorage to Potter	1858	1579
Potter to Spencer	2094	1780
Spencer to Grandview	626	532
Hunter to Primrose	1858	1579
Primrose to Summit	626	532

J. T. CUNNINGHAM, Trainmaster.

**Division Notes.**

A No. 9 Copper C C Metallic circuit was strung between Mile 56½ and mile 67 during the week ended November 29, according to the report of E. R. McFarland, superintendent of the telegraph and telephone department of the Alaskan Engineering Commission. Ten pin cross arms and six thousand feet of No. 9 C C C insulators were removed during the week, according to the report. One local telephone was connected; one was moved; and one was disconnected in Anchorage during the week. Two long distance telephones were connected; one was moved and five were disconnected during the week according to the report.



# FIGURES GIVEN SHOWING PRICE OF COAL AT VARIOUS PORTS OF WORLD.

# ENGINEER OF MAINTENANCE OF WAY MAKES MONTHLY PROGRESS REPORT.

(Continued from page 35)

	Foreign ports quotations	Value in U.S. cur- rency, nor- mal ex- change	Value in U.S. cur- rency, pres- ent ex- change
Port Natal .....	35s 6d to 37s	8.62½	7.10
Cape Town .....	43s 10d to 48s 4d	10.65	8.76½
Dakar .....	117s	28.43	23.98½
Singapore .....	81s to 91s	19.62	16.20
C Colombo .....	75s to 81s 6d	18.22½	15.00
Aden .....	102s 6d to 105s	24.90	20.50
Bombay .....	26-8-0 Rupees	8.42	11.18
Karachi .....	24 Rupees	7.77½	10.32
Port Kembla .....	18s	4.37	3.69
Adelaide .....	31s 9d	9.44	7.12
Albany .....	40s 9d	9.90	8.35
Fremantle .....	40s 9d	9.90	8.35
Melbourne .....	29s 9d	7.22½	6.09
Sydney .....	27s	6.56	5.53½
Sydney Harbor .....	20s	4.86	4.10

## American Ports.

New York, N. Y.; \$6.35 pool 9 and 71, f. a. s. ex lighters.

Philadelphia, Pa.; \$6.50 pool 9 and 71, trimmed, ex lighters.

Baltimore, Md.; \$6.50 pool 9 and 71, trimmed, ex lighters.

Newport News, Sewall's Point, Lambert's Point, Va.; \$6.50 f. o. b. under chutes at coal piers, trimming extra.

Boston, Mass.; \$10.25 t. i. b., ex lighters.

Charleston, S. C.; \$6.25 f. o. b. and trimmed, under chutes at coal piers.

Portland, Me.; \$11.50 trimmed ex lighters.

Wilmington, Del.; \$7.90 f. o. b. ex lighters.

Savannah, Ga.; \$6.80 t. i. b. alongside supplier's wharf.

Jacksonville, Fla.; \$9.95 New River-Pocahontas; \$8.75 Stonega, t. i. b. alongside supplier's wharf.

Mobile, Ala.; \$7.50 Sipsey; \$6.50 Pratt R-M; f. o. b. alongside supplier's wharf.

Pensacola, Fla.; \$6.26 Cahaba or Black Creek washed; \$5.25 Pratt R-M; \$5.85 Cahaba or Black Creek R-M; f. o. b. under chutes at coal piers.

New Orleans, La.; \$7.40 Sipsey; \$6.50 Pratt R-M; t. i. b. ex lighters.

Galveston, Tex.; \$10.50 Oklahoma Steam Coal; f. o. b. at supplier's wharf.

Seattle, Wash.; \$9.15 Comox Steam Coal, f. a. s. ex lighters.

San Francisco, Cal.; \$13.05 Utah and-or British Columbia, f. o. b. ex lighters, trimming extra.

San Pedro, Cal.; \$8.50 Utah Black; \$9.65 R-M; f. o. b. alongside supplier's wharf.

## Canadian Ports.

Union Bay, Vancouver; \$7.65 Comox Steam Coal; f. o. b. under chutes at coal piers, trimming extra.

St. John, N. B.; \$10.50 t. i. b. ex lighters.

North Sydney, N. S.; \$7.25 t. i. b. at piers.

Halifax, N. S.; \$10.50 t. i. b. ex lighters.

—The Panama Canal Record.

Thirty one thousand six hundred and thirty-two cubic yards of gravel were handled during the month of November by steamshovel No. 1, engineer Namur, working in Mile 56 on the Turnagain Arm line, according to the monthly report of F. A. Hansen, engineer of maintenance and construction, to William Gerig, assistant engineer of the Alaskan Engineering Commission. The material handled was distributed as follows: Dyke in Mile 55, 1272 cubic yards; filling bridge No. 85, 26,228; raising grade in Mile 56, 2512; constructing loading track in Mile 56, 152 cubic yards; constructing loop track in Mile 56, 60 cubic yards to Seward.

Twenty five thousand six hundred and ninety seven cubic yards of material were handled during the month by steam shovel No. 7, engineer Patten, working in Mile 236. The material was cast over between station 10491 plus 80 and station 10529 plus 04. During the month track was laid behind this shovel a distance of 3708 feet. On November 23 Engineer Patten employed as engineer on this shovel resigned and was succeeded by Engineer McMillan.

Four thousand and fifty cubic yards of material were cast over during the month by extra gang No. 1 working with ditcher No. 2, according to the report. The ditcher was operated on the Chickaloon branch and on the main line between Mile 79 and Mile 90 and in Mile 139. Of the yardage handled 825 cubic yards were cast over in Mile 11 and Mile 13; 870 cubic yards in Mile 139 and 2355 cubic yards between Mile 79 and Mile 90.

On November 26, the ditcher was brought to Anchorage and stored. Thirteen cars were loaded with bridge timbers, picked up south of Mile 83, five cars with ties on the Turnagain Arm line, 15 cars with ties located near Caswell, four cars with miscellaneous construction material located along the Turnagain Arm line and one car with sleds which have been stored at Montana. This work of loading these cars was done by a crew working with pile driver No. 6.

Extra gang No. 3 was occupied during the month in surfacing the shoofly track located at Mile 71½, in surfacing track between Portage and Mile 56, in constructing and grading the loop track located in Mile 56, in putting in a switch at the rock quarry in this mile, in changing the steamshovel track and in laying a spur track from the steam shovel to the dyke recently constructed in Mile 56.

The installation of a six inch centrifugal pump stand pipe for supplying water to the steam shovel working in Mile 56, was completed during the month according to the report. The housing of the water tank located on the bench north of the Anchorage terminal yards was also completed during November.

The saw mill located in Mile 73 on the Turnagain Arm line was closed during the month. Two cars loaded with slabs and four cars loaded with lumber were shipped during November from the mill.

The work of surcharging the snowshed located at Mile 75½ and the placing of doors on the structure was completed according to the report.

Three hundred and twenty seven piling were driven during November in bridges Nos. 172 to 180, inclusive. The work is being done by bridge and building gang No. 1.

Before selling your Liberty Bonds or War Savings Stamps consult your banker.

## HOW OUR AMERICAN SOLDIERS IN FRANCE WERE FED, CLOTHED AND EQUIPPED.

In the spring of 1917 there were in the United States some 4,000,000 young men who were about to become soldiers, although they little suspected the fact. Before they entered the Army, as well as after they were in it, these men consumed such ordinary necessities of life as food, coats, trousers, socks, and blankets.

These simple facts lead directly to the mistaken conclusion that the problem of supplying the necessities of life for the soldiers in the Army was the comparatively simple one of diverting into the camps substantially the same amounts of food and clothing as these young men would have used in their homes if there had been no war.

These men constituted about one twenty-fifth of the population of the country and undoubtedly consumed before the war more than one twenty-fifth of the food and clothing used in the United States. But after every possible allowance has been made for the requirements of youth and the wastefulness of war, the figures of Army purchase still present surprising contrasts with those of civilian use in normal times.

Figures show that the Army purchases of blankets in 1918 were two and one-quarter times as great as the entire American production in 1914. To put it another way, the figures mean that the blankets bought in one year for the use of 4,000,000 or 5,000,000 soldiers would have been sufficient to make good the actual normal consumption of blankets by 100,000,000 American civilians for two and a quarter years.

The reasons for the enormous figures of Army purchases are not far to seek. In the first place, men who went to camp received complete equipment of new articles, whereas ordinary production in peace time goes mainly to replace articles that have been worn out. In the second place, the supplies required for an army increase in proportion to the distance that separates the army from its home base. In the third place, the consumption in action is three or four times the peace rate.

The stream of supplies going forward to an army may be likened to the water delivered against a fire by an old-fashioned bucket brigade. For every pailful thrown on the fire there must be many that have been taken from the source of supply and are on the way. As the distance from the source increases this supply in transit constantly grows. When an army is 3,000 or 4,000 miles from its sources of supply the amounts of supplies in reserve and in transit are enormous as compared with the quantities actually consumed each month.

The rule generally followed for clothing was that there should be for each man at the front a three months' reserve in France, another two or three months' reserve in the United States, and a third three months' supply continuously in transit. Wool coats, for example, last about three months in active service. Hence for every coat on a man's back at the front there had to be a coat in reserve in France, a coat in transit, and a coat in reserve in the United States. For every man at the front four coats were needed, and needed as soon as he went overseas. Two million men overseas required something like 8,000,000 coats, and required them immediately.

The same thing was true for other supplies and munitions. The need for reserves and the time required for transportation called for the supply of enormous quantities and called for it at once. The immediate needs for

each man sent forward were in fact far in excess of the later requirements. For munitions difficult to manufacture such as artillery and ammunition, the problem presented by this necessity for reserves, and large amounts in transit, in addition to the actual equipment of troops, was almost insuperable. The initial need is so great in a situation of this character that it can only be met in one of two ways; either by having the initial equipment available at the outbreak of war, or by immediately securing such an enormous productive capacity that it is larger than is required for maintaining the establishment later.

In supplying food and clothing and other articles which are matters of common commercial production, the problem was not as difficult as with ordnance, but the large needs for initial equipment did put an enormous strain upon the industries concerned.

All these garments could be made in ordinary commercial factories, but their quantity was so enormous that at a number of times during the war it was feared that the demand would run ahead of the supply. When the troop movement was speeded up in the spring of 1918 the margin on woolen clothing was dangerously narrow. To secure these and other articles in sufficient quantity it was found necessary in many cases for the Army to take control of all stages of the manufacturing process, from assembling the raw material to inspecting the finished product. For many months preceding the armistice the War Department was owner of all the wool in the country. From September, 1918, to June, 1919, if the troop movement had continued, Army needs were estimated at 246,000,000 pounds of clean wool, while the amount allotted to civilian needs was only 15,000,000 pounds. The British Army had in a similar way some years before taken control of the English wool supply in order to meet army and navy needs. Their requirements were, however, less than ours, to the extent that they did not need such a large reserve in France and practically none in transit. Their requirements per man for equipment were for this reason about two-thirds as great as ours.

Something the same story might be told about 30,000 kinds of commercial articles which the Army purchased. Purchases included food, forage, hardware, coal, furniture, wagons, motor trucks, lumber, locomotives, cars, machinery, medical instruments, hand tools, machine tools. In one way or another the Army at war drew upon almost every one of the 344 industries recognized by the United States Census. In some cases readjustments of machinery for a slightly modified product were necessary. In many an improved product was demanded. In practically all an enormous production was required. In the cases of some articles all the difficulties of quantity production were combined with the problems of making something not before manufactured. Typical instances are the 5,400,000 gas masks and the 2,728,000 steel helmets produced before the end of November, 1918.

For those supplies that were to a certain degree articles of commercial manufacture, the problem of distribution was fully as difficult as procurement. For production, machinery already in existence could be utilized; for distribution, a new organization was necessary. In this country the problem was not hard for there were ample railway facilities; an abundance of motor transportation could be requisitioned if necessary; and the troops were near the sources.

## WEEKLY FORCE REPORT.

The number of employees of the Alaskan Engineering Commission, as shown on the payrolls for the week ended November 29, 1919, was as follows:

Mile	Item of work	Number Employees
	Seattle office and pur. agt's reps.	19
0	Seward general office	10
	T. and T. department	5
	Hospital	4
	Mess houses	5
	Drafting department	2
	Sections	8
	B. & B.	5
	Mechanical department	43
	Transportation department	36
	Stores department	25
	Seward dock	6
1	Engineering	2
	General camp	4
	Tarck laying	38
2	Timber crew	4
20	Maintenance of way	5
40	Maintenance of way	3
45	Maintenance of way	7
48	B. & B. No. 4	22
	Contractors	14
52	General camp	19
	Engineering	12
	B. & B. No. 5	44
	Maintenance of way	20
	Contractors	14
53	Contractors	13
55	Snowsheds	40
56	Filling bridge, raising grade, and construct- dyke track	63
114	Operation:	
	Road	74
	Power and pumping	16
	Docks and boats	10
	Maintenance:	
	Equipment	56
	Floating	10
	Ways and structures	197
	Hospital	11
	Townsite and land	9
	Engineer in charge	6
	Bridge engineer	1
	Drafting	4
	Disbursing	5
	Accounting	10
	Stores	78
151	Mining: Esko	89
	Chickaloon	34
202	Loading ties for new construction	14
236	Engineers, steam shovel and new bridge con- struction	78
267	Location survey	18
358	Engineers	15
	Wagon road	16
	Contractors	3
363	Engineers	10
	Contractors	8
365	Track laying	42
366	Section men	7
	Contractors	3
397	Salvaging	10

366-414	Section men	31
414	Nenana, general	26
	Store	19
	Shops and roundhouse	31
	Dock and yard	18
	Hospital	13
	Townsite	2
	Janitors and watchmen	12
	Power plant and linemen	6
	Mess	9
	Corral	5
	Contractors	16
415	Terminal	7
440	Engineers	12
	Contractors, ties	6
415-444	Section men	21
449	Surfacing	24
	Contractors	25
459	Steam shovel	26
	Tanana Valley Railroad	43

Total force on payroll 1558  
Total contractors 120

Grand total 1678

## NOVEMBER WEATHER FOR ANCHORAGE

		Temperature			Precipitation (inches)				
Date		Max.	Min.	Range	Rain	Snow	Wind	Day	
Nov. 1	29	-3	32				NE	Clr.	
Nov. 2	29	-1	30				N	Clear	
Nov. 3	22	-2	24				N	Clear	
Nov. 4	21	6	15				NE	Cldy.	
Nov. 5	25	1	24	0.02	1.0		N	Cldy.	
Nov. 6	20	0	20				NE	Cldy.	
Nov. 7	26	17	9	0.10	3.0		NE	Cldy.	
Nov. 8	26	1	25				SE	Clear	
Nov. 9	26	4	22				NE	Cldy.	
Nov. 10	26	1	25				NE	Cldy.	
Nov. 11	30	22	8	0.50	8.0		NE	Cldy.	
Nov. 12	30	20	10				NE	Cldy.	
Nov. 13	31	19	12				NE	Cldy.	
Nov. 14	31	16	15				NE	Cldy.	
Nov. 15	33	12	21				N P.	Cldy.	
Nov. 16	28	16	13	0.20	3.5		NE	Cldy.	
Nov. 17	30	14	16	0.30	4.0		NE	Cldy.	
Nov. 18	30	21	9				N	Cldy.	
Nov. 19	29	16	13	0.10	2.0		N	Cldy.	
Nov. 20	31	7	24				NE	Cldy.	
Nov. 21	22	14	8	0.06	1.6		N	Cldy.	
Nov. 22	19	7	12				NE	Cldy.	
Nov. 23	10	-12	22				N	Clear	
Nov. 24	9	-14	23				N	Clear	
Nov. 25	9	-13	22				E	Clear	
Nov. 26	25	8	17	0.03	1.0		NE	Cldy.	
Nov. 27	26	17	9	0.17	3.0		NE	Cldy.	
Nov. 28	33	19	14	0.03	1.0		E	Clear	
Nov. 29	33	17	16				N	Cldy.	
Nov. 30	22	6	16				NE	Cldy.	

