ALASKA
Railroad Record.

Volume I. ANCHORAGE, ALASKA, TUESDAY, JANUARY 2, 1917. 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.

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

Seward Division Notes.

A report from Seward, under date of January 1, gives the following general information concerning the work of the Seward Division:

The section gangs at Mile 12 and Mile 29 are now engaged in clearing right-of-way to full width on their respective sections. The new railroad approach to the Seward dock has been completed, and the pile driver crew is at work on the street approach; which is about 40 per cent complete. The Bucyrus steam shovel has been cut in at Mile 9 and is excavating material for filling in trestles Nos. 20, 21 and 22.

B. R. Peterson & Co. have completed their contract in the vicinity of Mile 21, and new contracts have been awarded as follows:

John Disarri & Co., grading, Mile 73.
Bert Bobo, firewood, Kern Creek.
Smith & Hager, ties, Mile 23.
R. W. Johnston, ties, Mile 7.
J. R. Benn & Co., ties, Mile 23.
J. D. Johnston, culverts, Mile 9.

A tunnel crew is being organized for widening tunnel No. 3, at Mile 52. The work on the Kern Creek bridge and the station work between Miles 71 and 76 are progressing satisfactorily. A new boiler and repair parts for engine No. 3 have been received and the engine is now being reassembled at the machine shop.

The force report for the week ending December 30 is as follows:

Headquarters Office	13
Engineering Force	26
Shops and Yards	42
Stores and Docks	24
Track, Grade, Ballast and Bridges	174
Stationmen and Laborers	255
Total	534

BUILDING ACTIVITY AT NENANA.

The manager of the Land and Industrial Department advises that reports received from the Townsite Manager at Nenana show that 104 permits for the construction of permanent buildings had been issued to November 30, and that the value of the buildings to be erected aggregated $103,250. In addition, thirty-eight permits for the construction of temporary buildings have been issued, of a value not stated.

The permanent structures include the usual class of business houses to be found in all Alaska towns, nearly every line of trade being represented. A number of substantial residences have also been built. A telegraph office, a townsite office, a building for the U. S. Commissioner, and a marshal's office and jail have been constructed upon the blocks reserved for public purposes. A telephone system has been installed, and the town is now supplied with electric light and power.

This is considered a remarkable showing in view of the fact that lots were not sold until the latter part of August; that the construction of buildings was not started until September 1, and that there has been a shortage of building material during the whole period.

Many of the structures in the townsite have been built with material obtained from buildings torn down in the old town of Chena, which is located near the mouth of Chena Slough, about nine miles below Fairbanks. It is stated that Chena now looks as if it had been visited by a Kansas cyclone, nearly all of the buildings in the place being wrecked.

COMMISSION TEAM DEFEATED.

The basketball game between the City and Alaskan Engineering Commission teams, played at Union Labor Hall New Year's afternoon, resulted in a victory for the City, the score being 29 to 8. The teams lined up as follows:

City—Tiffany, right forward; Veach, left forward; Powrie, center; Knudson, right guard; and Trachell, left guard.

Commission—Wilford, right forward; Bernard, left forward; Pulver, center; Werner, right guard; and Schott, left guard.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending December 23:

MAINTENANCE OF WAY.

Tracklaying.

During the week a 650-foot spur track was laid at Eska Creek for the Eska Creek Coal Company.

Buildings.

The extension of the east end of Warehouse No. 2 was completed. A force of carpenters continued work on the interior of Hospital No. 2; and a small force was engaged enclosing the back porches of Cottages Nos. 25, 26, 27, 28 and 36. The interior wood work of Cottage No. 29 is 35 per cent complete; and the painters completed the interior painting of all the cottages, with the exception of No. 17. In general the carpenter work on the various jobs is progressing very slowly on account of the short period of daylight. Houses Nos. 18, 24 and 31 were occupied during the week.

Water Service and Plumbing.

The plumbing is now completed in all the five-room cottages; that at Cottage No. 30 is 90 per cent complete, and at Cottage No. 29 fifty per cent. The drainage ditches from the cesspool at Hospital No. 2 and from the power plant were finished during the period. Steam heat was turned on at School House No. 2; and forces are still at work installing heat in Cottages Nos. 17, 30 and 31 and at the machine shops and Warehouse No. 2.

Mechanical Department.

The wheel press in the new shop is now set up; and the 36-inch lathe is ready for trial. Running repairs were made to engines 225 and 265; and a new cab built on engine 221, to replace the cab destroyed by fire December 21. Extensive repairs are being made to Engine 280. During the week motor cars 2 and 4 were repaired.

Electrical Department.

Work on the installation of transformers continued, and the new turbine was tested. An additional engineer was placed at the power plant and two shifts are now on duty. Service connections with the terminal buildings were made during the week.

Eklutna River Protection.

The forces engaged on the bank protection started the placing of brush at the bottom of the trench in the south wing wall.

MATANUSKA DISTRICT.

Matanuska Branch.

Several of the station gangs finished clearing right-of-way during the week and are now drilling coyote holes. Conditions in general remain unchanged from last week, except that freighting of material and supplies is now practical and is being pushed as rapidly as possible. The Matanuska River is frozen over, and despite the handicap caused by overflows freight is being hauled as far as Hole-in-the-Wall. North of the latter point operations are confined to clearing right-of-way. All but three of the contractors' gangs are now on their stations. The open weather is unfavorable for the ice roads on the Matanuska River, and for the trail roads as well.

Main Line.

No contractors finished on the main line work during the week. The camp at Browne's Lake, Mile 180, is completed, and that at Willow Creek, Mile 187, will be finished within a few days.

North of the Little Susitna River the "K" line alternative has been definitely adopted, following test borings made in the various swamps through which this line crosses. On January 2 a right-of-way contract will be awarded covering the section from Willow Creek to Sheep Creek, the end of the Matanuska District.

Freighting is going forward in earnest north of the Little Susitna, and caches of material and supplies are being established at the camps at Browne's Lake and Willow Creek.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Matanuska Branch.

Daily telegraph service has been established from Matanuska to Kings River. Work on the Chickaloon extension has been resumed.

Anchorage Townsite.

There are now 91 commercial and 78 official telephones connected to the exchange switchboard.

Electric Light and Power.

Although a part of the force employed on aerial work at Anchorage was diverted to the Chickaloon extension, good progress was made during the week on the stringing of primary wires throughout the townsite. A transformer was installed at Hospital No. 2.

Anchorage Telegraph Office.

A permanent telegraph terminal cabinet and switchboard, and the wiring in connection therewith, is about 80 per cent completed.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

Two miles of clearing have been completed between Indian Creek and one mile north of Glacier Creek.

Grading.

All contractors in the district are making good progress, the majority of them having their work faced up and coyote holes well under way. Steve Leakos & Co. finished their contract at Rainbow Creek during the week.

Miscellaneous.

On Tuesday last the first trainload of supplies, consisting of 150 quarters of beef and ten tons of miscellaneous merchandise, was hauled over the narrow gauge track from the transfer point at Rabbit to Potter Creek warehouse. The arrival of trains at Rabbit at 9:45 a. m. has greatly facilitated the transfer of freight, the new schedule affording ample time in which to get the freight into the warehouse at Potter Creek on the same day it is shipped from Anchorage.

On Saturday about 160 employees of the district took advantage of the free transportation to Anchorage and return provided by the Commission and spent the Christmas holiday in town. The excursion left Potter Creek via the narrow gauge line, transferring at Rabbit to the regular train at that point.

Trail.

The trail has been completed from Indian Creek to Bird Creek, and the trail gang now camped at Bird Creek will move to a point about midway between Bird Creek and Bird Point shortly after the holidays.

Force Report.

During the week 808 men were employed in the district, classified as follows:

Commission employees	192
Stationmen	598
Stationmen's Laborers	18

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, December 16, 1916, was as follows:

Commissioner's Office, Anchorage	37
Shops and Yards Anchorage	224
Transportation Service, Anchorage	15
Store and Dock Departments, Anchorage	125
Accounting Department, Anchorage	18
Disbursing Office, Anchorage	5
Townsite Department, Anchorage	19
Steward's Department	13
Hospital Department	23
Telegraph and Telephone Department	64
Track, Bridge and Ballast—Main Line	60
Turnagain Arm District	229
Matanuska District	232
Talkeetna District	125
	1189
Stationmen and Laborers—All Districts	851
Grand total all employees Anchorage Division	2040

CONCERNING DUPLICATE CHECKS.

The following regulations of the Treasury Department relative to the issuance of duplicate checks are printed for the information of all concerned:

TREASURY DEPARTMENT,
Washington, D. C., April 14, 1916.

By virtue of the authority conferred on me by the Revised Statutes of the United States, the following regulations relative to duplicate checks of the United States disbursing officers and agents are prescribed and promulgated:

1. Immediately upon the loss of a check, the owner, to better protect his interest, should, in writing, notify the office or bank on which it was drawn of the fact of such loss, stating the name of the disbursing officer or agent by whom it was drawn, describing the check—giving, if possible, its date, number, and amount—and requesting that payment of the same be stopped.

2. In order to procure the issue of duplicate check, the party in interest must furnish the disbursing officer or agent who issued the original check with an affidavit giving the name and residence of the applicant in full, describing the check and its indorsements, showing his interest therein, detailing the circumstances attending its loss, and what action, if any, he has taken to stop payment thereon. The affidavit must be made and signed before an officer authorized to administer oaths generally, and he must certify that he administered the oath.

3. He must also furnish to the same officer or agent a bond executed on the proper form, which will be furnished to any disbursing officer or agent applying therefor.

4. The affidavit and the bond, when executed, are to be indorsed by the officer or agent as having been submitted to him, and as being the proof and security upon which he has acted.

After the expiration of thirty days from the date of the original check the officer or agent will issue a duplicate, which must be an exact transcript of the original, especial care being taken that the number and date correspond with those of the original.

The affidavit, bond, and duplicate check he will, without delay, forward to the Secretary of the Treasury, who, upon their receipt, will advise the office or bank on which the check was drawn that an application for a duplicate is pending, and the office or bank will immediately inform the Secretary whether a request has been made to stop payment of the original, and whether such original has been presented or paid, and if not paid, a caveat will be entered, and payment will thereupon be stopped.

5. If the information obtained is satisfactory to the Secretary of the Treasury, and he approves of the issue of the duplicate and of the accompanying bond, he will certify such approval in writing, on the papers as well as on the duplicate check.

6. Any duplicate check issued in pursuance of these instructions, bearing such approval of the Secretary of the Treasury may, if properly indorsed, be paid subject to the same rules and regulations as apply to the payment of original checks; but no duplicate shall be paid if the original has already been paid.

7. In case of the loss of a check issued by a United States disbursing officer or agent who is dead or no longer in the service of the United States, the affidavit and bond required to be furnished by the owner of said check to an officer or agent in the service of the United States, prior to the issue of a duplicate check, should be forwarded to the Secretary of the Treasury who will refer them to the proper accounting officer for examination and the statement of an account in favor of the owner of said check, as provided for in section 3647.

8. Whenever such an account shall have been stated, and an officer or agent charged with the amount of said lost check, the accounting officer will notify the Secretary of the Treasury, in order that the amount of the check, if remaining to the credit of the officer or agent in any United States depositary, may be repaid into the Treasury and carried to his credit and to the credit of the proper appropriation.

This supersedes Department regulations and directions. Form 1343, dated September 15, 1913, relative to the issuance of duplicate checks.

BYRON R. NEWTON,
Acting Secretary of the Treasury.

NEW CONTRACTS AWARDED.

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

Geo. Hrjak & Co., grading, Turnagain Arm.
Tom Brock & Co., grading Turnagain Arm.
E. Burglund & Co., grading, Turnagain Arm.
Bernard Nelson & Co., grading, Turnagain Arm.
Fred Carlson & Co., grading, Turnagain Arm.
Frank Daniels & Co., grading, Turnagain Arm.
E. Carlson & Co., grading, Turnagain Arm.
Joseph Johnson & Co., grading, Turnagain Arm.
Nels Nickolson & Co., grading, Turnagain Arm.
M. Rasmunson & Co., grading, Turnagain Arm.
Angelo Chrissagis & Co., grading, Turnagain Arm.
Jim Kucil & Co., grading, Turnagain Arm.
J. A. Denny & Co., clearing, Talkeetna.
Johnson & Brownstead, cutting wood, Matanuska.
Jankow & Co., grading, Matanuska.

RAILROAD Y. M. C. A. RECEPTION.

About 125 guests attended the official opening and reception at the Railroad Y. M. C. A. on New Year's afternoon. An interesting musical program was rendered by Mesdames Benedict and Wilt, Miss Korth and Mr. Vint.

RAILROAD TRAIN SCHEDULE.

Anchorage, Alaska, Dec. 18, 1916.

Transportation Circular No. 31.

(Supersedes Transportation Circular No. 19, dated November 18, 1916.)

Effective 12:01 a. m. Thursday, December 21, 1916, a mixed passenger and freight train will be run between Anchorage and Matanuska, Matanuska and King and between Anchorage and Rabbit on the following schedule:

NORTHBOUND Monday Wednesday and Friday, only.	MAIN LINE	SOUTHBOUND Tuesday, Thursday and Saturday, only.
Leave 9:00 a. m.	0.0 Anchorage	Arrive 3:00 p. m.
	4.9	
9:25	4.9 Whitney.	2:40
	7.3	
9:55	12.2 Kuney	2:20
	9.7	
10:40	21.9 Birchwood	1:45
	5.6	
11:10	27.5 Eklutna	1:15
	9.0	
Arrive 11:40 a. m.	36.5 Matanuska.	Leave 12:40 p. m.

NORTHBOUND Monday, Wednesday and Friday, only.	MATANUSKA BRANCH	SOUTHBOUND Tuesday, Thursday and Saturday, only.
Leave 12:45 p. m.	36.5 Matanuska	Arrive 11:40 a. m.
	6.4	
1:20	42.9 Palmer	11:10
	6.6	
2:20	49.5 Moose Creek	10:30
	9.2	
3:00	58.7 Granite	9:08
	1.9	
Arrive 3:30 p. m.	60.6 King.	Leave 9:00 a. m.

SOUTHBOUND Tuesday, Thursday and Saturday, Only.	MAIN LINE	NORTHBOUND Tuesday, Thursday and Saturday, Only.
Leave 9:00 a. m.	0.0 Anchorage.	Arrive 10:45 a. m.
	5.0	
9:20	5.0 Campbell.	10:25
	5.4	
Arrive 9:45 a. m.	10.4 Rabbit.	Leave 10:00 a. m.

Mixed train leaving Anchorage northbound will stop just North of road crossing, Terminal Yard, Anchorage.

This schedule is NOT in effect as a time card authorizing the movement of trains, and all trains will continue to run extra as heretofore. However, for the information and guidance of all concerned, the trains covered by this schedule will not leave any station at which time is shown ahead of the designated time.

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

H. F. DOSE, Acting Division Engineer.

DAILY WEATHER DATA.

The following table shows the weather conditions prevailing at Anchorage during the period December 20 to December 26, inclusive:

DATE	TEMPERATURE Max.	TEMPERATURE Min.	PRECIPITATION Snowfall	PRECIPITATION Snow on Ground	WIND Miles per Hour	CONDITION OF HARBOR
Dec. 20	24	13	1.5	6.5	2.0	Harbor filled with ice.
Dec. 21	24	18	0.3	6.5	2.2	Harbor filled with ice.
Dec. 22	19	15	trace	6.3	2.0	Harbor filled with ice.
Dec. 23	16	2	trace	6.0	2.3	Harbor filled with ice.
Dec. 24	8	—4	none	6.0	29.4	Harbor filled with ice.
Dec. 25	14	7	none	6.0	6.4	Harbor filled with ice.
Dec. 26	18	0	none	5.5	4.5	Ice well off shore.

ALASKA NORTHERN SCHEDULE.

A mixed passenger and freight train leaves Seward for Mile 40 and way stations every Monday, Thursday and Saturday at 8:30 a. m.; returning leaves Mile 40 for Seward the same day at 1 p. m.

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

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

COMMISSION TO MANAGE SCHOOLS.

The Alaskan Engineering Commission has assumed the management of the public schools of Anchorage on account of the territorial funds for the support of the schools in unincorporated towns being exhausted.

Manager Christensen, of the Land and Industrial Department, announces that the winter term will commence on Monday, January 8.

OFFICIAL CIRCULARS.

RAILROAD PASS REGULATIONS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Dec. 28, 1916.

Circular No. 157:
TO ALL CONCERNED:

New pass regulations are now in course of preparation by the Commission which will be distributed at an early date. These regulations are being prepared in accordance with the regulations of the Interstate Commerce Commission and are effective on January 1, 1917.