SUMMARY—Temperature: Mean, maximum, 25.53; mean minimum, 7.87; mean, 16.70; maximum, 33, Nov. 15. 28, 29; minimum, -14, Nov. 24; greatest daily range, 32. Precipitation: Total, 1.53 inches; greatest in 24 hours, 0.5, Nov. 11. Snow: Total snowfall, 28.1 inches; on ground 15th, 2.0 inches; at end of month, 6.6 inches. Number of days with .01 inch or more precipitation, 10; clear, 7; partly cloudy, 2; cloudy, 21.



# ALASKA RAILROAD RECORD

VOL. IV. ANCHORAGE, ALASKA, TUESDAY, DECEMBER 16, 1919. NO. 6

## EXTREMELY COLD WEATHER BEING EXPERIENCED IN TOWNS ALONG GOVERNMENT RAILROAD

The first severe cold snap of the present winter is being felt in many of the towns along the Government Railroad, according to reports received at the telegraph and telephone department of the Alaskan Engineering Commission. The coldest weather yesterday was reported from Montana Creek, which is at Mile 211 on the Government railroad. At eight o'clock Monday morning the temperature at Montana Creek was reported as being 47 degrees below zero. The highest temperature, two degrees above zero, was reported from Seward.

The following temperatures were reported Monday as of eight o'clock A. M.:

Seward .....	2	Clear and calm
Anchorage .....	-20	Clear and calm
Matanuska .....	-26	Clear and calm
Moose .....	-12	Strong winds
Wasilla .....	-2	Clear and calm
Caswell .....	-40	Clear and calm
Montana .....	-47	Clear and calm
Present end of steel, Mile 237 .....	-3	

## PROGRESS REPORT MADE BY ENGINEER OF MAINTENANCE AND CONSTRUCTION.

The work of laying the flooring, in the new warehouse on the Seward dock is 40 per cent complete, according to the report of F. A. Hansen, engineer of maintenance and construction, for the week ended December 13. The work of placing the shiplap siding on the old warehouse on the dock is eighty per cent complete, according to the report. Satisfactory progress is being made in the work of constructing the new floating dock at Seward which, according to the report, is 25 per cent complete.

Seven thousand nine hundred and sixty cubic yards of gravel were handled during the week by steamshovel No. 1, Engineer Namur. The material was used for filling bridge No. 85. Steam shovel No. 2, engineer McMillan, cast over during the week 4718 cubic yards of gravel in Mile 237. The shovel was advanced during the week from station 10538 plus 12 to station 10547 plus 00 a distance of 888 feet and track was laid behind the shovel from station 10537 plus 29 to station 10546 plus 20, a distance of 891. Five thousand one hundred and ninety six cubic yards of gravel were loaded by steamshovel No. 3, engineer Killigrew, during the week according to the report. The material handled was used for filling bridge No. 85.

Extra gang No. 2 working with pile driver No. 6 loaded

11 cars with railroad ties during the week; one car with lumber piled near the Ship creek bridge, and two cars with stationmen's rails. Extra gang No. 3 which has been employed in track laying work, was occupied in surfacing the dyke track located in Mile 56. This gang was disbanded and was brought to Anchorage on December 9. Some of the members of the crew have been transferred to steam shovel No. 1.

Bridge No. 75 was full bolted during the week and the old bents cut out on the north end of the structure. The work of excavating for the foundation for eight of the piers is complete. The excavation work for bents eight, nine and 15 is substantially complete. The work of excavating for the south abutment is 85 per cent complete and for the north abutment 15 per cent, according to the report. Bridge No. 70 is complete with the exception of placing the inner guard rail and removing a portion of the false work.

An extension to the house track in Mile 52 yard was completed during the week. This siding is now 1050 feet in length and is being used as a loading track for steam shovel No. 3.

Janovich & Company handled approximately 400 cubic yards of material in Mile 50 during the week for the revision of the loop in this mile. Divyak & Company moved approximately 500 cubic yards of material in Mile 48. The material was used in filling bridge No. 69.

The teams engaged in freighting north on the main line of the railroad handled 26½ tons of freight from the end of steel at Mile 237 to Camp 248 and transported 10½ tons from Camp 248 to Camp 255. A force of men were engaged during the week in constructing a temporary road north from Mile 255 to Indian River.

Eighty-five piling were driven during the week in the temporary trestle for use in the construction of the dyke located in Mile 56. The work of driving the piling and capping is complete, according to the report and the stringers are now being placed.

Bridge and building gang No. 5 was engaged during the week in repairing cars for use by stationmen on work on the main line of the railroad north of Talkeetna. Bridge and building gang No. 6 is now located near the bridge site of bridge No. 79 and is occupied in the work of reconstructing this structure.

The bridge framing gang working in the Anchorage terminal yards is at the present time engaged in framing two 121-foot bridge spans. The work is progressing satisfactorily.

The work of relocating for line change to Tunnel No. 1 is 50 per cent complete, according to the report.



## WEEKLY FORCE REPORT.

Mile	Item of work	Purchas- ing	Sup- ply	Account- ing	D I V I S I O N						Total
					M.&O.	Southern Con.	Adm.	M.&O.	Northern Con.	Adm.	
	Mess .....	....	....	....	....	....	....	8	....	....	8
	Corral .....	....	....	....	....	....	....	5	....	....	5
	Contractors .....	....	....	....	....	....	....	....	27	....	27
415	Terminal .....	....	....	....	....	....	....	7	....	....	7
440	Engineers and bridge carpenters .....	....	....	....	....	....	....	....	14	....	14
	Contractors .....	....	....	....	....	....	....	....	6	....	6
415-444	Section men .....	....	....	....	....	....	....	22	....	....	22
449	Section men .....	....	....	....	....	....	....	6	....	....	6
	Contractors .....	....	....	....	....	....	....	....	30	....	30
459	Sectionmen, carpenters & pumpmen .....	....	....	....	....	....	....	10	10	....	20
	Tanana Valley R. R.:										
	General .....	....	....	....	....	....	....	4	....	1	5
	Operation .....	....	....	....	....	....	....	9	....	....	9
	Maintenance .....	....	....	....	....	....	....	9	....	....	9
	Contractors (cutting wood for op- eration) .....	....	....	....	....	....	....	4	....	....	4
Totals .....		14	136	23	564	410	13	186	239	8	1593
Decrease over last week .....											85

M. &amp; O., Maintenance and operation; Con., construction; Adm. administrative.

## RECAPITULATION

Division	Pay Roll	Contractors	Total
Purchasing .....	14	...	14
Supply .....	136	...	136
Accounting .....	23	...	23
Southern .....	951	36	987
Northern .....	335	98	433
Totals .....	1459	134	1593

## CLIMATOLOGICAL DATA, NOVEMBER, 1919.

STATIONS	Mile on Railroad	Approximate Elevation, feet	Temperature in Degrees, Fahr.							Precipitation Inches			Number of Days			Prevailing Direction of Wind.	
			Mean Maximum	Mean Minimum	Mean	Highest	Date	Lowest	Date	Greatest Daily Range	Total	Greatest in 24 Hours	Total Snowfall, Inches	Clear	Partly Cloudy		Cloudy
SEWARD																	
E. L. Sweek, Obs.	0	20	36.4	24	30.2	50	12	9	25	23	1.32	0.62	....	9	2	19	N
ANCHORAGE							15										
D. D. Vint, Obs.	115	40	25.53	7.87	16.70	83	28	-14	24	32	1.53	0.50	28.1	7	2	21	NE
							20										
MATANUSKA																	
F. E. Rader, Obs.	151	200	24.8	5.87	14.9	38	18	-15	25	33	0.46	0.19	4.5	8	5	17	N
CHICKALOON																	
J. E. Manning, Obs.	188	910	26.21	8.91	17.56	38	11	-12	25	38	.....	.....	8.0	13	2	15	N
TALKEETNA																	
J. F. Major, Obs.	227	866	26.83	9	17.91	38	13	-6	23	36	.....	.....	13.6	20	2	8	N
INDIAN RIVER																	
A. F. Stowe, Obs.	266	735	23.93	7.90	15.91	38	12	-16	25	34	0.88	0.28	12.8	8	9	13	NE



## 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.

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

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.

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### OFFICIAL CIRCULARS.

#### CHRISTMAS HOLIDAY.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Dec. 10, 1919.

Circular No. 405:

TO ALL CONCERNED:

Christmas Day, Thursday, December 25, 1919, will be observed as a holiday at these headquarters and so far as practicable in the various districts of this Division.

WM. GERIG,  
Assistant Chief Engineer.

#### NEW YEAR HOLIDAY.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Dec. 10, 1919.

Circular No. 406:

TO ALL CONCERNED:

New Year's Day, Thursday, January 1, 1920, will be observed as a holiday at these headquarters and so far as practicable in the various districts of this Division.

WM. GERIG,  
Assistant Chief Engineer.

### CLASSIFICATION OF TRAINS.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Dec. 9, 1919.  
Office of Trainmaster,

Bulletin No. 196:

TO ALL CONDUCTORS:

When work trains out at various stations on this line are sent to Anchorage or Seward or any other terminal at the request of Transportation Department for locomotive repairs, or when handling cars at the request of this department on such trips, the service will be classed as freight train service and conductors will prepare wheel report, Form 214, and delay report, Form 213, covering such trips. When trains are returned to working point they will be also classed as freight train service and wheel and delay reports made as above stated.

When work trains are sent to terminals or other points on the line at the request of the department for which they are working, such service will be work train service unless

cars are handled at the request of this Department, in which case it will then be freight train service.

On all such trips where train is classed as freight train, transportation will be collected from all passengers riding on such trains and it will be necessary for any employees or others who intend to ride on such trains to provide themselves with proper transportation.

J. T. CUNNINGHAM, Trainmaster.

### SEWARD-ANCHORAGE TRAIN SCHEDULE.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Dec. 9, 1919.  
Office of Trainmaster,

Bulletin No. 197:

TO ALL CONCERNED:

Commencing on Thursday, December 11, train service will be inaugurated between Anchorage and Seward on the following schedule:

Mixed train will leave Anchorage for Seward at 8:00 a. m., on Monday and Thursday of each week.

Mixed train will leave Seward for Anchorage at 8:00 a. m. on Wednesday and Saturday of each week.

Switch engine service in Seward yard will be maintained on Tuesday and Friday of each week.

J. T. CUNNINGHAM, Trainmaster.

### NEW RAILWAYS TO BE CONSTRUCTED IN MANY FOREIGN COUNTRIES.

A survey of the principal countries of the world reveals that interest in the construction of new railways and in additions and betterments to existing lines is reviving. Throughout Latin America railway projects, which were suspended during the war on account of the impossibility of obtaining funds or ships to bring the material, are being revived, and construction on many of them has already commenced. In both the Near East and the Far East railways and extensions are planned which, in the aggregate, involve the expenditure of many hundreds of millions of dollars. There is a comprehensive program for the construction of railways in Africa which will take fifteen years to complete at a cost of about \$800,000,000. The reconstruction of railways in Europe which were destroyed by the war, notably in Poland, Roumania, and Russia, will call for other hundreds of millions. Then there are the new international lines, such as the Cape to Cairo, Paris to Constantinople, and Paris to Bucharest.

All these projects offer a fruitful field for the introduction of American railway supplies. It must be borne in mind that as a result of the war American railway equipment is being used in many foreign countries which were formerly supplied exclusively by European manufacturers. Even India has recently been buying railway material in the United States.

#### Africa.

According to l'Economiste Europeen, a French committee for the development of African railroads has recently approved a program for the construction of 18,000 miles of track during the next fifteen years. It is proposed first to extend a certain number of existing lines in Algiers and Tunis toward the highland, and to build railway connections in Morocco, as proposed by General Lyautey. The next step proposed is to connect northern Africa with the southwest coast on the one hand, and with

equatorial Africa on the other. This will be accomplished by a Trans-Saharan road reaching the Niger at Bourem, and Lake Chad via Nguigni-Massenya.

The important projects, however, comprise a rail route between Marrakech and Dakar on the African west coast which will facilitate communication with South America, one between Abecheri and El Obeid which will connect with the Egyptian Soudan system, one between Zemie and Port Florence which will touch the Cape to Cairo railway, and one between Zemie and Stanleyville in the Belgian Congo. These lines will be connected with branch lines, particularly in the French territory of the African west coast and in central Africa. The mileage projected for the former is 7,000, and for the latter 6,000 miles. It will tap the rich regions of the Niger and Lake Chad and will provision Europe, especially France, with cereals, wool, cotton, oil products, skins, meat, minerals, sugar, coffee, wood, etc., of which France had to import about \$1,000,000,000.

#### Argentina.

At the outbreak of the war Argentina offered the most inviting field in South America for railway investment and the largest market for railway equipment. With one-third the area of Brazil, Argentina had some 22,000 miles of railway in operation, while Brazil had 16,000. This rapid development had been greatly facilitated by many factors, chief among them being the absence of the coastal mountain barrier which had made railroad construction so difficult and so costly in other South American republics.

Railway construction in 1918 was more backward than at any time within the last thirty years. Some of the railway companies allowed their concessions for extensions to lapse entirely. Among the extensions which are planned for the near future are the following:

The Formosa-Embarcacion system, which will exploit the little-developed territories of Chaco and Formosa, and which will be about 437 miles long when finished. The Diamante to Curuzu Cuati road will be extended from Diamante on the Parana river in the province of Entre Rios westward to Crespo (219 miles) from which point the Entre Rios will be used to Hasenkamp. From here the line will extend northeast to Curuzu Cuati in the province of Corrientes, a point on the Argentine Northeastern. About 106 miles have been completed and eventually this road will open up a rich and extensive territory for development.

The plans for the Patagonian State railways call for about 1243 miles of track, 580 of which are now open for traffic, either full or provisional. When finished, this system will consist of two lines, the San Antonio and the Comodoro Rivadavia, across Patagonia from east to west, and a third extending from Puerto Deseado in the territory of Santa Cruz northwest across the Comodoro Rivadavia to the western terminus of the Port San Antonio Railway. The San Antonio line, which now reaches the foothills of the Andes, may later be extended across the Andes to connect with the Chilean State railways at Osorno. The Comodoro Rivadavia will eventually reach Lake Buenos Aires on the Chilean boundary.

The Central of Chubut is the only privately owned road which operates wholly in Patagonia. This company plans to extend its present short line across the Republic to the Andean foothills. It owns an iron pier at Port Madryn in addition to the railway.

The bulletin of the Pan-American Union for August,

1918, reports that Juan B. Lalucat & Co., of Buenos Aires, have petitioned the National Government for a concession authorizing the construction of about 180 miles of railway to extend from Malabrigo, a point on the French railway of Santa Fe, to Anatuya, a junction of the State railway system in the Province of Santiago del Estero. The road, as planned, runs northwest through a quebracho zone.

The Central Argentine, the Southern, and the Buenos Aires Pacific normally require the largest amounts of rolling stock. These three companies maintain extensive shops in the Argentine where they not only do repair work but manufacture a considerable amount of rolling stock. The Central Argentine has large factories at Rosario and Perez, where it has been building cars for several years.

#### Argentine-Peruvian Railway.

The Lima Society of Engineers has held several meetings recently to discuss the project of linking Peru and Argentine by railway, according to advices from Lima. At one of the meetings the Argentine minister and consul were present, as well as high Peruvian officials. One of the engineers, Ricardo Tizon Bueno, exhibited various data, plans and maps of a route between Buenos Aires and Lima, by way of La Paz, Bolivia. It is expected that the project will assume a more concrete form in the near future, with the support of both Argentine and Peruvian Governments.

#### Australia.

The premier of New South Wales, in a speech at Lisomore, on August 12, dealt with the intentions of the Government with regard to new railways, irrigation, hydro-electric developments and light railways as follows:

#### Railway Proposals.

"With the arrival of peace and the return of normal conditions in financing, our first anxiety has been to resume and to carry to completion the many railways which have been arrested by the financial stringency of the last few years. First in order of urgency of the last few years. First in order of urgency stands one important group of five lines, each of which will open up large areas of Crown lands suitable for the settlement of returned men. They are Barmah to Rankin's Springs, Griffith to Hillston, Coonabarabran to Burren Junction, Gilmore to Batlow, and Yanco to Griffith. These lines the Commonwealth Government has arranged to finance out of the proceeds of the forthcoming War Loan, and their construction is being put in hand forthwith. They will make available 1305 farms for soldiers. The next group comprises a number of lines upon which construction has been commenced, but arrested by war conditions. They are Section 8 (Coff's Harbor to Glenreagh) of the North Coast Railway, Nimitybelle to Bombala, Glenreagh to Dorrigo, Binnaway to Werris Creek, Sydenham to Botany and Condobolin to Broken Hill. All local arrangements are now completed to resume operations on these lines, and the necessary steps to finance them are being taken in London, and although not finally completed they are practically arranged. In addition to these, we propose to proceed with Canowindra to Eugowra, Molong to Dubbo, and Roslyn to Taraiga.

"The much debated question of decentralization has three aspects. In the first place we aim at giving producers near the borders of the States proper access to their nearest markets, even when situated in other States. Its next aspect is the linking of one railway line with another, thus avoiding the necessity of drawing traffic through Sydney. In this fashion the Southern line has

already been connected with the West, and the connection between the Western and the northern lines by Dubbo. Werris Creek link, suspended by the war, is now being taken up.

#### Bolivia.

There is marked activity in railway construction in Bolivia. Over 400 miles are under construction, 480 miles have been surveyed and over 1500 miles are projected. Among the most interesting projects are the following:

The Madeira-Marmore Railway will probably have over 100 miles of track in Bolivian territory.

A British concession for a line between Santa Cruz and Yacuiba has been held up pending the completion of the Argentine Railway to Embarcacion.

A Buenos Aires firm holds a concession a line between Santa Cruz and Puerto Suarez, which will link up central Bolivia with the River and the Atlantic.

The Cochabamba-Chimore, 240 miles long, will open up fine country.

A contract was signed in 1918 in Bolivia for the construction of a railway from the existing system of Yungas to Coroico and thence to the Beni River. Construction is proceeding on the Potosi to Sucre railway.

#### Brazil.

Dispatches from Rio de Janeiro dated August 15 quote the press of that city as stating that the government is disposed to renew railway concessions upon the promise of the interested parties to import immediately large quantities of railway materials and supplies.

Among the plans which are being revived is the co-ordination of all the railways of Brazil into one system. Senhor Tavares de Lyra, the Minister of Public Railways of Brazil, proposes to combine the facilities of the Sao Paulo, Sorocabana and the Itapura-Corumba railways, thus creating a railway system extending from the port of Santos via Sao Paulo through the rich coffee country across the northwest of Brazil, traversing the vast cattle country of southern Matto Grosso. A new railway is also in contemplation across the coastal range of Brazil from Angra dos Reis, midway between Rio and Santos, via Barra Mansa into the heart of the State of Goyaz.

#### Chile.

In Chile plans and specifications have been completed for a new line between Valparaiso and Santiago, via Casablanca. A line from Pua to Traiguén has been commenced, and construction is proceeding on the line from Iquique to Pintados. The Northern Central Railway of Chile is also being extended.

The Chilean Inspector of Railways, Senor Mardones, has finished an inspection of the transandine railway in company with various technical experts, according to advices from Santiago dated August 22, 1919. His report to the government asserts that in his opinion 500,000 pounds sterling are needed for improving the line on the Chilean side.

#### China.

In 1917 the merchants of Chinkiang and Yangchow petitioned the Ministry of Communications to extend the Pukow-Sinyang railway to Kwachow, which is near Yangchow and opposite Chinkiang. It is proposed that the extension should be effected by building a line from Wuyi on the Tientsin-Pukow railway to Kwachow, a distance of some sixty odd miles. The Minister of Communication has sanctioned the proposal and the necessary funds will be raised by the Chambers of Commerce of Yangchow and Chinkiang. Kwachow, Yangchow, and Chinkiang are import-

ant trading centers through which the abundant products of the Eastern Kiangpei must pass, and it is believed that as soon as rail communication is completed which will make these three cities accessible to the Tientsin and Pukow line, and the Pukow-Sinyang line, the trade development of these localities will be materially quickened.

Belgian-French interests have contracts with the Chinese Government for the completion of railways in Central China as follows:

Lunghai railway, from Lanchowfu to the sea, approximately 1100 miles. Three hundred and forty-six miles of this line are in operation between Suchowfu and Kwanyi-tang. This line may be made a section of an east and west transcontinental railway—that is, by an extension westward from Lanchowfu connections may be made that will form through lines to Europe via Russia and Mesopotamia. Incidentally, such a railway would tap Central Asia, a country of great possibilities, equal in area to the United States.

The Tung-Cheng railway, from Tatungfu, in northern Shansi, through Sianfu to Chengtu, in Szechuan, from 900 to 1000 miles, also has been contracted for by Belgian-French interests. This is a local rather than a trunk railway project and will serve the country immediately tributary to it.

The proposal to construct a railway between the seaport of Chefoo and Weihsien has been revived. During the past few years a great deal has been said regarding this project. Chinese merchants in Chefoo and cities which would be tapped by a railroad to Weihsien have from time to time held meetings and passed resolutions. On December 11, 1918, the Chinese Chamber of Commerce at Chefoo sent a telegram to the Cabinet in Peking expressing the view that it was a waste of time to wait for the government to construct the proposed line and requesting that the chamber be authorized to undertake the construction as a private operation with capital provided by the merchants of Chefoo, Hwanghsien, Weihsien, Tsinanfu and other cities in Shantung Province.

Prior to the war Germany, whose interests were solely concerned with the development of Tsingtao, naturally did not look with favor upon any scheme calculated to increase facilities for competition at Chefoo and opposed the projects as much as possible. The outbreak of war and lack of funds enabled the Central Government of China to comply with Germany's pressure without offending the Chefoo Chinese, and the whole project, as far as the government was concerned, was pigeon-holed. As Chefoo is the only port actually under the control of China between Tientsin and Shanghai, it stands to reason that its claims and commercial potentialities cannot continue to be neglected and the agitation which has now been resumed is likely to continue until the railway is actually started.

Another factor of importance in connection with the projected railway is the opening to foreign trade of the port of Lungkow, which is opposite Shantung. The population is estimated at over 80,000 people, many of the local merchants having made a great deal of money in Manchuria under the old Russian regime. Familiar with foreign methods and progressive, they fully realize the tremendous influence which railway connection would have upon their trade.

Make your pay days count. Invest a part of your savings in War Savings Stamps. The price this month is \$4.23.



### COLOR SCHEME ADOPTED BY U. S. TREASURY TO CIRCUMVENT COUNTERFEITERS.

In the preparation of the Liberty bonds and the Victory notes, involving the issuance of so many millions of pieces of war securities, every effort has been made to protect the Treasury and the public and to circumvent counterfeiting and denominational raising. The government's established high standards of engraving and plate printing have been maintained. Color work has been introduced when appropriate and the bonds and notes have been printed on the distinctive bank note paper adopted by the Treasury for currency issues, in which rows of red and blue silk fiber are woven during the process of manufacture. Profiting by experience of the past with respect to currency issues, a multiplicity of designs has been avoided. Distinctive portraits have been assigned to each denomination for all issues, and following the same principle the backs of each denomination are printed in a uniform color for all issues. These distinctive features will greatly serve in preventing denominational raising. With such a vast amount of war securities outstanding, it is important that the people become thoroughly familiar with the characteristics of each issue in order that they not be imposed upon by the unscrupulous. In general, the distinctive features appertaining to all issues of Liberty bonds and Victory bonds are as follows:

Denomination.	Portrait on face of bonds	Color of backs of bonds and coupons.
\$50	Jefferson .....	Brown
100	Jackson .....	Orange
500	Washington .....	Dark blue
1,000	Lincoln .....	Green
5,000	Monroe .....	Red
10,000	Cleveland .....	Purple
50,000	McKinley .....	Olive
100,000	Grant .....	Light blue

One exception occurs: the backs of the \$10,000 denomination of the First 3½'s, registered, are printed in brown.

#### Currency Designs.

Following the policy pursued with respect to uniform denominational designs for Liberty bonds and Victory notes, the Treasury is now undertaking to adopt a distinctive characteristic for each denomination of all forms of currency in circulation. Instructions have been issued to the Bureau of Engraving and Printing to prepare a uniform portrait that will represent each denomination of all issues of paper money. As Federal reserve notes and Federal reserve bank notes are now largely in circulation, it has been decided to adopt for all forms of currency the portraits that appear on those notes. The Bureau is engaged on the work and the changes will be effected as soon as possible. This standardization will serve as a safeguard and protection against note raising, as well as in the interest of economy. It will assist bankers, business men, and the people generally in detecting attempted counterfeits, one of the most fruitful features in the currency.

One of the greatest dangers to the Treasury and to the public in connection with the question of counterfeiting has been the multiplicity of designs of our various forms of currency. The question of revision of currency designs has been under consideration by the Treasury for many years, but it has been deemed important to take this par-

ticular step with respect to denominational distinction without awaiting deliberation on the general subject.

The denominational portraits appearing on Federal reserve notes and Federal reserve bank notes, and which now have been prescribed for future issues of all kinds of currency are as follows:

Denominations.	Portrait	Denominations.	Portrait
\$1	Washington	\$100	Franklin
2	Jefferson	500	Marshall
5	Lincoln	1,000	Hamilton
10	Jackson	5,000	Madison
20	Cleveland	10,000	Chase.
50	Grant		

### BEGINNING OF PACIFIC MAIL COMPANY COASTWISE SERVICE THROUGH THE CANAL.

The steamship Point Bonita, passing through the Canal on October 26, on the way from Baltimore to San Francisco, is making the first voyage in a new coastwise service established by the Pacific Mail Steamship Company, which thus resumes Atlantic traffic after an absence of nearly a quarter of a century. In the new service a ship will sail in each direction every three weeks. From Baltimore the route will be via Habana and Puerto Columbia to Cristobal, thence through the Canal and along the Pacific Coast to San Francisco, with calls at the principal Central American ports; on the eastbound voyage the route will be the reverse. Four new oil-burning steamships will be employed in the service. They are the Point Judith, Point Bonita, Point Adams, and Point Lonos. No passengers will be carried, but passengers will continue to be carried on the regular service between Cristobal and San Francisco, which began on April 16, 1916, when the southern terminus was made Cristobal instead of Balboa, and was an extension through the Canal of a service which had been operating on the Pacific for nearly half a century.

The Atlantic line of the Pacific Mail, operating in the early 90's and connecting with the Pacific line by means of the Panama Railroad, was discontinued under an agreement with the Panama Railroad Company, then a privately owned corporation, dated December 16, 1895. The Panama Railroad Company ceased the operation of the direct line of steamers which it had operated between Panama and San Francisco, and the Pacific mail discontinued the operation of its line between New York and Colon, which had run in competition with the Panama Railroad Company's line on the Atlantic.—The Panama Canal Record.

#### NOTICE TO MARINERS.

Department of Commerce, Lighthouse Service.

Office of 16th Lighthouse District,  
Ketchikan, Alaska, Nov. 25, 1919.

Alaska—Cordova Bay: Dewey Rocks Light, tower reported destroyed and light extinguished November 25, will be temporarily discontinued.

Wrangell Strait—Middle Ground Light, reported extinguished November 25, will be relighted as soon as practicable.

Chatham Strait—Hawk Inlet East Shoal Light, reported extinguished November 5, was relighted November 22, 1919.

By direction of the Commissioner of Lighthouses.

W. C. DIBRELL,  
Superintendent of Lighthouses.

### SUPERINTENDENT OF TELEGRAPH AND TELEPHONE DEPARTMENT MAKES MONTHLY REPORT.

Three thousand and eighty telegraph messages were handled by the telegraph and telephone department of the Engineering Commission during the month of November, according to the report of E. R. McFarland, superintendent of the department. Of the total number of messages handled 695 commercial, 713 official business, 32 relay and 94 service and deadhead were handled at the Anchorage office; 766 commercial, 653 official business and 90 service and deadhead were handled at the Seward office; and 29 commercial and 8 official business messages were handled at offices other than Seward and Anchorage. During the month of November there were nine telegraph offices being maintained by the department and two telegraph switchboards.

Forty-nine thousand one hundred and sixty-two connections were made during the month at the local switchboard, according to the report. Of this number of connections made 41,736 were classed as local connections, 5185 long distance official business connections, and 320 long distance commercial connections. Five hundred and twenty-one connections were classed as long distance switching connections and 1400 as intermediate calls.

A construction crew during the month completed the work of reconstructing a pole line between Mile 20 and Mile 23 and between Mile 29 and Mile 33. A metallic copper-clad circuit was strung during the month between Mile 56 and Kern Creek by this crew. Ten six-pin cross-arms and insulated wire were removed from the bridge over Twenty-Mile River and special cross-arms and open wire were substituted.

Mileage in operation during November was as follows: Line mileage, 208.87; circuit wire mileage 767.99; single-wire mileage, 1438.95; pole line mileage permanent, 238.67, and pole line mileage temporary, 63.07.

### LONGEST SHIP THROUGH PANAMA CANAL.

The United States Army transport Mount Vernon, passing through the Canal on October 28 en route from New York to San Francisco, completing the Canal transit in 8 hours 18 minutes, is the longest, though not the largest ship to have used the Canal to date. Her length between perpendiculars is 685 feet 4 inches, and length over all 712 feet. The previous record for length was held by the steamship Ceramic, which passed through the Canal from Pacific to Atlantic on December 12, 1917, and which is 655 feet 1 inch in length between perpendiculars, 680 feet over all. The Mount Vernon drew 33 feet 6 inches of water at the time of transit, exceeding by 10 inches the draft of the dreadnaught Mississippi, which is 624 feet in length and which transited the Canal on July 25 and 26, 1919. In beam and gross and net tonnage, the Mount Vernon is exceeded by the steamship Minnesota, which is 645 feet over all, and which transited the Canal from Pacific to Atlantic on February 27, 1917.—The Panama Canal Record.

### ADDITIONAL DATA DESIRED FROM CO-OPERATIVE OBSERVERS IN ALASKA.

United States Department of Agriculture.  
Weather Bureau.

Juneau, Alaska, November, 22, 1919.

In order that more comprehensive data pertaining to the cloudiness of Alaska may be available, co-operative observers are requested to insert in column 11 of Form 1009 the average cloudiness for the day. This should be

expressed in tenths of sky covered and should immediately precede the word expressing the character of the day.

To classify the day as to cloudiness in accordance with paragraph 11 of the instructions given on the cover of the pad of Forms 1009, it is necessary for the observer to make a mental estimate of the amount of cloudiness for the day, in tenths of sky covered. It is thought that to record these mental estimates will add but little to the work of the observer, and will enhance materially the value of the record, since cloudiness is a climatic factor second only in importance to temperature and precipitation.