The only important change in the new regulations are as follows:

All passes must be countersigned with ink by designated officer.

All passes must be filled out with a durable ink, either with pen or typewriter.

Each pass issued must bear upon its face the name of the person to be accorded free transportation, who must be of a class named in section 1 of the act to regulate commerce as eligible to receive free transportation.

Information showing on what account the pass is issued must show the position held by the employee, and you will discontinue the practice of inserting on this line "Employee. A. E. C." and in the future show the exact position of employee as follows:

"PASS John Smith,
ACCOUNT Brakeman."

"PASS Henry Anderson,
ACCOUNT Stationman."

A pass may include, in addition to the person named thereon, a specified number of unnamed persons of any class eligible to receive free transportation, the number and the class to which such persons belong being specified upon the pass; e. g.,

"PASS John Smith and six employees,
ACCOUNT Section foreman and laborers."

Passes shall be issued only on written requests, except as follows:

(a) For passes issued to employees engaged in the office in which the passes are actually prepared.

(b) For passes sent to employees attached to the office in which the passes are actually prepared but temporarily located at other points to travel upon instructions from such office.

Requests for passes made on account of an employee must be made over his own signature and approved by the head of the department in which he is employed.

All passes must bear the signatures of the users, preferably in ink.

A pass issued for a number of persons, such as, "John Smith and six employees", or "George Jones and two daughters", need be signed only by the person whose name appears on the pass.

A pass issued for a number of persons, the names of all appearing on the pass, such as "William Brown and Edgar Moore, brakemen", must be signed by the users.

The time limit of a pass may be extended by an indorsement thereon, provided that appropriate record is maintained showing the final limit of passes so indorsed.

When a pass is issued and the name inserted in the proper space, a dotted or ruled line will be drawn after the name of employee to the right-hand edge of the pass.

Books of official business passes have been placed in the hands of heads of departments having a number of employees traveling on business in connection with the Commission, and passes will be issued by them to their employees who are required to travel in connection with their duties in accordance with the above. Employees of other departments will be furnished official business passes by this office upon proper written request.

Complimentary passes will only be issued by this office to employees who have been in the service at least three months. Requests for such passes must be prepared on Form 253 sufficiently in advance, in order to insure the passes being received before trip is started. Such requests must be prepared in accordance with the regulations contained herein.

A request for a pass in favor of "John Smith and three children" is not sufficient, but must be requested as follows:

"John Smith, one son and two daughters,
ACCOUNT brakeman."

A request for a pass for a member of family of employee must be prepared as follows:

"Miss Mary Smith,
ACCOUNT daughter of John Smith, brakeman."

A pass for a wife of employee must be requested as follows:

"Mrs. John Smith,
ACCOUNT wife of brakeman."

On several occasions it has been found that party passes for a number of employees have been presented and the man in charge of the party did not know the rest of the men who were entitled to ride on the pass. Party passes will only be issued where the man in charge of the party knows all the employees who are entitled to ride on the pass.

Conductors have been instructed to secure transportation from all parties traveling on trains, and are not privileged to deviate from this rule under any circumstances. Employees will either be required to provide themselves with necessary transportation or pay fare.

H. F. DOSE, Acting Division Engineer.

MEAL TICKET BOOK LOST.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Jan. 2, 1917.

Circular No. 158:
TO ALL CONCERNED:

Meal ticket book No. F-7936, issued to Frank Whitman, teamster at Anchorage, has been lost.

Timekeepers and others are instructed that if this book is presented to lift same and forward to this office with full report.

H. F. DOSE, Acting Division Engineer.

ANNUAL PASS TIME LIMIT.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Dec. 26, 1916.

Transportation Circular No. 33:
TO ALL CONCERNED:

The time limit on all annual passes for the year 1916 is extended until further notice, and will be honored on all trains accordingly.

H. F. DOSE, Acting Division Engineer.

COMMISSION SHIPMENTS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Dec. 28, 1916.

Transportation Circular No. 34:
TO ALL CONCERNED:

It has been called to the attention of this office that employees in shipping Commission property are sometimes placing the shipments on train without proper billing.

When it is desired to ship Commission property at agency stations the shipper will prepare shipping bill and secure receipt for such shipment from agent, who will bill on Company waybill.

At non-agency stations shipping bill will be required and receipt given by conductor of train, who will have billing made at next open agency station.

It is desired that all employees adhere to these instructions in order to save delay caused by shipments going astray without proper billing, and also that proper accounting can be made of non-revenue freight transported.

H. F. DOSE, Acting Division Engineer.

FREIGHT CLASSIFICATION.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Dec. 28, 1916.

Transportation Circular No. 35:
TO ALL AGENTS:

Inquiries have been received at this office relative to the handling of the Western Classification, used in con-

nection with freight tariffs, particularly in regard to carload lots and the classifying of freight generally.

It is desired that you call the attention of all shippers that on all commodities enumerated in the Classification certain minimum weights are provided, and that unless car is loaded to the weight indicated charge will be made for the minimum weight. Particular attention is also called to Rule Nos. 14 and 21 of the Classification concerning combination articles and mixed carloads.

The essential feature of any tariff governed by the Western Classification is that the specific articles shipped, and the kind of packages in which they are shipped, must be shown on the shipping order and shipping receipt in order to properly apply the Classification, and thus determine the tariff rate governing. For instance, it will not do to describe on shipping order and shipping receipt as "8 packages Groceries" a consignment that consists of

1 sack Green Coffee,
2 boxes Candles,
1 box Starch,
2 bbls. Sugar,
1 box Canned Syrup,
1 sack Sugar.

Each of these items should be shown, the item of "Groceries" alone under the Western Classification being divided into classified commodities under fifty or more different headings. The example given, namely, "Groceries," is merely by way of general illustration; many such illustrations might be cited equally in point.

You should also call the shippers' attention to the fact that the Classification provides different rates for various items according to the container they are shipped in, and also lower rates on vehicles and similar articles as specified when shipment is knocked down.

The Western Classification is not furnished to shippers. They can secure copies of same by addressing the "Western Classification Committee, Transportation Building, Chicago." The Classification is sold at the price of $1.00 per copy.

H. F. DOSE, Acting Division Engineer.

STATION GANG SHIPMENTS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Dec. 28, 1916.

Transportation Circular No. 36:

TO ALL CONCERNED:

Shipments of stationmen's outfits returned to Anchorage, upon authority of District Engineers, will hereafter be handled through the Anchorage depot.

Agents and trainmen will load such shipments in way or other cars containing freight destined to that point.

Such shipments will be handled only when authorized by District Engineer in writing, and letter is to be attached to waybill.

Bed rolls and other personal effects will not move in such shipments but must be forwarded as baggage.

H. F. DOSE, Acting Division Engineer.

PREPAID FREIGHT SHIPMENTS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Dec. 28, 1916.

Transportation Circular No. 37:

TO ALL CONCERNED:

Effective at once, all future shipments of dog sleds and contents, also dogs, are to be prepaid.

H. F. DOSE, Acting Division Engineer.

TEMPORARY COAL CARS.

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

Transportation Circular No. 38:

TO ALL CONCERNED:

Flat Cars Nos. 739, 741, 742 and 746 have been converted into temporary coal cars. The inside measurements are as follows:

Length 36 ft. 11 inches,
Width 8 ft. 4½ inches,
Height 2 ft. 10½ inches,
Cubical Capacity 888.9 cubic feet.

The stenciled capacity of these cars is 80,000 pounds. On account of being converted into temporary coal cars the minimum when loaded with commercial coal, level full, will be 53,000 pounds.

Please be governed accordingly.

H. F. DOSE, Acting Division Engineer.

NON-EXPENDABLE AUTHORIZATION.

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

Supplement No. 17 to Bulletin No. 14:

TO ALL CONCERNED:

Effective at once, the following named person is authorized to sign non-expendable requisitions on the storehouses within the district in which he is located for use in connection with the requirements of the department shown opposite his name:

C. T. Boyles, Accountant, Telegraph and Telephone Department, Anchorage.

W. DeLONG, General Storekeeper.

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

TELEGRAPH AND TELEPHONE TARIFF.

Department of the Interior
Alaskan Engineering Commission.
Telegraph and Telephone Department.
Anchorage, Alaska, Jan. 1, 1917.

Supplement No. 2 to Telegraph and Telephone Tariff:
(Dated Nov. 1, 1916)

New telephone: Mile 54, A. N. Ry., Leonhardt's Roadhouse. Rate same as Mile 52, A. N. Ry.