The change should be made upon receipt of this letter.

M. B. SUMMERS, Meteorologist,

### START THE NEW YEAR BY INVESTING REGULARLY IN WAR SAVINGS STAMPS.

The cash receipts from the sale of Thrift and War Savings Stamps and Treasury Savings Certificates, using the figures in the daily treasury statements for the last day of each month, from the first month of their issue to October 31, 1919, have amounted to \$1,115,076,438.89.

This tremendous sum of money represents the savings of the American people which were made without any great effort. The great majority of the savers started the habit of purchasing War Savings Stamps on every pay day and as a result without any sacrifice on their part amassed substantial sums by the purchases of this form of investment. Are you one of them?

The sale of the war-savings securities will be continued in 1920, and the new series are now in course of preparation. Substantially the same thrift stamps and thrift cards now in use will be used in 1920. The War-Savings Stamps and certificates and the Treasury Savings Certificates for 1920 will be substantially the same in terms and conditions, but some alterations will be made in the forms. The 1920 War-Savings Stamp will be carmine in color, will bear the head of George Washington, and the size will be approximately the same as the larger stamp used in 1918. The Treasury Certificates, \$100 in denomination, will be carmine in color, like the new stamps, and the \$1000 denomination will be green.

### ASSISTANT CHIEF ENGINEER LEAVES FOR VISIT TO STATES.

William Gerig, assistant chief engineer of the Alaskan Engineering Commission, departed today for Seward, en route to his home in Arkadelphia to spend the holidays with his family. Mr. Gerig expects to be back at his desk on the first of February, 1920.

### Division Notes.

A new metallic circuit, copper-clad was placed in service between Tunnel and Kern during the week ended December 6, according to E. R. McFarland, superintendent of the telegraph and telephone department in his weekly progress report. A section of line carrying six wires running under and parallel with the bridge located at Mile 54½ were removed during the week according to the report and were placed on temporary fixtures during the time required for filling in this bridge. During the week reported three telephones were connected in Anchorage and two were disconnected. Three long distance telephones were connected and three were disconnected according to the report. A dispatcher's circuit from Anchorage to Mile 52 was placed in service during the week.

# ALASKA RAILROAD RECORD



VOL. IV. ANCHORAGE, ALASKA, TUESDAY, DECEMBER 23, 1919. 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.

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

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.

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### ENGINEER OF MAINTENANCE AND CONSTRUCTION MAKES WEEKLY REPORT.

Five thousand five hundred and sixteen cubic yards of gravel were handled by steamshovel No. 1, engineer Namur, working in Mile 55 during the week ended December 20, according to the report of F. A. Hansen, engineer of maintenance and construction of the southern division of the Government Railroad to Col. F. Mears, chairman of the Alaskan Engineering Commission. The gravel was dumped in filling bridge No. 85. Four thousand seven hundred and eighteen cubic yards of frozen material were cast over by steamshovel No. 2, engineer McMillan, during the week in Mile 237. The shovel was advanced from station 10547 to station 10557, a distance of 1000 feet and track was laid behind the shovel a distance of 990 feet according to the report. Steamshovel No. 3, engineer Killebrew, working in Mile 52 loaded 3420 cubic yards of gravel during the week. The material loaded was dumped in filling bridge No. 85.

Twenty-four piling for bridge No. 182 were driven and capped during the week by bridge and building gang No. 1. Sway bracing for bents 2, 3, 4, and 5 are in place but not bolted. The stringers have been placed and bolted and the ties have been laid on this bridge. The work of constructing the north and south bulkheads in this structure is now complete according to the report. Four bents consisting of 24 piling were driven and capped in bridge No. 183 during the week. In bridge No. 184 four bents of 24 piling were driven and capped. A total of 72 piling were driven by this gang during the week.

Extra gang No. 2 working with pile driven No. 6 load-

ed during the week nine cars with material consisting of stationmen's rails, stationmen's cars, 70 pound rails and bridge timbers. Bridge and building gang No. 4 was engaged in framing bridge timbers in the Anchorage yards and bridge and building gang No. 5 was occupied in repairing cars to be used by station contractors on the main line of the railroad north of Talkeetna.

Forty two tons of freight were handled during the week by horses and double enders north from the present end of steel in Mile 237. Of the freight handled 27 tons were moved from Mile 237 to Mile 246 and 15 tons from 248 to Mile 255.

Roberts and Larochelle to whom was awarded a contract for sawing logs have begun the work of dismantling their mill at Roosevelt, preparatory to moving it to the new mill site at Mile 3 and one-fourth. Divyak & Company moved 500 cubic yards of rock from the cut in Mile 48 and Janovich & Company moved the same number of cubic yards while filling their contract revising the loop located in Mile 51.

The work of constructing bridge No. 75 is practically complete according to the report. Excavation work for bent No. 20 is 40 per cent complete for north pier No. 17, 35 per cent complete and is complete for south pier No. 16. The excavation work for the foundation of the main piers in bridge No. 79 was commenced during the week. The excavation for foundation for Pier No. 10 is 70 per cent complete, according to the report.

### SECRETARY OF INTERIOR REPORTS ON GOVERNMENT RAILROAD IN ALASKA.

That the cost of constructing the Government Railroad in Alaska by the Alaskan engineering Commission is less per mile than roads constructed in the States, where labor is cheaper and the materials needed in the construction are close at hand, is shown in the report of Franklin K. Lane, secretary of the interior to President Wilson for the fiscal year ended June 30 1919.

The report of the Secretary in so far as it concerns the Government Railroad, is as follows:

"One of the first recommendations made by me in my report of seven years ago was that the Government build a railroad from Seward to Fairbanks in Alaska. Five years ago you intrusted to me the direction of this work. The road is now more than two-thirds built and Congress at this session after exhaustively examining into the work has authorized an additional appropriation sufficient for its completion. The showing made before Congress was



that the road had been built without graft; every dollar has gone into actual work or material. It has been built without giving profits to any large contractors, for it has been constructed entirely by small contractors or by day's labor. It has been built without touch of politics; every man on the road has been chosen exclusively for ability and experience. It has been well and solidly built as a permanent road, not an exploiting road. It has been built for as little money as private parties could have built it, as all competent independent engineers who have seen the road advise.

"Edwin F. Wendt, of the Interstate Commerce Commission, in charge of valuation of the railroads from the United States from Pittsburgh to Boston, after an investigation into the manner in which the Alaskan Railroad was constructed and its cost, reported to me as follows:

"In concluding, it is not amiss to again state that after the full study which was given to the property on our trip, we are satisfied that the project is being executed rapidly and efficiently by men of experience and ability. It is believed that it is being handled as cheaply as private contractors could handle it under the circumstances.

"The road has not been built as soon as expected because each year we have exhausted our appropriation before the work contemplated had been done. We could not say in October of one year what the cost of anything a year or more later would be, and we ran out of money earlier than anticipated. It has not been built as cheaply as expected because it has been built on a rising market for everything that went into its construction from labor, lumber, food supplies, machinery, and steel to rail and ocean transportation. I believe, however, it can safely be said that no other piece of Government construction or private construction done during the war will show a less percentage of increase over a cost that was estimated more than four years ago.

"The men have been well housed and well fed. Their wages have been good and promptly paid; there has been but one strike and that was four years ago and was settled by Department of Labor experts fixing the scale of wages. The men have had the benefit of a system of compensation for damages like that in the Reclamation Service and Panama Canal. They have had excellent hospital service, and our camps and towns have been free of typhoid fever and malaria. That the men like the work is testified by the fact that hundreds who "came out" the past two years, attracted by the high wages of war industries, are now anxious to return to Alaska.

"There has been but one setback in the construction and that was the washing out of 12 miles of track along the Nenana River. This is a glacial stream which, when the snows melt, comes down at times with irresistible force. In this instance it abandoned its long accustomed way and cut into a new bed and through trees that had been standing for several generations, tearing out part of the track which had been laid.

"The work of locating and constructing the road has been left in the hands of the engineers appointed by yourself. The only instruction which they received from me was that they should build the road as if they were working for a private concern, selecting the best men for the work irrespective of politics or pressure of any kind. As a result, we have a force that has been gathered from the construction camps of the western railroads, made up of men of experience and proved capacity. That they have

done their work efficiently, honestly and at reasonable cost is my belief.

"It is not possible during the construction of a railroad to tell what it costs per mile because all the foundation work, the construction of bases from which to work, the equipment for construction, and much of the material is a charge which must be spread over the entire completed line. The best estimate that can be made today as to the newly constructed road is that it has cost between \$70,000 and \$80,000 per main-line mile, or between \$60,000 and \$70,000 per mile of track.

"This cost per mile includes the building of the most difficult and expensive stretch of line along the entire route from Seward to Fairbanks—that running along Turnagain Arm, which is sheer rock rising precipitously from the sea for nearly 30 miles. There are miles of this road which have cost \$200,000 per mile. Even to blast a mule trail in one portion of this route cost \$25,000 a mile.

"The only Government-built railroad—that across the Isthmus of Panama—cost \$221,052 per mile. The only two recently built railroads in the United States are (1) the Virginian, built by H. H. Rogers, which cost exclusive of equipment \$151,000 per mile, with labor at from \$1.35 to \$1.75 per day and all machinery, fuel, rails supplies at its door, and (2) the Milwaukee line to Puget Sound, which is estimated as having cost \$130,000 per mile exclusive of equipment.

"The work has been conducted with its main base at Anchorage, which is at the head of Cook's Inlet. This point was chosen as the nearest point from which to construct a railroad into the Matanuska coal fields. That was the primary objective of the railroad, to get at the Matanuska coal. From Anchorage it was also intended to drive farther north through the Susitna Valley and across Broad Pass, and to the south along Turnagain Arm toward the Alaska Northern track. To secure coal for Alaska was the first need. So in addition to Anchorage as a base, one was also started at Nenana on the Tanana River from which to reach the Nenana coal fields lying to the south. If these two fields were open, one would supply the coast of Alaska and one the interior. This program has been acted upon, with the result that the Matanuska field is open to tidewater with a down grade road all the way. The Nenana road has been pushed far enough south to touch a coal mine near the track, which may obviate the immediate necessity for reaching into the Nenana field proper.

"There is an open stretch across Broad Pass to connect the Susitna Valley with the road coming down from Nenana. This gap closed, there will be through connection between Seward and Fairbanks.

#### Matanuska Coal.

"By decisions of the Commissioner of the Land Office all of the claims in the Matanuska coal field were set aside, and by act of Congress a leasing bill was put into effect over the entire field. Under this law, a number of claims must be reserved to the Government. The field was surveyed and some of the most promising portions of the field have been so reserved.

"Two leases have been entered into by the Government, one with Lars Netland, a miner, who has a backer, Mr. Fontana, a business man of San Francisco, and the other to Oliver La Duke and associates. There are many thousands of acres in this field which are open for lease and which will be leased to any responsible parties who will

undertake their development. Government experts who examined this field do not promise without further exploring a larger output of coal from this field than 150,000 tons a year.

"The population of Alaska has fallen off during the war. She sent, I am told, 5,000 men into the Army, the largest proportion to population sent by any part of the United States. The high cost of labor and materials closed some of the gold mines, and the attractive wages offered by war industries drew labor from Alaska to the mainland. All prospecting practically closed. But with the return of peace there is evidence of a new movement toward that Territory which should be given added confidence in its future by the completion of the Alaskan Railroad. There is enough arable land in Alaska to maintain a population the equal of all those now living in Norway, Sweden, and Finland, and all that can be produced in those countries can be produced in Alaska. The great need is a market and this will be found only as the mining and fishing industries of the country develop.

#### FIGURES COMPILED SHOWING AMOUNT OF WORK ACCOMPLISHED DURING NOVEMBER.

Figures showing the amount of work accomplished by the Alaskan Engineering Commission during the month of November in the Anchorage Division as well as the total amount of work accomplished since the commencement of activities are shown in the following tabulated statement compiled in the office of William Gerig, assistant chief engineer of the Alaskan Engineering Commission. The Anchorage Division was abolished under date of December 1, 1919 and now forms a part of the Southern Division, which extends from Mile 1 at Seward to Mile 315 at the Broad Pass.

The tabulated statement follows:

	Total to Nov. 30th	Total for Nov., 1919
Clearing, acres .....	3,148.94	.....
Grubbing, acres .....	706.23	.....
Excavation—Prism of Cut:		
Common, cu. yds. ....	1,599,639	21,499
Loose rock, cu. yds. ....	669,120	.....
Frozen material, cu. yds. ....	699,851	4,198
Solid rock, cu. yds. ....	2,353,256	.....
Excavation—Borrow, Ditches, Etc.:		
Common, cu. yds. ....	2,156,157	35,394
Loose rock, cu. yds. ....	343,922	1,180
Frozen material, cu. yds. ....	331,724	.....
Solid rock, cu. yds. ....	849,679	.....
Embankment:		
Swell, cu. yds. ....	788,482	.....
Total equiv. emb'kment, cu. yds. ....	9,791,800	62,271
Prism of embankment, cu. yds. ....	7,674,830	28,361
Waste or shrinkage, cu. yds. ....	1,873,092	4,942
Total, cu. yds. ....	9,547,922	33,303
Overhaul, 1000 cu. yds. hauled 100 ft. ....	15,065.17	.....
Trestle—Temporary:		
Piles, lin. ft. ....	147,061	.....
Lumber, 1000 ft., b. m. ....	983.6	.....
Iron, lbs. ....	68,637	.....
Trestle—Permanent:		
Piles, lin. ft. ....	564,481	6,143
Lumber, 1000 ft., b. m. ....	9,363.7	72.8
Iron, lbs. ....	3,016,903	7,717
Steel in bridges, tanks, etc. ....	43,500	.....

Lumber, 1000 ft., b. m. ....	4,369.8	.....
Hardware, lbs. ....	173,573	.....
Excavations in Foundations—Wet:		
Common, cu. yds. ....	4,250	.....
Loose rock, cu. yds. ....	318	.....
Solid rock, cu. yds. ....	568	.....
Frozen material, cu. yds. ....	4,138	.....
Excavations in Foundations—Dry:		
Common, cu. yds. ....	27,566	60
Loose rock ....	3,005	.....
Solid rock, cu. yds. ....	2,038	.....
Frozen material, cu. yds. ....	1,141	.....
Masonry—Concrete, Class A, cu. yds. ....	2,873.8	.....
Masonry—Concrete, Class B, cu. yds. ....	149.0	.....
Masonry—Riprap, cu. yds. ....	23,517	.....
Timber, Culverts, Bulkheads and Cribs:		
Logs, lin. ft. ....	319,381	.....
Piles, lin. ft. ....	51,845	.....
Lumber, 1000 ft., b. m. ....	396.4	.....
Iron, lbs. ....	93,716	.....
Rock filling, cu. yds. ....	68,399	1,272
Snow Sheds—Lumber, 1000 ft., b. m. ....	897.4	-156
Snow Sheds—Iron, lbs. ....	59,220	21,720
Track, Spurs, Sidings, Etc.:		
Ballast, cu. yds. ....	165,902	1,408
Ties, No. ....	185,121	2,253
56-lb. rail, lin. ft. ....	137,182	.....
70-lb. rail, lin. ft. ....	645,149	4,183
Track—Main Line:		
Ballast, cu. yds. ....	420,176	.....
Ties, No. ....	492,453	2,017
70-lb rail, lin. ft. ....	1,670,867	7,326
Telegraph line—Permanent, lin. ft. ....	1,027,595	84,480
Telegraph line—Temporary, lin. ft. ....	335,189	.....
Water pipe, lin. ft. ....	12,058	.....
Sewer pipe, lin. ft. ....	7,951	.....
Back fill, lin. ft. ....	7,424	.....
Wagon road, lin. ft. ....	49,134	.....
Foundation posts, lin. ft. ....	14,661	.....
Brush material, lin. ft. ....	7,800	.....
Coyote holes, lin. ft. ....	6,934	.....
Logs in temporary bridges and buildings, lin. ft. ....	235,034	.....
Blind drains, lin. ft. ....	1,101	.....
Surcharging, cu. yds. ....	2,870	1,070
Logs in snow sheds, lin. ft. ....	34,589	4,589

#### FORTY WOODEN SHIPS FOR FRANCE TO PASS THROUGH PANAMA CANAL.

The canal is being used for the passage of 40 wooden vessels built in British Columbia for the French Government. Thirteen have passed through the Canal up to and including October 29, 1919. They have been chartered by the British Government, and on their maiden voyages are carrying lumber to Great Britain, though it is expected that they will ultimately be used in the coasting trade of France. Twenty of the ships are twin screw steamers of 3,000 tons, and the other half are of approximately 1,500 tons, and are of the type which the French call barge.—Panama Canal Record.