E. R. McFARLAND, Superintendent.

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

WAGE SCHEDULE CHANGES.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Jan. 2, 1917.

Supplement No. 28 to Wage Schedule No. 2:

The folowing rates are authorized for work on this Division:

Fireman, Heating Plant, $100.00 to $125.00.

Issued Dec. 22, 1916. Effective Dec. 23, 1916.

H. F. DOSE, Acting Division Engineer.

DEPARTMENTAL CORRESPONDENCE.

Department of the Interior
Washington, Dec. 2, 1916.

ORDER.

On July 15, 1913, I asked all in the Department to make their letters short, simple and cordial. I have some evidence that this request is being overlooked. May I ask an effort in this direction? (Signed)

FRANKLIN K. LANE.

WINTER MAIL SCHEDULE.

The following schedule will be in effect at Anchorage Post Office during the present season of closed navigation:

Outgoing mail for Seward and the States closes every Tuesday and Saturday at 9 a. m.

Mail from Seward and the States is due to arrive every Monday and Thursday night.

Mail for Knik, Susitna and Iditarod closes every Thursday at 6 p. m.

The total disbursements of the office at Anchorage for the period December 22 to December 31 totaled $23,112.65. The payment of salaries and wages amounted to $6023.83; for local purchases, $5,004.25; to contractors $11,467.09; other expenditures $617.48.

PERSONAL

G. C. Hammond, special disbursing agent at Anchorage, is confined to the hospital on account of a severe cold.

* * * *

H. F. Dose, acting division engineer of the Anchorage Division, returned on Saturday from a trip of inspection of the Matanuska and Talkeetna Districts.

* * * *

H. B. Wilkinson, chief accountant, and H. R. Munson, chief timekeeper, of Anchorage Division, made a business trip over the Matanuska District last week.

* * * *

J. W. Mullin, formerly district timekeeper of Matanuska District, and at present clerk to District Engineer Breck, sails from Seward for Chile, South America, on January 15. Mr. Mullin has accepted a responsible position with the Guggenheim interests, who are operating large copper mines and smelters in that section.

TELEGRAPH AND TELEPHONE TARIFF.

The telegraph and telephone tariff printed below is now in effect between Anchorage and those points served by the Alaskan Engineering Commission's lines:

Telephone Tolls.

From Anchorage to—	First 3 mins.	Each addnl. min.
Big Rabbit Creek—Camp 103	25c	10c
Birchwood	35c	10c
Bird Creek—Turnagain Arm	50c	15c
Bird Point—Turnagain Arm	50c	15c
Brooks & Sutherland's Timber Camp (Arm)	50c	15c
Cottonwood—Camp 166	65c	20c
Eklutna	35c	10c
Eska Creek	65c	20c
Falls Creek—Turnagain Arm	35c	10c
Girdwood	50c	15c
Granite Creek	65c	20c
Indian Creek	35c	10c
Kern Creek—Mile 71	50c	15c
Kings River	65c	20c
Kuney	25c	10c
Little Susitna—Camp 174	65c	20c
Matanuska	50c	15c
McHugh Creek—Camp 96	35c	10c
Mile 52—A. N. Ry.	75c	25c
Mile 45—A. N. Ry.	75c	25c
Mile 40—A. N. Ry.	75c	25c
Mile 34—A. N. Ry.	75c	25c
Mile 12—A. N. Ry.	75c	25c
Moose Creek	65c	20c
Palmer	50c	15c
Potter Creek—Camp 101	25c	10c
Rainbow Creek—Camp 94	35c	10c
Seward	$1.00	25c
Sheep Creek—Camp 98	35c	10c
Summit Roadhouse	50c	15c
Twenty Mile River—A. N. Ry.	65c	20c
Wassilla Lake—Camp 156	65c	20c
Whitney	25c	10c
Whitney's Ranch	25c	10c

Telegraph Tolls.

From Anchorage to—	10 words.	Each addnl. word.
Girdwood	25c	02c
Matanuska	25c	02c
Seward	50c	03c

PRESS RATE: ½c per word.

NIGHT LETTERS: Fifty words sent as night letter for same rate as ten words day rate.

MAIL OFFICES: Cache Creek, mail Anchorage. Hope, mail Anchorage May 1 to Oct. 31, Seward Nov. 1 to April 30. Knik, mail Anchorage. Sunrise, mail Anchorage May 1 to Oct. 31, Seward Nov. 1 to April 30. Susitna, mail Anchorage. Talkeetna, mail Anchorage.

CONNECTIONS: With the Washington-Alaska Military Cable and Telegraph System for continental United States via Seattle, Washington at Seward, Alaska.

Fairbanks Division Notes.

A report from Nenana, under date of January 1, gives the following general information concerning the work of the Fairbanks Division:

Practically all construction work has shut down for the season, the Commission force being reduced at present to 163 employees. Most of the contract work is confined to getting out ties and timber for next season's use. There will be no increase made in the force until the new appropriation becomes available. The piledriver crew is driving trestles in the completed grade south of Nenana, but the steam shovel has been shut down on account of the expense of operation and repairs during the extreme cold weather.

A Commission fire department has been organized with H. P. Curtis as chief, and J. J. O'Neil as assistant chief. Hose and fire connections have been installed in all Commission cottages and buildings.

The receipts of the electric plant for December, the first month of operation, were $732.00. This will be greatly increased in January when the new wiring material arrives.

LOCAL POTATOES FOR N. P. RAILROAD.

The Land and Industrial Department is in communication with the superintendent of the dining car service of the Northern Pacific Railroad with reference to furnishing that railroad with large-size potatoes, weighing a pound and a half and over, to be made a special feature on their dining cars. Information has been secured indicating that the railroad will be glad to advertise such potatoes on the menus as "Alaska Great Big Baked Potato." The matter is now being taken up with the Matanuska farmers with a view of ascertaining how many tons of such potatoes can be furnished.

This will provide an excellent means of calling the attention of the people in the States to the agricultural possibilities of the lands tributary to the Government railroad, and the Land and Industrial Department hopes to obtain the co-operation of all the farmers and business men in this community in making this feature a success.

The farmers and homesteaders, as well as the merchants should communicate with the Manager of the Land and Industrial Department, Anchorage, for further details.

OBITUARY.

Frank Mathison, a grading contractor with the Commission during the past two seasons, died at the Anchorage Hospital of heart disease at 11:30 a. m. on December 28. He was one of the earliest contractors on the Anchorage Division, having been awarded the fourth contract let by the Anchorage office, under date of May 6, 1915. He was born in Sweden 62 years ago, was unmarried, and had been a resident of Alaska for about 20 years. He was a member of the Fairbanks Igloo of Alaska Pioneers and was buried on Sunday afternoon under the joint auspices of the local branch of that order and the Alaska Labor Union.

INTERSTATE COMMERCE REPORT.

The thirtieth annual report of the Interstate Commerce Commission, under date of December 1, 1916, shows that 854 formal complaints were filed during the year ended October 31, a decrease of 110 as compared with the number filed during the previous year. During the same period 671 cases were decided and 135 were dismissed by stipulations or otherwise, making a total of 806 cases disposed of as against 1107 during the preceding year.

During the year the Commission conducted 1485 hearings and took approximately 154,488 pages of testimony, as compared with 1543 hearings and 200,438 pages of testimony during the preceding year.

The division of correspondence and claims received and answered approximately 50,000 general inquiries. Thousands of complaints were satisfactorily adjusted by correspondence, simply by pointing out to the complainant his rights and obligations under the law. During the past year 6040 special docket applications were filed by carriers; orders were entered in 4370 cases; and reparation awarded in amounts aggregating $432,493.39. In addition, 1833 cases were dismissed without an order.

During the 12 months ended October 31, 1916, 106,442 tariff publications containing changes in rates, fares, classifications or charges were filed by carriers. The law authorizes the Commission to reject and refuse to file any schedule that is tendered for filing which does not contain lawful notice of its effective date. This authority was exercised during the period above stated in more than 1000 instances.

The division of locomotive boiler inspection reports that 352 accidents were caused by failure of locomotive boilers and their appurtenances, with 29 killed and 407 injured thereby. The fatalities were due almost entirely to one single class of accidents, viz, crown sheet failures due to low water where contributory causes or defects were found. Owing to unprecedented traffic conditions more than 6000 locomotives, which were in storage the preceding year, were in use during the year covered by the report under service conditions where in many instances proper maintenance was difficult. The number of locomotives inspected was 52,650, of which 24,685 were found defective, or 47 per cent. The number ordered out of service for repairs was 1943.