#### A SENSIBLE CHRISTMAS GIFT.

When you give War Savings Stamps as a Christmas present you not only please the recipient but you assist Uncle Sam.

## WEEKLY FORCE REPORT.

The number of employees of the Alaskan Engineering Commission as shown on the payrolls for the week ended December 13, 1919, was as follows:

December 13, 1919, was as follows:				D I V I S I O N							
Mile	Item of work	Purchas- ing	Sup- ply	Ac- count- ing.	Southern			Northern			Tot
					Maint.& Op.	Const'c-Admin- tion istration		Maint.& Op.	Const'c-Admin- tion istration		
	Seattle office and Pur. Agent's Reps.	14	...	5	...	...	...	...	...	...	19
1	Stores, dock and janitors .....	...	35	...	...	...	...	...	...	...	35
	Maintenance of equipment .....	...	...	...	29	...	...	...	...	...	29
	B. & B. No. 9, cons. Seward dock.....	...	...	...	...	9	...	...	...	...	9
2	Timber crew .....	...	3	...	...	...	...	...	...	...	3
40	Mess house .....	...	...	...	3	...	...	...	...	...	3
48	Contractors .....	...	...	...	...	16	...	...	...	...	16
	B. & B. No. 6 .....	...	...	...	...	17	...	...	...	...	17
50	Contractors .....	...	...	...	...	13	...	...	...	...	13
52	Steam shovel .....	...	...	...	...	16	...	...	...	...	16
	Cons. bridges Nos. 75 and 78 and general camp work .....	...	...	...	...	69	...	...	...	...	69
	Engineering party .....	...	...	...	...	7	...	...	...	...	7
	Store .....	...	3	...	...	...	...	...	...	...	3
56	Filling bridge No. 85 and bracing for temporary trestle .....	...	...	...	...	74	...	...	...	...	74
71	Engineering party .....	...	...	...	...	3	...	...	...	...	3
1-114	Operation, road .....	...	...	...	35	...	...	...	...	...	35
	Maintenance of way and structures..	...	...	...	62	...	...	...	...	...	62
	T. & T. crews .....	...	...	...	...	5	...	...	...	...	5
114	Headquarters office .....	...	...	...	...	3	4	...	...	...	7
	Bridge Engineer .....	...	...	...	...	...	1	...	...	...	1
	Drafting office .....	...	...	...	...	4	...	...	...	...	4
	Townsite and land .....	...	...	...	8	...	1	...	...	...	9
	Disbursing office .....	...	...	5	...	...	...	...	...	...	5
	Accounting office .....	...	...	10	...	...	...	...	...	...	10
	Hospital .....	...	...	...	5	6	1	...	...	...	12
	Stores .....	...	73	...	...	...	...	...	...	...	73
	Operation, road .....	...	...	...	31	...	2	...	...	...	33
	Docks and boats .....	...	...	...	5	...	...	...	...	...	5
	Power and pumping .....	...	...	...	18	...	...	...	...	...	18
	Maintenance, equipment .....	...	...	...	66	...	1	...	...	...	67
	Floating .....	...	...	...	7	...	...	...	...	...	7
	Framing trestle spans .....	...	...	...	...	7	...	...	...	...	7
114-236	Operation, road .....	...	...	...	34	...	...	...	...	...	34
	Maintenance of way and structures..	...	...	...	148	...	1	...	...	...	149
172	Mining, Eska .....	...	...	...	89	...	1	...	...	...	90
188	Mining, Chickaloon .....	...	...	...	34	...	...	...	...	...	34
211	Loading stationmen's rail .....	...	...	...	...	14	...	...	...	...	14
236-237	Steam shovel .....	...	...	...	...	53	...	...	...	...	53
	B. & B. No. 1, constructing bridges	...	...	...	...	19	...	...	...	...	19
248	Engineers and general camp .....	...	...	...	...	26	...	...	...	...	26
	Contractors .....	...	...	...	...	7	...	...	...	...	7
255	General camp .....	...	...	...	...	2	...	...	...	...	2
278	Location surveys .....	...	...	...	...	21	...	...	...	...	21
358	Engineers .....	...	...	...	...	...	...	...	16	...	16
	Contractors .....	...	...	...	...	...	...	...	46	...	46
360	Camp con'n and tracklaying .....	...	...	...	...	...	...	...	71	...	71
	Contractors .....	...	...	...	...	...	...	...	8	...	8
366	Coal contractors .....	...	...	...	...	...	...	...	3	...	3
397	Salvaging .....	...	...	...	...	...	...	...	7	...	7
360-414	Section men .....	...	...	...	...	...	...	...	34	...	34
414	Nenana, general .....	...	...	3	...	...	...	...	6	10	24
	Stores .....	...	16	...	...	...	...	...	...	...	16
	Shops and roundhouse .....	...	...	...	...	...	...	...	23	...	23
	Dock and yards .....	...	...	...	...	...	...	...	15	...	15
	Hospital .....	...	...	...	...	...	...	...	6	5	12
	Townsite .....	...	...	...	...	...	...	...	1	1	2
	Janitors and watchmen .....	...	...	...	...	...	...	...	12	...	12



## WEEKLY FORCE REPORT.

Mile	Item of work	Purchasing	Supply	D I V I S I O N							Ttl
				Accounting.	Maint. & Op.	Southern Const'n	Administration	Northern Const'n	Administration		
	Power plant and linemen .....	...	...	...	...	...	...	7	2	...	9
	Mess .....	...	...	...	...	...	...	8	...	...	8
	Corral .....	...	...	...	...	...	...	5	...	...	5
	Contractors .....	...	...	...	...	...	...	17	17	...	34
415	Terminal .....	...	...	...	...	...	...	10	...	...	10
440	Engineers and bridge carpenters .....	...	...	...	...	...	...	...	13	...	13
	Contractors .....	...	...	...	...	...	...	...	6	...	6
415-444	Section men .....	...	...	...	...	...	...	20	...	...	20
449	Section men .....	...	...	...	...	...	...	5	...	...	5
	Contractors .....	...	...	...	...	...	...	15	15	...	30
459	Sectionmen, camp construction, steam shovel, repair and pumpmen .....	...	...	...	...	...	...	10	10	...	20
	Tanana Valley R. R.:										
	General .....	...	...	...	...	...	...	4	...	1	5
	Operation .....	...	...	...	...	...	...	9	...	...	9
	Maintenance .....	...	...	...	...	...	...	9	...	...	9
	Contractors (cutting wood for operation) .....	...	...	...	...	...	...	4	...	...	4
Totals .....		14	130	23	574	391	12	223	226	8	1601
Increase or decrease (-) over last week..		0	-6	0	10	-19	-1	37	-13	0	8
NOTE—21 men working for coal contractors not on Commission roll.											

NOTE—21 men working for coal contractors not on Commission roll.

## RECAPITULATION

Division	Pay Roll	Contractors	Total
Purchasing .....	14	...	14
Supply .....	130	...	130
Accounting .....	23	...	23
Southern .....	941	36	977
Northern .....	326	131	457
Totals .....	1434	167	1601

## SEAL SKINS FROM PRIBILOF ISLANDS VALUED AT MILLIONS OF DOLLARS.

The calendar year 1918 was the first after the expiration of the law imposing a close time on the commercial killing of seals on the Pribilof Islands. The quota of skins that might be secured was fixed at 35,000 and the number actually taken was 34,883, all but 1002 of which were procured by August 10, when operations have usually ceased because of the beginning of the stagy season.

For the season 1919 the quota was tentatively fixed at 35,000, and the number of skins actually secured to August 10 was 25,381. The conditions of the herd warranted the taking of a considerably larger number of skins, but the scarcity of experienced men, combined with the increased labor involved in removing and handling the skins of the larger seals, to which special attention was given, reduced the season's output. The epidemic of influenza which ravaged Alaska necessitated the establishment of a quarantine to protect the susceptible natives of the seal islands, and it became impossible to carry out the plans for obtaining additional labor.

In an effort to improve transportation facilities on the seal islands three tractors and a number of wagons for trailers have been sent this year. This equipment will not only be of the greatest value in transporting sealskins from the killing grounds to the salt houses, but will fur-

nish the means of hauling carcasses from the killing grounds to the newly established by-products plant. The tractor will also be very useful in constructing roads.

With a special appropriation made by Congress, there has been purchased a power lighter for use at the Pribilof Islands and between the islands and Unalaska, the nearest commercial port, 250 miles distant. This vessel will be equipped with wireless apparatus, and a rapid-fire gun for use in any emergency that involves the protection of the seal herd.

## Alaskan Seal Herd.

The fur seals resorting to the Pribilof Islands are continuing to increase under the beneficent protection afforded by the international agreement prohibiting pelagic sealing. The only untoward feature has been the accumulation of older male seals far beyond the requirements for breeding purposes during the 5-year close time. Fortunately, the bureau has found a means of utilizing to the pecuniary advantage of the Government the skins of surplus bulls, and the gradual elimination of disproportionate elements is proceeding.

The seal census of 1918 gave 406,611 animals of all ages as composing the herd on August 10, after the close of the regular killing season. The corresponding census for 1919, the results of which have been communicated by telegraph and are subject to slight revision, showed 524,260 seals in the herd as of August 10, in addition to the 26,383

seals that had been taken for their skins subsequent to the previous enumeration. The numerical strength of the herd increased about 11 per cent from 1918 to 1919. The detailed figures for 1919 are as follows: Breeding females, 167,172; new-born pups, 157,172; yearlings of both sexes, 92,891; 2-year-olds of both sexes, 66,352; males 3 years old, 13,576; males 4, 5, and 6 years old, 20,080; harem bulls, 5158; idle and surplus bulls, 11,859; average harem, 30.47.

#### Marketing Products of the Seal Islands.

During the fiscal year ended June 30, 1919, there were two sales of sealskins held October 7, 1918, and April 28, 1919. Fox skins were also sold at the October 7, 1918, sale.

The sealskins numbered 12,002, and were dressed, dyed, and machined before being offered for sale at public auction in St. Louis, Mo. The gross proceeds were \$777,931; the expenses, including cost of preparation of skins, transportation, agents' commission, discount for cash, etc., aggregated \$233,192.52; the net proceeds were thus \$544,735.78.

The fox skins sold at public auction in St. Louis numbered 692 blue and 10 white pelts. The gross receipts were \$58,179.50, the expenses were \$6280.86, and the net proceeds were \$51,898.54.

On September 10, 1919, there were sold at St. Louis by Messrs. Funsten Bros. & Co., agents of the Department of Commerce, 9055 dressed, dyed, and machined fur-seal skins and 655 blue and 30 white fox skins. The total gross price realized was approximately \$960,000. The sealskins averaged \$91.35, an advance of 30 per cent over the prices realized last April. The blue foxes averaged \$195.90, an advance of 135 per cent over prices realized last October, when the last sale of Government blue foxes occurred. The market was strong, bidding was spirited throughout, and there was a very large attendance of buyers.

A noteworthy development of the fur-seal industry during the year has been the demonstration of the high value of the skins of the old male seals usually designated as "wigs" and the creation of an active demand for such skins. At the public auction sale in October, 1918, the best prices received for any sealskins were for "wigs," an experimental lot of which brought \$75 each. At the sale in April, 1919, a considerable number of "wigs" were offered for sale in a dressed and dyed condition; these sold for \$77 to \$88 each, while the average price for all skins was \$66. It should be noted that formerly "wigs" in the raw state were regarded as having little or no value in the London market.

The seal-island natives continue to collect old seal bones at times when they have no other work. They are encouraged to do this, and are paid for their labor. In 1919 about 300,000 pounds of bones were gathered, sacked, delivered on board Government vessels, and landed in Seattle and San Francisco. The net proceeds amounted to \$3981.03.

It is estimated that, when the entire take of sealskins for the calendar year 1918 shall have been dressed, dyed, machined, and sold, the net revenue to the Government, based upon the proceeds obtained at the sale September 10, 1919, will be in excess of \$2,450,000. To this should be added an approximate net revenue of \$123,000 for the sale of fox skins. It is safe to say that, when the proceeds of the sales of bones, oil, and other by-products are taken into account, the net revenue for the products of the calendar year 1918 will reach a sum in excess of \$2,600,000. This would more than pay all expenses of every nature connect-

ed with the administration of the Pribilof Islands, the Alaska salmon fisheries, and the care of the minor fur-bearing animals of Alaska for a period of 12 years.

The accumulated experience of the department under the contract with Funsten Bros. & Co., of St. Louis, Mo., for dressing, dyeing, machining, and selling fur-seal skins and for selling fox skins from the Pribilof Islands has proved very beneficial to the Government. The contractors have rendered highly satisfactory service in every feature. They have not only scrupulously observed every expressed and implied obligation of their contract, but they have willingly assumed other responsibilities and duties which, while meaning nothing to them in a pecuniary way, have meant much to the Government. The service rendered has been of a high order; the quality of the finished products has been superior to the best obtainable elsewhere; the methods of conducting the public auction sales have deserved and received the approbation of the entire fur trade; and the financial interests of the Government have been constantly safeguarded. The Government owned furs have been in active demand and have brought the highest prices in the history of the fur business.

As a result of the profit to the Government under the contract, the latter has been extended so as to expire on December 15, 1926.

#### SERVICES OF SUPPLY DIVISION PLAYED IMPORTANT PART IN WORLD WAR.

The Services of Supply Division of the United States Army, known as the S. O. S., with headquarters at Tours, France, was the army behind the army, and on the day the armistice was signed on November 11, 1918, there were reporting to the commanding officer, 386,000 soldiers besides 31,000 German prisoners, and thousands of civilian laborers furnished by the Allies. At the same time there were in the zone of the armies 169,000 noncombatant troops, the majority of whom were keeping in operation the lines of distribution of supplies to the troops at the front. The proportion of noncombatants in the American Army never fell below 28 per cent. In the British it often ran higher. Even when there was the greatest pressure for men at the front, the work back of the lines took roughly one man out of every three.

Distributing supplies to the American forces in France was in the first place a problem of ports, second a problem of railroads, third a problem of motor and horse-drawn transportation, and fourth a problem of storage.