The engineering forces of the Commission engaged in valuation work from October 1, 1915 to September 30, 1916, covered 50,840.38 miles of road. If the same rate of progress should be maintained in the field for the future as during the past year, the road and traffic surveys should be completed by January 1, 1920.

The division of safety reports that 123 railroad employees were killed during the fiscal year ended June 30, 1916, and 2194 injured in coupling and uncoupling cars, and casualties resulting from overhead and side obstructions and from falling from and getting on and off cars occasioned 505 deaths and 13,811 injuries.

The investigation of applications for medals of honor under the act of February 23, 1905 continued during the year. This act authorizes the President to bestow bronze medals of honor upon persons who by extreme daring endanger their lives in saving, or endeavoring to save, lives from any wreck, disaster, or grave accident, or in preventing any such wreck, disaster or grave accident upon any railroad within the United States engaged in interstate commerce.

Since the passage of the act 29 applications for medals have been filed, 20 of which have been approved and medals awarded, and nine have been denied. During the past year three medals have been awarded and one denied.

During the year ended June 30, 1916, 55 collisions and 30 derailments, a total of 85 train accidents, were investigated by the Commission. These accidents resulted in the death of 209 persons and the injury of 1441 persons. Of these casualties, collisions caused the death of 153 persons and the injury of 1121 persons; derailments caused the death of 56 persons and the injury of 320 persons.

MISSING MEN.

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

F. M. Austin, formerly of 52 Cheness Ave., Sacramento, Cal. His wife is anxious to hear from him.

* * * *

E. E. Tanner, formerly of 572 East Colorado St., Pasadena, Calif. His mother is anxious to hear from him.

* * * *

Sam A. Lyle, formerly of Johnson City, Tenn. His sister, Mrs. Frank A. Kelly, desires to hear from him.

NEW MAILING REGULATION.

For the information and guidance of all concerned, the following order of the Postmaster General, relative to forwarding under penalty envelopes or labels, packages weighing more than four pounds, is published:

"Section 499, Postal Laws and Regulations, is amended to read as follows:

"Sec. 499. No article or package exceeding four pounds in weight shall be admitted to the mails under the penalty privilege unless it comes within the exceptions named in the Acts of June 8, 1896, chapter 370, 29 Stat., 262, and June 26, 1906, chapter 3546, 34 Stat., 477. (Act of May 18, 1916, Sec. 11, Pub. 81).

"2. The Exceptions referred to in the preceding paragraph embrace only single books, books and documents published or circulated by order of Congress, printed or written official matter emanating from any of the departments of the Government or from the Smithsonian Institution mailed at Washington, D. C., and postage stamps, stamped envelopes, newspaper wrappers, postal cards and internal-revenue stamps. Official matter exceeding four pounds in weight which is not embraced within these exceptions shall not be accepted for mailing free of postage under a penalty envelope or label, but, if it does not exceed the limit of weight prescribed by Section 462, shall be accepted, provided postage is paid thereon at the rate for the class to which the matter belongs.

"Paragraph 4, Section 463, Postal Laws and Regulations, is annulled and paragraph 3 of that Section is amended to read as follows:

"Printed or written official matter weighing in excess of four pounds, emanating from any of the departments of the Government or the Smithsonian Institution, shall be accepted for mailing under a penalty envelope or label at the post office at Washington, D. C. only. Such official matter weighing more than four pounds, but not exceeding the limit of weight prescribed by Section 462, may be accepted for mailing at other post offices only when postage is prepaid thereon. For further information with respect to the acceptance of official matter see Section 499."

CHAIRMAN'S OFFICE NOW AT ANCHORAGE.

From and after January 1, 1917, the headquarters of the Chairman of the Commission will be changed from Seward to Anchorage, Alaska, and all matters addressed to the Chairman and intended for the general headquarters of the Commission should be addressed to Anchorage.

ALASKA
Railroad Record.

Volume I. ANCHORAGE, ALASKA, TUESDAY, JANUARY 9, 1917. 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.

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

Anchorage Townsite Assessments.

As there is apparently a great deal of misunderstanding and confusion caused by the recent issue of notices of assessment for maintenance and operation of Anchorage Townsite to Sept. 30, 1916, the following statement is issued for the information of all concerned:

This assessment is, as its title indicates, for general maintenance and operation of the Townsite from the date of establishment until Sept. 30, 1916.

The following items are included on this roll:

Disposal of Garbage	$1630.58
Fire Protection	884.10
Street and Sidewalk Maintenance	707.28
Administration and General Office Expense	7227.50
General Engineering and Surveying	3112.25

The first of these items, Disposal of Garbage, is self-explanatory, as is also Street and Sidewalk Maintenance, and Fire Protection. It will be understood by all who are familiar with the conduct of the town as to how this money has been spent.

The fourth item, Administration and General Office Expense, is, as its title indicates, expense incurred in the maintenance of the Townsite Office, apart from the portion borne by the Commission. This item consists of clerk hire, accountant's time, and other general expense in connection with the conduct of the office. The money expended herein would correspond in an incorporated city to salaries of city clerk, treasurer, attorney, health officer, together with their assistants, and necessary stationery, heat, and other expense. In the establishment of the Townsite this item has been greater than it will be in the future. The reasons for this should be quite apparent, in that a considerable amount of work in the past in directing and assisting people in the establishment of their homes and businesses will not be necessary in the future.

The item, General Engineering and Surveying, is chiefly for work done during the summer of 1915. During that period most of the Engineering and surveying work was not segregated to the different jobs, with the exception of the water works, which was charged with its proportion of engineering and surveying. It has been necessary therefore to assess these out as a general assessment against the whole town. This assessment would correspond in an incorporated city to maintenance of the city engineer's office. This item will practically disappear from future assessments.

With respect to the manner in which this assessment has been levied, there have been complaints that it was exorbitant on the lower priced lots and insufficient on the down town property.

A general basis of charging residence lots, or lots without the fire limits, on a ratio of one to three, with business lots, or lots within the fire limits, was established for this assessment. The matter of the value of lots was not taken into account, but assessments were levied on the basis of the service received, and it was deemed that this service was approximately in the ratio of one to three.

This was exactly the service rendered in the collection of garbage, where a collection once a week is maintained in the residence districts and three times a week in the business districts. It would of course be a difficult matter in the other services to state the exact proportion, but it was felt by those who had done the work that this was approximately the ratio of service.

It will therefore be seen that this assessment, while it is replacing or taking the place of an ordinary tax levy in an incorporated city, is an assessment for service rather than money to be placed in the general treasury. Anchorage has the distinct advantage over incorporated cities of being able to pay for this service after it is received, the usual custom being to levy a tax out of which all incidental expense for the city must be borne,and it is therefore necessary to levy upon some other basis than the service, but when the service has already been done it is then possible to charge according to that service.

The complaint has been made that unimproved property was charged at the same rate as improved property. This statement is quite true. This is done for the reason that all of the services rendered have been at the disposal of all parts of the city, and of all property within the

city, and are therefore chargeable to all property within the city.

With respect to the two largest items included, it is quite manifest that it is just as difficult and just as expensive to the administration of the town whether any lot is occupied or not, and in the matters of fire protection and garbage disposal, these two items are necessary to the proper conducting of the town as a whole, and it is not an unfair proposition to ask the property as a whole to bear the expense of it.

Authority for the levying and collection of this assessment is contained in the Alaskan Railroad Townsite Regulations, under which the lots were sold. In the contract signed by the purchaser of each lot at the time of the sale, there is included a promise on the part of the purchaser that he will comply with any and all regulations and requirements which the Secretary of the Interior in his discretion may make or authorize to be made for the improvement of streets, sidewalks, and alleys, and the promotion of sanitation and fire protection; and it is further promised that unless all such regulations and requirements are complied with the Secretary may forfeit the lots, and that his finding of fact thereon shall be final.

To supervise the matter of sanitation and fire protection, and the other matters incident to the management of the town, there necessarily must be a general overhead expense, such as the keeping of records, the keeping of time of employees, and the accounting for the various expenditures, inspection of buildings, both as to sanitation and fire protection, and numerous other incidentals which it is unnecessary to mention. All of this work is carried on by authority of the townsite regulations, is a necessary incident thereto, and is in accordance with the contract of purchase, and in the event that payment is not made in accordance with these requirements it will be necessary for the Alaskan Engineering Commission to report the matter to the proper authorities for action under the regulations.