The ports and railroads of France were crowded with war traffic and fallen into disrepair. It was not necessary to build new ports, but American engineers added 83 new berths, together with warehouses and dock equipment. It was not necessary to build new railroads, for France already had a railway net denser per square mile than that of the United States, but it was desirable to increase the carrying capacity by nearly 1,000 miles of new trackage, and by switching facilities at crucial points, by new repair shops and roundhouses, and by new rolling stock. These things were done by the Engineers. The problems were not wholly solved. There were never enough docks to prevent some loss of time by vessels waiting to dock, but the capacity for handling American cargo was tripled from 10,000 tons per day in the spring of 1918 to 30,000 tons by November 11 and the waiting time of ships was shorter than in commercial practice. There were never wholly adequate railway facilities, but with the help of locomotives and freight cars shipped

from this side freight was carried inland about as fast as it was landed.

#### Narrow-Gauge Railways and Motor Trucks.

Railroads carried American supplies from the ports in France to intermediate or advance depots. Railroad lines roughly paralleled the front. Spurs led up to the front, but beyond a certain distance the standard-gauge railroad did not go. Where the danger of shelling began or where the needs changed rapidly as the battle activity shifted from this front to that, the place of the heavy railway was taken by other means of distributing supplies. First came the narrow-gauge railroad, with rails about two feet apart, much narrower than the usual narrow-gauge road in this country. American engineers built 538 miles of these roads, for which 406 narrow-gauge locomotives and 2,385 narrow-gauge cars were shipped from this country, in addition to the standard-gauge equipment.

Beyond the range of the narrow-gauge railway came the motor truck. The truck could go over roads that were under shell fire. It could retire with the Army or push forward with advancing troops. Trucks were used on a larger scale in this war than was ever before thought possible. The American Infantry division on the march with the trucks, wagons, and ambulances of its supply, ammunition, and sanitary trains stretches for a distance of 30 miles along the road. The 650 trucks which the tables or organization of the division provide are a large factor in this train. The need for trucks increased more over during the latter months of the war as trench warfare gave place to a war of movement. As the forces moved forward on the offensive away from their railway bases, more and more trucks were demanded.

The Army overseas never had all the trucks it needed during the period of hostilities. The supply was least adequate during the last four months of the war, when the shipment of trucks fell behind the accelerated troop movement. The difficulty was almost entirely a shortage of ships. At practically all times there were quantities of trucks at the ports of embarkation, but trucks take enormous amounts of cargo space on ships. It is slow and difficult work to load them, and time after time embarkation officials were forced to leave the trucks standing at the ports and load their ships rapidly with supplies needed still more urgently overseas. In October and November more ships were pulled out of the trades and the trucks were shipped even at the expense of other essential supplies. The shipment kept pace with the troop movement, but the initial shortage could not be overcome until February. The number of trucks sent overseas prior to the armistice was 40,000 and of these 33,000 had been received in France. The trucks ranged in size from three-quarters of a ton to 5 tons.

Beyond the range of the motor truck the horse and wagon were the means of supply distribution. Here again the American armies made an inadequate equipment do the work that was required. The shipment of animals overseas was discontinued early in 1918 on the information that horses could be purchased overseas. Then in the fall when every ton of shipping was precious, the supply of foreign horses proved inadequate and 23 of the best of the Army's cargo vessels had to be converted to animal transports. About 500 horses and mules were embarked in September and 17,000 in October. The shipments could not, however, be started soon enough to prevent a shortage. A horse uses as much ship space as ten tons of cargo but in the latter months the need for animals was so

great that this sacrifice was made.

In general, it may be said that the Army overseas never had enough means of transportation. It may also be said that they had very large quantities and that they produced remarkable results with the supply they had.

#### Forty-Seven Thousand Telegrams A Day.

In order to operate the transportation of supplies in France, a new system of communication had to be set up; so the Signal Corps strung its wires over nearly every part of France. At the time of the signing of the armistice the Signal Corps was operating 282 telephone exchanges and 133 complete telegraph stations. The telephone lines numbered 14,956, reaching 8,959 stations. More than 100,000 miles of wire had been strung. The peak load of operation reached was 47,555 telegrams a day, averaging 60 words each.

To build factories and storage warehouses for supplies, as well as housing for troops, 200,000 workmen in the United States were kept continuously occupied for the period of the war. The force of workers on this single activity was larger than the total strength of both southern and northern armies in the Battle of Gettysburg. The types of construction included cement piers and warehouses, equipment for proving grounds, plants for making powder and explosives, repair shops, power plants, roads, and housing for troops. Building Material was required in every State of the Union.

The region of greatest activity was the Northeast, at once the most densely populated section and the center of munitions production.

Housing constructed had a capacity of 1,800,000 men, or more than the entire population of Philadelphia. The operations of the Construction Division constituted what was probably the largest contracting business ever handled in one office.

The total expenditures in this enterprise to November 11, 1918, were, in round numbers, \$800,000,000, or about twice the cost of the Panama Canal. The largest single item is the cost of National Army cantonments which was nearly one-quarter of the total. Ordnance Department projects, including the building of enormous powder, high-explosive, and loading plants come second.

The costs of construction were probably higher than they would have been for slower work. The outstanding feature of the accomplishment was its rapidity. Each of the cantonments was completed in substantially 90 days. It was this speed that made it possible to get the draft army under training before the winter of 1917 set in and made it available just in time for the critical action of the summer of 1918.

The conduct of the war in France necessitated a construction program comparable in magnitude and number of projects with that in the United States. Less new building was required for shelter and for the manufacture of munitions, but more for the development of port and railroad facilities and for the repair and operation of the complicated equipment of a modern army.

The storage space constructed in France was more than nine-tenths as large as the amount built at home. Hospital capacity constructed in France was twice the new capacity at home.

All construction work in France was performed by the Corps of Engineers under the Services of Supply. The labor force consisted largely of American soldiers and German prisoners, although French and English civilians and Chinese coolies were used wherever available.



## OFFICIAL CIRCULARS.

## JURISDICTION EXTENDED.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Dec. 15, 1919.

General Circular No. 8:

TO ALL CONCERNED:

The jurisdiction of Mr. H. B. Laughlin, surveying officer, is hereby extended to cover the entire Southern Division

F. MEARS, Chairman.

## COUPON BOOKS TO SECTION GANGS.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, December 18, 1919.

Circular No. 69:

TO ALL SECTION FOREMEN:

Effective January 1, 1920, the practice of issuing commissary coupon books to employees on section gangs will be discontinued. In lieu thereof pay roll deduction will be made for all commissary supplies furnished.

Requests for commissary supplies should be sent to this office the same as heretofore. This office will requisition them and the Store Department will ship them and send you packing lists and invoices direct. They will also charge each section foreman with commissary supplies furnished to him or his men, and advise this office of the total amount at the end of the month. You will immediately be advised of this by this office by telephone. You should then make out and secure from each man a pay roll deduction order (a supply of blanks therefor is being sent you) for his pro rata share, and send to this office with time books. Always see that the total amount of your deduction orders is the same as the amount given you over the phone.

Foremen should see that sufficient supplies are on hand so that it will not be necessary to order anything for shipment between the 25th of one month and the first of the following month.

C. G. JONES,  
Superintendent of Construction.

JAS. HANAHAN,  
Assistant Superintendent in Charge of Track.

## Division Notes.

Col. F. Mears, chairman of the Alaskan Engineering Commission, made an inspection trip over the main line of the railroad between Anchorage and Seward last week, departing from Anchorage Tuesday morning and returning Thursday evening.

Eighteen thousand feet of No. 12 rubber covered wire was strung temporarily on the long trestle located in Mile 88 to take care of toll and dispatcher circuits, during the week ended December 13, according to the report of E. R. McFarland, superintendent of the telegraph and telephone department of the Alaskan Engineering Commission. In order to care for the local and long distance telephone service at Seward the work of installing one 1800 type Western Electric switch board was commenced there during the week, according to the report. In Anchorage during the week reported four telephones were connected, two were disconnected and one was moved. Four long distance telephones were connected, and three were dis-

connected. The dispatcher circuit between Mile 52 and Seward was placed in service during the week reported. In the electric light and power branch of the department in Anchorage nine meters were "cut in" and five were "cut out." The local radio antenna, damaged by the recent heavy frosts, was repaired by this branch of the department during the week.

Seventeen hundred and seventeen short tons of coal were mined at the coal mines operated by the Alaskan Engineering Commission at Eska and Chickaloon during the two weeks period ended December 13, according to the report of Sumner S. Smith, resident engineer in charge of coal mining operations. One hundred and twenty-one employees were carried on the payrolls of the both mines, according to the report. During the week ended December 6, a star drill was in operation at the mine at Eska. During the period of time between December 1, and December 13 the work at the Eska mine consisted in the continued driving of the Shaw West and the David East tunnels and at the Chickaloon mine in the continued driving of the Second East, the Second West and the No. 5 West tunnels.

## OPERATING EXPENSES OF ANCHORAGE TOWNSITE AMOUNT TO \$1554.58 FOR NOVEMBER.

One thousand five hundred and fifty-four dollars and fifty-eight cents was the amount of money expended during the month of November in maintaining and operating the Anchorage townsite, according to figures compiled at the office of the townsite.

The detailed report is as follows:

## Administration:

Total to October 31, 1919 .....	\$ 677.94	
Salaries .....	125.37	
Fuel, light and telephone .....	56.65	
Maintenance buildings and grounds .....	5.48	\$865.44

## Fire Protection:

Total to October 31, 1919 .....	\$3,256.13	
Salaries .....	457.70	
Maintenance of team .....	1.42	
Maintenance equipment & hydrants .....	191.47	
Maintenance bldgs. and grounds .....	2.07	
Fuel, light and telephone .....	118.20	
Miscellaneous supplies .....	3.00	4,027.15

## Maintenance of Streets and Alleys:

Total to October 31, 1919 .....	\$ 775.42	
Month of November, 1919 .....	232.61	1,008.03

## Sanitation:

Total to October 31, 1919 .....	\$1,562.40	
Disposal of garbage .....	313.70	
Inspection .....	4.00	
Maintenance of sewers .....	27.60	
Superintendence .....	18.15	1,925.85

Total .....\$7,826.47

## FROM GUNS TO LOCOMOTIVES.

The Italian government is spending more than \$300,000,000 in the organization of the Italian railways. New tracks are being laid everywhere, according to the needs of the various provinces. Factories which, during the war, turned out guns and ammunition have already transformed their plants and are making locomotives, rolling stock rails and other equipment.

# ALASKA RAILROAD RECORD



VOL. IV. ANCHORAGE, ALASKA, TUESDAY, DECEMBER 30, 1919. NO. 8

## 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.

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

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.

All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### STEAM SHOVEL WORK CONTINUES IN SOUTHERN DIVISION OF GOVERNMENT RAILROAD.

Two thousand six hundred and eighty cubic yards of gravel were handled by steamshovel No. 1, Engineer Namur, during the week ended December 27, according to the report of F. A. Hansen, engineer of maintenance and construction to Col. F. Mears, chairman of the Alaskan Engineering Commission. The material handled was dumped as filling in bridge No. 85. Steam shovel No. 2, Engineer McMillan, was used during the week in casting over frozen material in Mile 237. The shovel was advanced during the week a distance of 340 feet and track was laid behind the shovel for a distance of 350 feet. Steam shovel No. 3, Engineer Killigrew, moved 1584 cubic yards of gravel during the week, according to the report. This shovel was closed down for three days.

Extra gang No. 2 has completed the work of loading construction material located at Talkeetna and has been disbanded.

The work of building bridge No. 75 is complete with the exception of placing the water barrel platforms. The falsework is now being removed. The work of excavating for foundation for pier No. 17 in bridge No. 78 is 45 per cent complete, according to the report. The work of excavating for foundation for pier No. 10 in bridge No. 79 is 95 per cent complete and for piers No. 11 and No. 12, 10 per cent complete.

The work of repairing the roof of the old warehouse on the Seward dock was completed during the week and safety flues were installed in the new warehouse.

### OFFICIALS OF DISTRICT COURT ARRIVED IN ANCHORAGE SUNDAY FROM SEWARD.

Hon. Charles E. Bunnell, judge of the United States District Court, accompanied by John Miller, deputy clerk of the court, and I. Hamburger, official stenographer, arrived in Anchorage from Seward Sunday evening.

Judge Bunnell convened court at 10 o'clock yesterday morning in Pioneer Hall. He expects to be in Anchorage engaged in court work during a period of ten days or two weeks.

When court is adjourned in Anchorage Judge Bunnell will depart for his official headquarters at Fairbanks, Alaska, the judicial headquarters of the Fourth Division, going in by the way of Broad Pass. He will take the train as far as Talkeetna, where he will use dog teams from this point to the end of steel on the north side of Broad Pass. He expects to convene court in Fairbanks on January 18.

### WORK ACCOMPLISHED BY ALASKA ROAD COMMISSION REVIEWED BY GOVERNOR.

The work accomplished in the Territory of Alaska by the Alaska Road Commission during the fiscal year ended June 30, 1919, is the subject of general review by Thomas Riggs, jr., Governor of the Territory, in his annual report to Franklin K. Lane, Secretary of the Interior.

The report of the Governor in part is as follows:

"The Alaska Road Commission, constituted by act of Congress approved January 21, 1905, is composed of three officers of the Army, who report to the War Department through the office of the Chief of Engineers.

"The commission was organized 'for the maintenance and construction of roads, bridges and trails,' and for the 'construction and maintenance of military and post roads, bridges, and trails, Alaska.' The total expended for all construction and maintenance to June 30, 1919, is \$4,920,655.67. Of this amount \$2,920,000, or 59 per cent, was appropriated at different times by Congress, and \$2,000,655.67, or 41 per cent from the Alaska fund. One thousand and thirty-one miles of wagon road, 673 miles of sled road, and 3223 miles of trail have been constructed and maintained since 1905. Approximately 400 miles of wagon road has a light gravel surface.

"A total of \$299,024.26 was expended during the fiscal year ended June 30, 1919. Of this amount \$184,195.15 was for maintenance of existing roads, bridges, and trails, and \$114,829.11 was charged to construction, most of the ex-

pense of construction being for extensive improvement of present roads and trails. During the year the mileage was increased as follows: Twenty-five miles of wagon road, 147 miles of trail, and 180 miles of road improved.

"While the funds at the disposal of the commission do not permit of construction of so-called 'automobile roads,' a fairly accurate census of automobiles and trucks in the Territory show 435 machines are being operated.

"The congressional appropriations have always been included in the annual appropriations for the support of the Army. The board is required by law to expend the funds received from Congress on projects which are strictly considered as military and post roads, bridges, and trails. The main project coming under this head is the Valdez-Chitina-Fairbanks wagon road and all the various connecting roads and trails. This comprises a system of roads and trails reaching practically every town of importance west of the 141st meridian, with the exception of towns along the Copper River railroad and a few places along the coast. Mail is carried overland from Chitina to Arctic City and to Caro, above the Arctic Circle; to Eagle on the upper Yukon near the Canadian boundary; to Fairbanks, Fort Gibbon, and lower Yukon points; to St. Michael, Kotlik, Nome, and the surrounding country, terminating at Candle, on Kotzebue Sound. Seward is the southern terminus of branching roads and trails, which join the main system at various points on the Yukon River. By this route Anchorage, Knik, Cache Creek, Ophir, Iditarod, Lewis, Kaltag, and many other districts are reached. The entire connected system has a total length of 4602 miles.

"In addition to this connected system, there are 288 miles of shorter local roads and trails in various other parts of the Territory.

"The appropriation granted for 1920 is \$100,000, amounting to an allowance of \$10 per mile, which makes it impossible for the commission to take care of the ordinary maintenance, and also makes it necessary to defer maintenance on a great many roads which are of great importance to the people of the Territory. It is hoped that a larger appropriation will be granted next year and the sum of \$719,000 has been requested from Congress, \$604,050 of which is for maintenance, repair, improvement, and extension of present military and post roads, bridges, and trails.