The ratio of one to three above referred to for residence lots and business lots is not necessarily a permanent ratio. This will be adjusted from time to time according to the services which are rendered, and it will probably be necessary to constitute several classes rather than only two.

It might be well at this time to call attention to the fact that assessments in the Townsite of Anchorage are no more than they are in any other Alaskan towns, and that in the future they will probably not be so heavy, as it is well known to every one that considerable work was necessary in pioneering in Anchorage which is practically completed.

The total amount of money to be recovered by assessment this year for work done to Oct. 31 will be approximately $60,000. It is divided as follows:

Clearing, Grubbing and Graveling	$16,000
Sidewalks and Street Improvements	14,000
Total Water Works Assessment—$32,000	
This Year's Payment—One-Fourth	8,000
Construction of General Improvements, Roads, Sidewalks, etc.	8,000
Maintenance and Operation	14,000

The assessments for the first, second and fifth items have been issued; for the third and fourth are now being prepared and will be issued within the next thirty days.

Taking as a tax rate 20 mills on the dollar, which is the legal allowable rate for Alaskan towns, and which is the prevailing rate in most of these towns, it would require an assessed valuation of only $3,000,000 to place the Townsite of Anchorage on an equal basis with any other Alaskan town. But in exchange for this $60,000 the Townsite of Anchorage is receiving the benefit of $130,000 which has been spent by the Commission on improvements and management of the town since its establishment. Of this $130,000 a total of approximately $84,000 will be finally recovered by assessment, the remaining $24,000 being deferred assessment payments on the water supply. The balance will be met by the Commission.

A valuation of $3,000,000 does not appear excessive when it is considered that the assessed value of the town of Seward is $2,500,000.

No town in Alaska, and probably no town in the United States, has been given the same amount of improvements that the Townsite of Anchorage has received in an equal period from the date of its establishment. It has been the constant effort of the Townsite authorities to do all in their power to provide the Townsite with improvements that would add to the comfort and would promote the best interests of the people living in Anchorage. Taking into consideration the conditions under which it has been necessary to make these improvements, with the town 1500 miles from a base of supplies, with short working seasons, high cost of labor and materials, it is felt by the Townsite authorities that considerable has been accomplished in the way of transforming a wilderness into a city, for the amount of money expended.

It is not the intention of the authorities to take the credit for the construction of this town to themselves, and they have felt the keenest admiration for the people of Anchorage for the way in which they have built up the present city.

With the exception of a few minor improvements which were considered by the authorities absolutely necessary to the sanitation of the town, there have been no improvements made except at the request of the property holders.

The present assessment, which has been misunderstood, that of maintenance and operation, is due chiefly to general overhead expense that has been necessary in the conduct of the affairs of the town. In the organization of the town and the rapid growth, the work of the Townsite Office has been very widely diversified. This office is now being brought to a more definite basis of operation.

In future this assessment will appear quarterly for business property, and semi-annually for residence property. It will contain three items, fire protection, sanitation and street and sidewalk maintenance. All office expense and general engineering and surveying will be divided among the various accounts in the proportion of their amounts.

J. G. WATTS, Townsite Manager.

A. E. C. BASKETBALL TEAM BANQUET.

The members of the Alaskan Engineering Commission basketball team were the guests of Manager C. G. Wilford at a dinner given at the Frisco Cafe, Anchorage, on Friday night. Covers were laid for Messrs. Pulver, Regan, Schott, Engle, Magnus, Costello, Burner, Werner, O'Neil, Wilford and Leahy.

After the dinner a business meeting was held by the team, with Mr. O'Neil acting as chairman. Mr. Wilford was elected permanent manager, and Mr. Magnus captain. It was decided to form two basketball teams, the first team to be selected by the captain, changes in the personnel to be made as the candidates show qualification. After the meeting a practice skirmish was played with the 14th Infantry team at the Union Labor Hall.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending December 30:

MAINTENANCE OF WAY.

Track.

Considerable difficulty was experienced during the past week in keeping the track clear of glacial ice, especially on sections 23 and A-2.

Bridges and Buildings.

The Bridge and Building Department reconstructed four flat cars into temporary coal cars during the period, and the cars are now in service. The interior finishing work on the chief surgeon's cottage is 95 per cent. complete. A small force of carpenters was engaged at Anchorage School House No. 2 placing ceilings and partitions in the boys' and girls' play-rooms; another small force worked at Hospital No. 2 making furniture and fixtures. Work on the commissioner's residence is progressing satisfactorily, the interior finishing being about 50 per cent. complete. Cottages Nos. 19, 27 and 28 were occupied during the week. The painting of all the three-room and five-room cottages has been finished, with the exception of No. 17.

Plumbing and Steam Heating.

The installation of plumbing fixtures has been completed in Cottages Nos. 29 and 30. This completes the plumbing in the three-room and five-room cottages. During the period considerable work was done by the water service forces in making repairs occasioned by frozen pipes. A water line has been installed under Hospital No. 2 for fire protection. Two fire hydrants were placed in the terminal yards. The steam heating forces have been engaged on Cottages Nos. 17, 27, 30 and 31, the machine shop and Warehouse No. 2. The heating system installed in the blacksmith shop was tested and found to be in satisfactory condition.

Mechanical Department.

Heavy repairs were made to engines 265 and 280, and minor repairs to engines 221 and 225. The usual amount of miscellaneous work was performed for the various departments in connection with the repair and fitting up of machinery.

Electrical Department.

The work in this department consisted chiefly in testing and balancing up the turbine, and satisfactory progress was made in placing this machinery in working condition.

Eklutna Dam Protection.

All the brush was placed in the trench for the south wing wall and work started on the filling of the trench.

MATANUSKA DISTRICT.

Matanuska Branch.

There has been little change in working conditions throughout the District from last week. The river has frozen sufficiently to permit the hauling of supplies to various points above Hole-in-the-Wall, and it is expected freighting over the ice into Chickaloon will be feasible within a few days.

Troublesome overflows in the vicinity of Kings River have occurred during the period, and it was found necessary to blast out a wagon road through a rock point just above Kings River on that account.

The construction of the camp at Mile 32 is progressing favorably, and the work will be completed very soon.

Wthin the next two or three days the organization on the Branch Line will be reduced to the winter minimum, approximately 80 men, including the supervisory and engineering forces.

Main Line.

The recent fall of snow greatly improved the roads in the vicinity of the Main Line, and the hauling of rails and other material and supplies to camps north of the Little Susitna River for next season's use has now commenced in earnest. The camp at Brown's Lake is practically completed; and that at Willow Creek, Mile 187, is about 50 per cent. complete. The Kaswhitna cache camp, at the mouth of the Kashwitna River, is now being operated by the Matanuska District office as a freight station.

The organization of the Main Line has been reduced to 93 men, including supervisory and engineering forces.

The driving of trestles at Station 5789 has been completed, and next week the piledriver crew will move to Camp 66 to drive trestles in that vicinity. Decking timbers are being hauled to the trestles already driven on the Main Line, where they are being framed and placed temporarily on caps, thus permitting the use of the trestles by the freight teams as temporary bridges.

All grading contracts on the Main Line south of the Little Susitna River are completed, with the exception of Plackus & Co., and Olson & Co. These latter should finish during the month of January.

TURNAGAIN ARM.

Clearing Right-of-Way.

The clearing work between Indian Creek and one mile north of Glacier Creek is progressing satisfactorily.

Grading.

A number of stationmen have been away from their camps for the holidays and are just returning to work. With this exception, good progress is being made with the grade work throughout the District.

Trail.

The recent snowfall has put the trail in good condition for hauling from Potter Creek to Bird Creek. A small trail gang is at work between Bird Creek and Bird Point.

Miscellaneous.

Supplies are now being satisfactorily delivered at Potter Creek over the narrow-gauge from the transfer point at Rabbit.

The water system at Potter Creek has been installed and is in working order. Three fire hydrants and 200 feet of hose provide the camp with excellent fire protection. The water pressure is about 45 pounds per square inch.

The officers' quarters are completed and the rooms have been assigned to the employees.

TELEGRAPH AND TELEPHONE DEPARTMENT.

The only progress outside of Anchorage is the extension of a construction line from Hole-in-the-Wall to Chickaloon. Since the wires have become seasoned, there has been but little interruption from cold weather breaks, even during the recent cold snaps. Maintenance work in the several districts continues to be somewhat heavy on account of right-of-way clearing and railroad construction.

There has been a considerable volume of work in connection with the townsite telephone exchange, occasioned by the moving of offices and residences.