"In the matter of expenditure of the Alaska fund, the commission is given more latitude, and allotments are permitted for projects which are not considered as military or post roads. Funds have never been abundant and the commission has not been in a position on this account to undertake a great many projects of merit. The commission is required to maintain present roads, improve these roads as much as traffic conditions and available funds will warrant, and to undertake the construction of new work after the former requirements have been fulfilled.

"Prices of labor, supplies and material are high, and until conditions return to normal and more funds are available the commission will be greatly restricted in extending its present system.

"There were formerly four different organizations having charge of road work in Alaska. In addition to the Alaska Road Commission, the United States Forest Service, the United States Bureau of Public Roads, and the Territorial Road Commission were engaged in road work. A large part of the Federal work is now combined, and the president of the Alaska Road Commission, in addition to his duties as such, is in local charge of practically all work

under the jurisdiction of the Federal bureaus. This makes a very effective working arrangement, reduces expenses, and insures the maximum benefits from co-operation.

"The Secretary of Agriculture has authorized cooperative agreements for the Ketchikan-Wards Cove, the Portage-Petersburg-Scow Bay, Salmon River, Seward-Kenai Lake, and Juneau-Eagle River roads, \$21,000 being allotted by the Alaska Road Commission, \$38,000 by the Territory, and \$94,000 by the Secretary of Agriculture. Additional projects are pending. The Alaska Road Commission is also cooperating with the Territory on work in the second and fourth divisions. On this work the Alaska Road Commission allotted \$19,000 for work in the second division and the Territory \$30,000. In the fourth division the Alaska Road Commission allotted \$13,000 and the Territory \$15,000.

"The road law enacted by the last legislature provides for the closest cooperation between the Territory and the Federal road authorities, and when full advantage is taken of the provisions of the law most satisfactory results should follow."

#### PARTICIPATION IN WORLD WAR ADDS MUCH TO STRENGTH OF AMERICAN NAVY.

That the Navy of the United States was incomparably strengthened by reason of its participation in the war against the Central Powers of Europe, is the belief of Josephus Daniels, Secretary of War, who in his annual report to President Wilson says:

"The United States Navy emerged from the war incomparably stronger and more powerful than ever before—second only to that of Great Britain and far in advance of any other foreign navy, in ships, in men, and every element of strength. The organization of the fleet in two great divisions gives us ample defense in the Pacific as well as the Atlantic. With battleships in service equal to or superior to any now in commission, 6 huge battle cruisers and 12 battleships under construction, a number of them larger than any now in commission, to be armed with 16-inch guns, more powerful than any now afloat, the Navy is pressing forward to greater things, justifying, in peace as in war, the country's firm confidence in its "first line of defense." The great fleets, one in the Pacific and one in the Atlantic, are powerful, well officered and manned, and give guaranty of protection and of readiness to serve our country and the world.

"In aeronautics the year has been made memorable by transatlantic flight, the most notable accomplishment yet achieved in navigation of the air, a United States Navy seaplane being the first to cross the ocean that divides America from Europe. The voyage of the R-34 from England to America and return, and of our own C-5 from Montauk to Newfoundland demonstrated the possibilities of lighter-than-air craft, and we are making every effort to achieve in dirigible balloons the same high place we have won in the production of seaplanes. The purchase in Great Britain of a sister ship of the huge R-34, and the construction in this country of another monster rigid dirigible, will give us two airships of the largest type. For their accommodation, as well as construction and repair, we are erecting a hangar of unprecedented size. Seaplanes, kites, and dirigibles were used with gratifying success in the fleet maneuvers at Guantanamo last spring; battleships, and other vessels are being supplied with flying machines, and we are making naval aviation more and more an integral part of the fleet, to accompany our fighting ships and operate with them wherever they may sail.



### SECRETARY OF WAR GIVES INTERESTING FACTS CONCERNING PANAMA CANAL.

Interesting facts concerning the Panama Canal are contained in the annual report of Newton D. Baker, Secretary of War, to President Wilson. The report of the Secretary in so far as it concerns the Panama Canal, follows:

"There still remains work to be done to bring the Panama Canal to completion within the original plans. Relatively small amounts of excavation within the prism of the canal itself are necessary, but substantial quantities of earth must be dredged annually in maintenance, and extensive work of construction within the Canal Zone is still to be carried out before it can be felt that the facilities for the maintenance and operation of this great waterway are adequately provided.

"The canal, of course, has now been opened and in use for several years, and its formal opening will shortly be observed with ceremonies appropriate to the completion of one of the great engineering undertakings of history. The commerce of the world now rides from ocean to ocean without accident or inconvenience through a strip of country which once baffled the ingenuity of the world's greatest engineers with its apparently unconquerable difficulties and laid waste, by its tropical and insanitary conditions, armies of men who sought to build a canal there.

"To be sure the canal was at its original conception a commercial undertaking, the prospective profits of which were too remote for successful private financing. The credit of the Government of the United States removed this cause of failure, but there remains to the credit of the United States a demonstration of superb engineering daring and skill on the one hand and on the other a triumph for the American medical profession which has eradicated the menace of yellow fever, restrained the usual tropical and other diseases within normal proportions, and rendered the zone so sanitary that perhaps nowhere else in the world is life in the Tropics approximately so safe.

"Meanwhile in building the canal we have built up a distinct industrial civilization in this strip of American territory. The amount appropriated for the construction of the canal and its immediate adjuncts totals approximately \$359,000,000, of which \$372,000,000 has been expended for construction. The tolls collected during the present fiscal year amount to \$6,149,598.54. Had a juster system of measurement for tolls been in force the receipts would have aggregated \$7,017,125.02. Such a system of measurement has been carefully worked out and presented to the Congress, and the bill introduced to authorize its enforcement has already passed the House of Representatives.

"The total number of ships making the transit of the canal during the fiscal year 1919 was 2025, of which 860 passed from the Atlantic to the Pacific and 1165 from the Pacific to the Atlantic. Their aggregate net tonnage, according to Panama Canal rules of measurement, was 8,131,575 tons, and the cargo carried by them aggregated 6,877,649 long tons. In addition to this, 186 vessels of the United States Navy passed through the canal during the year.

"Commercial traffic through the canal during the year showed a decrease of 4.93 per cent in the number of ships, 7.92 per cent in gross tonnage, and 9.05 per cent in cargo carried as compared with the preceding year. This, however, in view of conditions caused by submarine warfare and the peremptory demands made upon the shipping of the world for the transportation of American troops and

supplies to France, is a remarkably good showing, and with the reestablishment of the ocean trade routes of the world the usefulness of the canal can be expected to grow from year to year. This growth will, of course, be accelerated by the more general distribution of knowledge about the canal itself. Shippers everywhere know of the existence of the canal, but there is little comprehension of the extraordinary facilities created there for the supplying and repairing of ships in transit. Shipowners and shipmasters must be assured that supplies of coal, oil, and subsistence can be procured and necessary repairs made before they will be willing to resort to a place so far removed from the sources of supply upon which they have been accustomed to rely along the old trade routes established and built up through centuries of use. The fact is that the great docks and shops in the Canal Zone are able to berth and repair the largest ships now used in ocean traffic, and even during the stress of war it was found possible to maintain adequate stocks of coal, oil and supplies for the use of public and commercial vessels making the transit of the canal.

"The number of employees on the Isthmus on June 30, 1919, was 20,361, of whom 3290 were on the so-called gold roll, and 17,071 on the silver roll—a somewhat larger number than on June 30 of the preceding year, the increase being due to the repair work on shops and construction undertaken by the Government for the permanent housing of a part of the garrison.

"Careful observations made throughout the year upon established points indicate that there has been no movement in the hills at which the great slides of the past have occurred. There have been 46 seismic disturbances of a minor character but no damage to the canal or appurtenant works. We may, therefore, regard the physical and commercial future of the canal as fairly assured, and after its formal opening can take up its permanent administration and operation."

### TWO HUNDRED AND FORTY-ONE PATIENTS TREATED AT HOSPITAL DURING NOVEMBER.

Two hundred and forty-one patients were treated at the Government hospital during the month of November, according to the monthly report of Dr. J. B. Beeson, chief surgeon for the Alaskan Engineering Commission.

Of the total number of cases 46 were private patients, 21 were members of families of employees of the Alaskan Engineering Commission and 145 were dispensary cases. Of the patients confined to the hospital, who were employees of the Alaskan Engineering Commission, 11 were confined as the result of illnesses and five as the result of accidents.

Of the patients treated four were employees of the United States Government in departments other than the Alaskan Engineering Commission.

One private patient died during the month of November, according to the report.

### NEW YEAR RESOLUTION.

The year 1919 is waning and will soon be a matter of history. Has it been a profitable one to you? Have you cultivated the habit of saving and thrift? If not, then begin your New Year with a firm purpose of saving something of each month's earnings. Start off the New Year with a purchase of War Savings Stamps. When you make your resolutions next Thursday, be sure that one of them is to save.

## WEEKLY FORCE REPORT.

The number of employees of the Alaskan Engineering Commission as shown on the payrolls for the week ended December 20, 1919, was as follows:

December 20, 1919, was as follows:				D	I	V	I	S	I	O	N		
Mile	Item of work	Purchas- ing	Sup- ply	Ac-	Southern				Northern				T'tl
				count- ing.	Maint.& Op.	Const'e- tion	Admin- istration	Maint.& Op.	Const'e- tion	Admin- istration			
1	Seattle office and Pur. Agent's Reps.	14	...	5	...	...	...	...	...	...	...	10	
	Stores, dock and janitors .....	...	40	...	...	...	...	...	...	...	...	40	
	Maintenance of equipment .....	...	...	...	30	...	...	...	...	...	...	30	
	Hospital .....	...	...	...	...	2	...	...	...	...	...	2	
	B. & B. No. 3, cons. Seward dock.....	...	...	...	...	8	...	...	...	...	...	8	
	Accounting office .....	...	...	5	...	...	...	...	...	...	...	5	
40	Mess house .....	...	...	...	2	...	...	...	...	...	...	2	
48	Contractors .....	...	...	...	...	16	...	...	...	...	...	16	
	B. & B. No. 6 .....	...	...	...	...	18	...	...	...	...	...	18	
50	Contractors .....	...	...	...	...	13	...	...	...	...	...	13	
52	Steam shovel .....	...	...	...	...	16	...	...	...	...	...	16	
	Engineering party .....	...	...	...	...	9	...	...	...	...	...	9	
	Cons. bridges Nos. 75 and 78.....	...	...	...	...	73	...	...	...	...	...	73	
	Store .....	...	3	...	...	...	...	...	...	...	...	3	
56	Steam shovel .....	...	...	...	...	33	...	...	...	...	...	33	
	Filling bridge, bracing, etc. ....	...	...	...	...	19	...	...	...	...	...	19	
71	Engineering party .....	...	...	...	...	3	...	...	...	...	...	3	
1-114	Operation, road .....	...	...	...	50	...	...	...	...	...	...	50	
	Maintenance of way and structures..	...	...	...	62	...	...	...	...	...	...	62	
114	Headquarters office .....	...	...	...	...	3	4	...	...	...	...	7	
	Bridge Engineer .....	...	...	...	...	...	1	...	...	...	...	1	
	Drafting office .....	...	...	...	...	4	...	...	...	...	...	4	
	Townsite and land .....	...	...	...	8	...	1	...	...	...	...	9	
	Disbursing office .....	...	...	5	...	...	...	...	...	...	...	5	
	Accounting office .....	...	...	10	...	...	...	...	...	...	...	10	
	Hospital .....	...	...	...	5	6	1	...	...	...	...	12	
	Stores .....	...	72	...	...	...	...	...	...	...	...	72	
	Operation, road .....	...	...	...	46	...	2	...	...	...	...	48	
	Docks and boats .....	...	...	...	4	...	...	...	...	...	...	4	
	Power and pumping .....	...	...	...	19	...	...	...	...	...	...	19	
	Maintenance, equipment .....	...	...	...	66	...	1	...	...	...	...	67	
	Floating .....	...	...	...	7	...	...	...	...	...	...	7	
	Framing trestle spans .....	...	...	...	...	7	...	...	...	...	...	7	
114-236	Operation, road .....	...	...	...	20	...	...	...	...	...	...	20	
	Maintenance of way and structures..	...	...	...	124	...	1	...	...	...	...	135	
172	Mining, Eska .....	...	...	...	85	...	1	...	...	...	...	86	
188	Mining, Chickaloon .....	...	...	...	36	...	...	...	...	...	...	36	
211	Loading stationmen's rail .....	...	...	...	...	20	...	...	...	...	...	20	
236-237	Steam shovel .....	...	...	...	...	58	...	...	...	...	...	58	
	B. & B. No. 1, constructing bridges	...	...	...	...	20	...	...	...	...	...	20	
248	Engineers and general camp .....	...	...	...	...	43	...	...	...	...	...	43	
255	General camp .....	...	...	...	...	3	...	...	...	...	...	3	
	Contractors .....	...	...	...	...	7	...	...	...	...	...	7	
263	General camp .....	...	...	...	...	8	...	...	...	...	...	8	
278	Location surveys .....	...	...	...	...	21	...	...	...	...	...	21	
	T. & T. crew constructing line.....	...	...	...	...	9	...	...	...	...	...	9	
358	Engineers and general camp .....	...	...	...	...	...	...	...	16	...	...	16	
	Contractors .....	...	...	...	...	...	...	...	54	...	...	54	
360	New base camp .....	...	...	...	...	...	...	...	76	...	...	76	
	Contractors .....	...	...	...	...	...	...	...	7	...	...	7	
360-414	Section men .....	...	...	...	...	...	...	...	38	...	...	38	
365	Contractors, coal .....	...	...	...	...	...	...	...	3	...	...	3	
379	Salvaging ties and logs .....	...	...	...	...	...	...	...	7	...	...	7	
414	Nenana headquarter.....	...	...	3	...	...	...	...	6	10	5	24	
	Stores .....	...	16	...	...	...	...	...	...	...	...	16	
	Shops and roundhouse .....	...	...	...	...	...	...	...	24	...	...	24	
	Warehouse and yard .....	...	...	...	...	...	...	...	16	...	...	16	
	Hospital .....	...	...	...	...	...	...	...	6	5	1	12	
	Townsite .....	...	...	...	...	...	...	...	1	...	1	2	

## WEEKLY FORCE REPORT.

Mile	Item of work	Purchas- ing	Sup- ply	D I V I S I O N						Ttl	
				Ac- count- ing.	Maint.& Op.	Southern Const'n-Admin- istration	Northern Maint.& Op.	Southern Const'n-Admin- istration			
	Janitors and watchmen .....	....	....	....	....	....	....	12	....	....	12
	Power plant and linemen .....	....	....	....	....	....	....	7	3	....	10
	Mess .....	....	....	....	....	....	....	6	....	....	6
	Corral .....	....	....	....	....	....	....	5	....	....	5
	Contractors .....	....	....	....	....	....	....	18	18	....	36
415	Terminal .....	....	....	....	....	....	....	8	....	....	8
440	Engineers .....	....	....	....	....	....	....	....	4	....	4
	Contractors .....	....	....	....	....	....	....	....	6	....	6
415-454	Section men .....	....	....	....	....	....	....	27	....	....	27
459	Sectionmen, carpenters & pumpmen ..	....	....	....	....	....	....	9	9	....	18
	Contractors .....	....	....	....	....	....	....	30	....	....	30
	Tanana Valley R. R.:										
	General .....	....	....	....	....	....	....	4	....	1	5
	Operation .....	....	....	....	....	....	....	9	....	....	9
	Maintenance .....	....	....	....	....	....	....	9	....	....	9
	Contractors, wood and ties .....	....	....	....	....	....	....	4	....	....	4
	Totals .....	14	131	28	771	419	12	242	215	8	1643
	Increase or decrease over last week.	0	1	5	0	28	0	19	-11	0	42
	NOTE—22 men working for coal contractors not on Commission roll.										