There are now 93 commercial and 90 Commission telephones, with extensions, connected to the townsite switchboard, in addition to the toll lines. There are seven unfilled orders. An instrument has been installed in the office of the Railroad Y. M. C. A. The permanent wiring to the telegraph cabinet has been completed, and is now in service.

The installation of aerial wires, transformers, pole switches, etc., in the townsite is being rushed as rapidly as the extreme cold weather will permit.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, December 23, 1916, was as follows:

Commissioner's Office	36
Shops and Yards	200
Transportation Service	15
Store and Dock Departments	125
Accounting Department	18
Disbursing Office	5
Townsite Department	19
Steward's Department	13
Hospital Department	23
Telegraph and Telephone Department	71
Track, Bridge and Ballast—Main Line	56
Turnagain Arm District	192
Matanuska District	249
Talkeetna District	125
	1147
Stationmen and Laborers—All Districts	844
Grand total all employees Anchorage Division	1991

RAILROAD EQUIPMENT FROM PANAMA.

Arrangements have been made by the Seattle office of the Alaskan Engineering Commission to charter the steamer Turret Crown and the barge St. David for the purpose of transporting equipment for the railroad from the Canal Zone to Alaska. It is proposed to secure from the Panama Canal seven narrow-gauge locomotives, four 200-class locomotives, two 70-ton steam shovels, 100 flat cars, one spreader, one Lidgerwood unloader and a quantity of miscellaneous machinery, making a total cargo for these boats of approximately three thousand tons.

It is planned to have the equipment arrive at Seldovia about the last of March, where the cargo of the Turret Crown will be unloaded on Commission barges, or on the Seldovia dock, later being brought, together with the St. David's cargo, by Commission tugs to Anchorage.

ANCHORAGE RIFLE CLUB.

A meeting of the Anchorage Rifle Club will be held at the Social Hall on Tuesday evening, January 16, at 7:30. The following officers will be elected at that time: president, vice-president, secretary, treasurer and executive officer. New members will be received and the question of annual dues decided. An invitation is extended to the public to attend.

O. A. KENYON, Secretary.

DELINQUENT LOT PAYMENTS.

Notice has been received at the office of the Anchorage Townsite Manager from the Receiver of the U. S. Land Office at Juneau, Alaska, that the annual payments due August 20, 1916, on the following lots have not been received:

Block	Lot	Amount due
2	6	$36.60
3	8	19.30
4	10	16.60
5	5	24.00
5	6	26.60
22	5	11.30
22	6	13.30
41	11	13.30
41	12	20.00
43	2	93.30
47	4	19.30
48	7	34.00
50	6	66.60
56	12	35.30
76	6	13.30
78	5	10.00
97	9	1.25
109	6	5.00
110	12	5.00
112	4	5.00
115	6	12.60

Also the payments due October 28, 1916, on the following lots have not been received:

6	10	$60.00
6	11	40.00
6	12	43.30
12	7	13.30
60	8	10.00
63	7	5.00
63	8	1.00
63	11	4.00
63	12	11.30
72	10	10.00
79	1	20.60
79	2	15.30
84	9	5.00
94	10	12.00
98	5	4.00
99	12	5.00
100	9	1.00
104	7	50.00
110	9	8.00
119	10	10.00

Information has not been received as to whether or not these payments will be accepted, but owners are advised to send their payments immediately to the Receiver of the U. S. Land Office, Juneau, Alaska. If this money cannot be accepted it will be returned.

J. G. WATTS, Townsite Manager.

ELECTRIC PLANT IN OPERATION.

The necessary repairs have been made to the electric light machinery in the Anchorage plant, and the current was turned on at the Commission buildings in the Terminal Yards on Thursday afternoon and at the Telegraph and Telephone Building and the Anchorage Post Office on Friday night. The Commission residences and the houses of the town will be supplied as fast as the line forces can make connections.

RAILROAD TRAIN SCHEDULE.

Anchorage, Alaska, Dec. 18, 1916.

Transportation Circular No. 31.

(Supersedes Transportation Circular No. 19, dated November 18, 1916.)

Effective 12:01 a. m. Thursday, December 21, 1916, a mixed passenger and freight train will be run between Anchorage and Matanuska, Matanuska and King and between Anchorage and Rabbit on the following schedule:

NORTHBOUND Monday Wednesday and Friday, only.	MAIN LINE	SOUTHBOUND Tuesday, Thursday and Saturday, only.
Leave 9:00 a. m.	0.0 Anchorage	Arrive 3:00 p. m.
	4.9	
9:25	4.9 Whitney.	2:40
	7.3	
9:55	12.2 Kuney	2:20
	9.7	
10:40	21.9 Birchwood	1:45
	5.6	
11:10	27.5 Eklutna	1:15
	9.0	
Arrive 11:40 a. m.	36.5 Matanuska.	Leave 12:40 p. m.

NORTHBOUND Monday, Wednesday and Friday, only.	MATANUSKA BRANCH	SOUTHBOUND Tuesday, Thursday and Saturday, only.
Leave 12:45 p. m.	36.5 Matanuska	Arrive 11:40 a. m.
	6.4	
1:20	42.9 Palmer	11:10
	6.6	
2:20	49.5 Moose Creek	10:30
	9.2	
3:00	58.7 Granite	9:08
	1.9	
Arrive 3:30 p. m.	60.6 King.	Leave 9:00 a. m.

SOUTHBOUND Tuesday, Thursday and Saturday, Only.	MAIN LINE	NORTHBOUND Tuesday, Thursday and Saturday, Only.
Leave 9:00 a. m.	0.0 Anchorage.	Arrive 10:45 a. m.
	5.0	
9:20	5.0 Campbell.	10:25
	5.4	
Arrive 9:45 a. m.	10.4 Rabbit.	Leave 10:00 a. m.

Mixed train leaving Anchorage northbound will stop just North of road crossing, Terminal Yard, Anchorage.

This schedule is NOT in effect as a time card authorizing the movement of trains, and all trains will continue to run extra as heretofore. However, for the information and guidance of all concerned, the trains covered by this schedule will not leave any station at which time is shown ahead of the designated time.

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

H. F. DOSE, Acting Division Engineer.

DAILY WEATHER DATA.

The following table shows the weather conditions prevailing at Anchorage during the period December 27 to January 2, inclusive:

DATE	TEMPERATURE Max.	TEMPERATURE Min.	PRECIPITATION Snowfall	PRECIPITATION Snow on Ground	WIND Miles per Hour	CONDITION OF HARBOR
Dec. 27	23	3	0.3	5.8	4.0	Ice well off shore.
Dec. 28	27	23	0.5	6.0	6.5	Ice well off shore.
Dec. 29	34	17	none	6.0	6.7	Harbor filled with ice.
Dec. 30	17	–8	3.0	8.0	9.7	Harbor filled with ice.
Dec. 31	–2	–27	none	8.0	1.7	Harbor filled with ice.
Jan. 1, 1917	–4	–17	none	8.0	2.1	Harbor filled with ice.
Jan. 2	–8	–25	none	7.5	3.0	Harbor filled with ice.

ALASKA NORTHERN SCHEDULE.

A mixed passenger and freight train leaves Seward for Mile 40 and way stations every Monday, Thursday and Saturday at 8:30 a. m.; returning leaves Mile 40 for Seward the same day at 1 p. m.

Mr. G. D. Beaumont has been promoted to the position of clerk to the superintendent of the Telegraph and Telephone Department, Anchorage Division.

The telephone line has been strung as far as the Chickaloon River, and instruments have been installed at Camp 36, at the mouth of the river, and at O'Brien's Roadhouse, near the coal mines.

A report from the Talkeetna District headquarters advises that the weather in that section was unusually mild until December 30, when the thermometer dropped to 40 below. On January 2 it was 54 degrees below zero.

VOLUNTEER FIRE DEPARTMENT.

A volunteer fire department, for the protection of the Commission buildings and property at Anchorage Terminal, has been organized by Fire Chief Burnett. The crew consists of ten men, all of whom are engaged at work in the terminal yard section and within easy reach of the fire station. The Commission has provided the volunteers with clothing suitable for the work, such as rubber boots and slickers, and the fire chief has been rounding the organization into shape for effective service. Each volunteer receives an addition of $5.00 to his present salary for his work as fireman, and no time will be deducted from his pay while engaged in fighting fires.

Following are the names of the volunteers selected:

P. M. Farrer, Caspar Malmberg, Joe Ryan, J. W. McFarland, W. Palmer, Matt Baker, J. F. Wilder, H. T. Eggert, Chas. H. Mann and J. Burner.