NOTE—22 men working for coal contractors not on Commission roll.

## RECAPITULATION

Division	Pay Roll	Contractors	Total
Purchasing .....	14		14
Supply .....	131		131
Accounting .....	28		28
Southern .....	969	36	1005
Northern .....	325	140	465
<b>Totals</b> .....	1467	176	1643

## Division Notes.

James Hanahan, assistant superintendent in charge of track, who has been confined to the Government hospital for several days, has been discharged from the institution and is again at his desk.

F. A. Hansen, engineer of maintenance and construction in the Southern Division of the Government Railroad, departed Saturday morning for Indian River on an official inspection trip of the main line north of Anchorage.

Many employees of the Alaskan Engineering Commission stationed at various points on the Government Railroad visited in Anchorage and Seward over Christmas day. Those arriving in Anchorage from points on the Matanuska Branch returned Friday morning and those arriving from points on the main line north of Matanuska returned on the train which departed from Anchorage Saturday morning.

Nine hundred short tons of coal were mined at the Eske and Chickaloon coal mines during the week ended December 29, according to the report of Sumner S. Smith, resident mining engineer in charge of coal mining operations for the Alaskan Engineering Commission. One hundred and twenty employees were reported on the payrolls of the two mines during the week. The work at the Eske mine consisted in the continued driving of the Shaw West and the David East tunnels and at the Chickaloon mine in the

continued driving of the Second West, the Second East and the Number Five West.

Seventeen inches of snow fell in Anchorage on December 26, according to measurements taken by the local weather observer. The snow storm which commenced on that day is the most severe storm of the present winter. Heavy winds followed the storm of December 26 and prevailed throughout the entire day of December 27. Considerable difficulty was experienced in the operations of trains north of Wasilla on the main line as a result of the storm. The train which departed from Seward on the morning of December 28 arrived in Anchorage at 8 o'clock in the evening, making the run in 12 hours' elapsed time. The rotary snow plow was used at several points between Anchorage and Seward.

The work of installing the 1800 type switchboard at Seward was completed during the week ended December 29, according to the report of E. R. McFarland, superintendent of the telegraph and telephone department of the Alaskan Engineering Commission. Two telephones in Anchorage were connected during the week, according to the report and two were disconnected. One long distance telephone was connected and two were disconnected. The pioneer telephone line between Indian River at Mile 267.9 and Riley Creek at Mile 347.3, north of the Broad Pass was completed during the week as far north as Mile 270. The pioneer line between Caswell and Deadhorse was completed as far as Mile 221, according to the report.



## OFFICIAL CIRCULARS.

## ANNUAL PASSES.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Dec. 22, 1919.

General Circular No. 9:

TO ALL CONCERNED:

Annual passes for the year 1919 are hereby extended to and including January 31, 1920.

F. MEARS, Chairman.

## CONCERNING ASSISTANT CHIEF ENGINEER.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Dec. 17, 1919.

General Circular No. 10:

TO ALL CONCERNED:

During the absence of Mr. Wm. Gerig, Assistant Chief Engineer, on temporary duty in Seattle, Washington, the undersigned will assume direct charge of the Southern Division.

F. MEARS, Chairman.

## INFORMATION SLIP.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Dec. 27, 1919.

General Circular No. 11:

TO ALL CONCERNED:

In order to furnish certain information required by the Washington office, a mimeograph form supplemental to form 120, Information Slip, has been prepared for distribution to timekeepers and others. Copy of same is appended. The information called for in this supplemental form should be submitted for all supervisory, technical and office employees.

Only one copy of this supplemental form is required, and it should be forwarded at the earliest possible date to office of the Special Disbursing Agent, who settles the pay accounts of the men involved.

F. MEARS, Chairman.

Supplement to Form 120.

1. Name ..... Identity No.....
2. Legal residence: City.....County.....State.....  
(If Foreigner, Country.....Province.....)
3. Birthplace: City.....County.....State.....  
(If of foreign birth: Country.....Province.....)  
(If naturalized: Place.....Date.....)
4. Date of birth .....
5. Civil service status, if any .....
6. Where appointed or employed .....
7. PREVIOUS SERVICE WITH ALASKAN ENGINEERING COMMISSION.

Dates	Designation	Pay	Department or	Place
From	To		Organization	
8. Military or Naval Service.				
Date of entry .....		Place of entry.....		
Date of discharge .....		Place of discharge.....		
Reason for discharge .....				
Branch of service .....				
Location .....				
Organization .....				
Warrants, ratings or commissions held .....				

Date .....

Signature of Employee.

## COUPON REGULATIONS.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Dec. 16, 1919.

Circular No. 407:

TO ALL CONCERNED:

The Coupon Accountant in the Accounting Division, with office at Anchorage, will have full charge of the receipt, care and issue of commissary coupon and meal ticket books; and will receive and have charge of all cancelled commissary coupons and meal tickets for the Southern Division.

1. Commissary coupon books and meal ticket books will be issued to the following on written requests:

Camp Timekeepers,  
Terminal Timekeepers,

Other Employees especially designated.

Employees issuing coupon books or meal tickets will make request on the Coupon Accountant 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.

2. 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 Accountant, and the duplicate to be retained in the file of receiving party.

3. 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 Coupon Accountant at these Headquarters. The Coupon Accountant 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 Coupon Accountant statement of books issued to such employee.

4. 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.

5. 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.

6. 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.

7. 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 Accountant. As each stamp bears a separate identification, a record of the various stamps will be kept by the Coupon Accountant.

8. Timekeepers and clerks in commissary and mess houses will see that validation appears on each book be-

fore 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.

9. NO DETACHED COUPONS WILL BE HONORED, AS THEY ARE CONSIDERED ABSOLUTELY WITHOUT VALUE.

10. 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.

11. Timekeepers will forward cancelled coupons and meal tickets to the Coupon Accountant direct, accompanied by sales slips and Form No. 56. As soon as coupon books and meal tickets have been checked by the Coupon Accountant, a remittance sheet will be forwarded to the head of Department, in order that he may check up any irregularities.

12. Cancelled coupon and meal tickets must be forwarded to the Coupon Accountant not later than the 10th of each month.

13. As soon as a check has been made of coupons and meal tickets they will be destroyed.

14. All stores making commissary sales, including sales of coal, will transmit a semi-monthly report of the sales, together with sales slips and cancelled coupons, to the Coupon Accountant.

15. 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 Accountant, accompanied by Forms 95 and 140. All packages containing contract forms must be securely wrapped and properly addressed.

16. The clerk in charge of the mess house at these Headquarters will submit a daily report of meal tickets and coupons collected, accompanied by cancelled tickets, to the Coupon Accountant.

This circular supersedes Circular No. 13, dated October 13, 1916.

F. MEARS, Chairman.

#### PAYROLL IDENTIFICATION CARDS.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Dec. 1, 1919.

Circular No. 408:

TO ALL CONCERNED:

1. Effective this date, every employee of the Southern Division and those of the Supply and Accounting Divisions, whose pay accounts are settled by the Anchorage or Seward Disbursing Offices must have a Payroll Identification Card (Form 722) bearing his signature, duly witnessed, and a permanent identification number. All references to employees on any form must give name and number exactly as carried on Form 722.

2. Each employee will sign the numbered cards in duplicate and retain one. The timekeeper, after careful comparison to see that signature, names, and numbers are identical, will forward the other card by first mail to the Superintendent of Employment at Anchorage.

3. In case of loss or mutilation of card, Timekeepers, after verification, may issue another card to employee, using same number and name.

4. For new employees, Timekeepers may issue new cards by first obtaining identification number from the Superintendent of Employment. A list of the numbers

issued, showing date of mailing duplicates, must be kept, and a copy sent to the Superintendent of Employment at the end of each month.

5. Camps and departments now using brass checks will discontinue their use. A new metal check of different design bearing same number as identification card has been ordered and will be issued for each employee as soon as received.

6. The foregoing must not be construed as discontinuing the use of Form 58 (Identification Slip) as per instructions in Circular 178 of March 28, 1917.

F. MEARS, Chairman.

#### COPIES OF REQUISITIONS.

Department of the Interior,  
Alaskan Engineering Commission  
Seward, Alaska, Dec. 20, 1919.

Supply Division Circular No. 7:

TO ALL CONCERNED:

Effective January 1, 1920, all divisions and departments are requested to forward four copies of all requisitions instead of three, as has heretofore been the practice.

H. P. WARREN,  
Engineer in Charge, Supply Division.

#### MILLIONS OF DOLLARS TO BE SPENT DURING NEXT YEAR FOR RAILROAD WORK.

Millions of dollars will be spent during the coming year in the construction of new railway projects and the improvement of operating systems, in many of the foreign countries of the world.

The construction of a railroad from Quito to Esmeraldas in Ecuador is again under consideration. Plans have been prepared which show that the section to Ibarra will have a length of 167 kilometers and a 3.5 per cent gradient. The construction work is estimated to cost from eight to ten million sucres. The Ibarra section was started in August, 1917, but in August, 1919, there was still only about one-third of its length graded.

Germany.

At the end of 1914 the German railway system included 61,749 km. of standard gauge track and 2217 km. of narrow gauge; total, 63,966 km. (about 38,380 miles). During the war the new construction was only on strategic lines. The line between Berlin and Hanover was increased from 10 to 17 tracks; from Berlin to Cassel, via Magdeburg, from eight to 12 tracks. They had begun work on a four-line track from Antwerp to Hamburg, and new lines from Stuttgart to Coburg and Giessen. The Germans took up lines not in military use in Belgium, France, Poland and other occupied territory to procure materials for repairs and new tracks needed.

The lines used for military transportation were kept in fairly good repair, considering the unusual wear and tear on the roads caused by war conditions. The machinery defects increased, however, due to lack of good lubricating oil and lack of material for repairs. Copper has been replaced in axle-bearings, fire-boxes, and boilers by inferior metals which do not have the strength and resistance of copper. Practically all brass and copper have been removed from locomotives and replaced by iron, which proves most unsatisfactory.

At the time of the armistice there was no lack of rolling stock, such as it was. During the war the best rolling stock was, of course, used for military transportation. The rest is in deplorable condition, due to lack of material and

skilled labor which have prevented adequate repairs. The car factories were able to fill only orders necessary for the prosecution of the war. The head office for railways placed orders for about 6000 freight cars, which would have kept the car factories busy through the winter of 1918-1919. The most serious handicap in the car-building industry was the shortage of skilled labor.

All traveling and transporting of goods was cut down as much as possible. Troop transport service took precedence over other traffic, but the number of these trains was continually being cut down. Passenger trains were shorter in length and fewer in number, which made them unbearably crowded, even though the government discouraged traveling by greatly increasing rates. With so many skilled workmen and railroad employees at the front, the personnel consisting as it did mainly of women, was unable to prevent an abnormal depreciation of equipment. Many lines were wrecked by air raids.

Several new railroad bridges have been built across the Rhine, including one at Duisberg, at Weiburg, Hachfeld, Dusseldorf, Cologne, Remagen and Umutz. Lighters were largely used to carry material for these bridges from Holland and Belgium.

#### Honduras.

A concession has been granted to some local financiers, Senores Vaccaro Hermanos, of La Ceiba, to construct 67 kilometers of steam railway, principally for the purpose of working the magnificent mahogany forests in the Department of Atlantida. The land on both sides of the new line, in alternating sections of 250 hectares, will be given to the concessionaires, the government keeping the other sections. A previous concession of a similar character, granted in 1914, has been cancelled.

#### India.

Surveys have been made of various routes for railway connections between India and Burma.

#### Indo-China.

A number of important railway extensions are planned for Indo-China, as follows: (1) Saigon to Cantho, (2) Saigon to Pnom-Penh (Cambodia), and (3) Saigon to Battambang. These will all be extensions of the Mytho line. Mileage cannot be given as the surveys are not definitely fixed. In addition, the northern and southern railway systems will be joined by completing the Annam sections. This will connect Yunnanfu, China, with Saigon.

#### International Routes.

A number of the new international railway routes proposed during the war may materialize at an early date. The first of these is likely to be a through service between Paris and Bucharest, operated by the Entente, and succeeding the short-lived "Balkan Zug" of the Germans. This has been the subject of study by a Franco-Rumanian mission in Vienna and is expected to be inaugurated promptly. The route will be Paris, Bern, Zurich, Arlberg, Innsbruck, Vienna, Budapest, and Bucharest. The Orient Express from Paris to Constantinople will be revived, and will use either the Simplon or Mont Cenis route to Milan and run thence to Constantinople via Venice, Trieste, Agram, Nish, and Sofia. The International Sleeping Car Company also plans to extend the service to Bagdad and Jerusalem and to link up with its existing services in Egypt via Kantara.

In January, 1919, the Cape to Cairo Railway was opened from Cape Town up into the Belgian Congo, but all construction towards the northeast which would bring the

rail head nearer to the Cairo Railroad had been interrupted on account of the war. Railroad construction in the Belgian Congo and adjacent British possessions was interrupted for the same reason, but it is thought that after the conclusion of peace many enterprises, which are now lying dormant in this part of the world, will be taken up and pushed to completion.

#### Japan.

The Imperial Government Railways of Japan propose to complete during the fiscal year 1919-1920, sixteen sections in various parts of the country, the total length of which will be 182.4 miles. Of these sections three are light railways. Five sections are to be completed in Yamagata, Akita and neighboring prefectures during the latter part of this year, which will prove a great stimulus to industrial activities in those prefectures where mining, lumbering, and agricultural industries are developed in a lesser degree than in other parts of the country, owing to restricted transportation facilities.

In Hokkaido two sections are to be completed during the latter part of the year, and fishing stations along the coast will experience a great stimulus. In Karafuto a line 10.5 miles in length is being completed. Other lines are in the Kyushu, Shikoku and Gifu prefectures.

#### Malaysia.

It was announced in January, 1919, that the legislative council at Singapore had approved the construction by the government of the Federated Malay States of a causeway carrying two lines of railway and a roadway twenty feet wide across Johore Straits. This will link up Singapore with the mainland and greatly facilitate transport to and from Malaya.

The largest bridge that has ever been built in Malaya, consisting of five spans of 250 feet each and five spans of 150 feet each, making a total length of 2000 feet, is about to be built over the Kelantan River on the East Coast Railway.

#### Mexico.

Application has been made for a concession to construct an electric interurban railway through the oilfields connecting Tampico and Tuxpam, about 120 miles. A concession has been granted and contract awarded for the construction of a railroad between Toluca and Zitacuaro, in the State of Michoacan, about 82 miles. At Toluca the line will connect with the national railways of Mexico. As a means of affording a transportation outlet for a large tract of virgin timber and to bring about the development of the intervening country, the Mexican Government is constructing a railroad from Saltillo into the mountains, traversing a rich valley region for part of the distance.

#### LOCAL NOTICE TO MARINERS.

Department of Commerce,  
Lighthouse Service,  
Office of 16th Lighthouse District,  
Ketchikan, Alaska, Dec. 8, 1919.

Alaska—Seacoast—Cape St. Elias gas, whistling and submarine bell buoy 2, reported missing from station on December 7, 1919, will be replaced as soon as practicable.

Alaska—Neva Strait—Whitestone Narrows buoy 3, reported out of position and in channel December 4, 1919, will be replaced as soon as practicable.

By direction of the Commissioner of Lighthouses.

W. C. DIBRELL,  
Superintendent of Lighthouses.