ALASKAN NAVIGATION AIDS.

The total number of aids to navigation in Alaska, including lights, fog signals, buoys and daymarks, in commission at the close of the fiscal year ended June 30, 1916, was 388, including 147 lights, representing an increase of 110 lights since June 30, 1910, or over 297 per cent.

The Act of October 22, 1913, made an appropriation of $115,000 for a light and fog-signal station at or near Cape St. Elias, and the sum of $60,000 for the establishment of aids to navigation and the improvement of existing aids in Alaska was included in the sundry civil act approved August 1, 1914. Work on both was started promptly and good progress has been made. Due to exceptional weather conditions, an entire year has been gained in the building of Cape St. Elias lighthouse, which went into commission on September 6, 1916. Under the appropriation for Alaskan aids, 36 new lights were established, in addition to other needed improvements.

Pending the completion of the new lighthouse tender Cedar, the steamers Kukui and Fern care for lighthouse work in Alaska. The Cedar is now under course of construction by the Craig Shipbuilding Company of Long Beach, Cal., the contract for which was awarded May 4, 1915, for the sum of $234,500. On October 1, 1916, the vessel was 70 per cent completed. The Cedar will be the largest vessel in the service and is especially designed for working on the coast of Alaska.

RAILROAD Y. M. C. A. ELECTION.

As a result of an election held New Year's Day at the Social Hall, Anchorage, the following were selected for the Members Council of the Railroad Y. M. C. A.:

C. T. Boyles, A. B. Cummings, J. T. Cunningham, William Fox, Howard Gardner, A. Gillissen, L. R. Moses, G. H. Remore, H. F. Schultz, G. A. Stanton, J. G. Watts, E. L. Werner. The three additional members appointed by the executive committee were:

W. R. Manning, C. W. Jones and F. L. Knight.

The Members Council, acting with the following committees, will promote the activities of the organization during the present year:

Advisory:—W. DeLong (chairman), K. K. Kuney, E. P. Hedberg, L. C. McCoy, A. Christensen;

Executive:—Capt. F. Mears, D. D. Vint (acting chairman), C. W. Palmer, C. D. Pollock, Dr. C. C. Benedict;

Auditing:—H. B. Wilkinson (chairman), G. C. Hammond, F. C. Kobely.

U. S .SURVEYS IN ALASKA.

During the fiscal year ended June 30, 1916 all field and office work in connection with the coal areas in Matanuska, Bering River and Nenana coal fields was completed in time for opening the coal lands under the leasing act. Plats of township surveys, approved by the surveyor-general and sent up for acceptance amount to over 350,000 acres, which is about one-half of the total area of surveyed land in the Territory. The Secretary of the Interior, in his last annual report, recommends that an appropriation of $50,000 be made for the prosecution of surveys in Alaska this year, and the continuance of the policy of group surveys under the present system of investigation, selection and execution.

Formal announcement of the opening of the coal fields of Matanuska and Bering River to leasing privileges was made May 18, 1916, resulting in six applications in the Matanuska field and two in the Bering River field, proposing a maximum investment of nearly $3,000,000.

Under section 10 of the coal-leasing act, which authorizes free permits to mine coal on small tracts for domestic use, 15 permits have been issued. The estimated annual output under these permits is 142,700 tons.

The new United States map shows the extension of the public surveys during the fiscal year to an area of 8,855,724 acres. The issuance of a general map of Alaska during 1917 is announced by the Commissioner of the General Land Office which will show all recent work in the public and coal-land surveys, also the line of the Government railroad and the several towns located thereon.

UNPAID LOT ASSESSMENTS.

Assessments against the following lots in Anchorage Townsite, due Oct. 21, 1916, are still unpaid:

Lot	Block		Amount
11	70	Louis Fresiuso	$ 2.37
1	12	John Hunseth	1.74
4	48	Thomas A. Brown	13.88
12	56	Thomas A. Brown	9.32
9	44	Jennie Brace	13.88
1	113	T. P. Hyland	17.63
6	115	N. A. Clasen	7.27

The persons mentioned should make immediate payment of the above amounts, or notify the Townsite Office to whom the lots have been transferred.

J. G. WATTS, Townsite Manager.

CLEARING CONTRACT AWARDED.

The contract for clearing right-of-way on the Main Line between location survey station N-7004 and K-7780, a distance of about 14.63 miles, has been awarded by the Commission to Axel S. Johnson & Co., who tendered a bid of $44.90 per acre. There were 45 bids for the contract received by District Engineer Breck.

Under the terms of the proposal the contractors must commence work not later than January 20, 1917 and complete the entire acreage not later than May 15, 1917.

ANCHORAGE DISBURSING OFFICE.

The total disbursements of the office at Anchorage for the period of January 1 to January 7 were $88,783.96. The payment of salaries and wages amounted to $63,992.00; for local purchases $2,091.28; to contractors $21,784.93; other expenditures $915.75.

OFFICIAL CIRCULARS.

DATA FOR INJURY REPORT.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Jan. 3, 1917.

Circular No. 159:

TO ALL CONCERNED:

Where an injury occurs to an employee of the Commission, or any other party on Commission property, it is desired that witnesses and officer reporting injury make every arrangement to secure the name and address of injured party and also of nearest relative or friends.

Please give this your attention as it is important.

H. F. DOSE, Acting Division Engineer.

BAGGAGE TARIFF NO. 1.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Jan. 5, 1917.

Transportation Circular No. 39:

TO ALL CONCERNED:

Baggage Tariff No. 1, containing rules and regulations, excess baggage rates, etc., has been issued and distributed to agents and others concerned.

The tariff provides for the handling of dog sleds (without contents) as part of passenger baggage, and dogs at excess baggage rates.

Where sleds contain freight, the contents of sleds will be waybilled as freight.

Please be governed accordingly.

H. F. DOSE, Acting Division Engineer.

LOADING RULES.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Jan. 5, 1917.

Transportation Circular No. 40:

TO ALL CONCERNED:

Copies of Loading Rules, revised 1916 issue, have been distributed to all agents and others concerned.

Particular attention is called to pages 3, 4 and 5, which contain changes in loading rules from 1915 code to 1916 code.

Please be governed accordingly.

H. F. DOSE, Acting Division Engineer.

CONDUCTOR'S DELAY REPORT.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Jan. 5, 1917.

Transportation Circular No. 41:

ALL CONCERNED:

Effective Monday, January 8, 1917, the conductors of all trains operating on the tracks of this Division, except work and construction trains, will be required to file with the telegraph operator at the end of each run, to be transmitted by wire to the chief dispatcher, Form 213, "Conductor's Delay Report." Under the heading "Station" should be indicated the place or station where delay occurred, followed by the time detained, under proper headings. Under "Cause" should be stated the exact cause for delay at each point, for instance:

Making up Train;
Waiting for engine;
Waiting for bills;
Waiting for crew;
Waiting for orders;
Doing station work;
Getting into yard;
Unloading company material;
Account slow-orders;
Cutting on or off helper;
Condition of weather (stating its condition);
For coal and water;
Engine not making time;
Engine running hot;
Engine disabled;
Casualty; (state what casualty)
Hot boxes; (state number of car and inspection mark.)
Meeting trains; (state what train met.)
Etc., etc.

The chief dispatcher will forward this report to the Commissioner's office each morning. If no delays, blank report should be transmitted.

H. F. DOSE, Acting Division Engineer.

OFFERING POSITIONS TO EMPLOYEES.

The attention of all officials of Anchorage Division is again called to Circular No. 63, issued on June 21, 1916, which reads as follows:

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.

WAGE SCHEDULE CHANGES.

Department of the Interior
Alaskan Engineering Commission.

Supplement No. 29 to Wage Schedule No. 2:

The following rates are authorized for work on this Division:

Steward, Hospital, $100.00 and board.
$125.00 and board.
$130.00.
$155.00.

Issued: January 3, 1917. Effective: January 5, 1917.

H. F. DOSE, Acting Division Engineer.

ISSUES OF RETURNABLE CONTAINERS.

Department of the Interior
Alaskan Engineering Commission.
Stores Department
Anchorage, Alaska, Jan. 3, 1917.

Stores Bulletin (No. 32):

TO ALL CONCERNED:

Hereafter no containers, such as cement bags, oil, gasoline or distillate drums, acetylene and oxygen tanks, cable reels or any other container having a returnable value when delivered to contractor will be issued unless a non-expendable requisition is furnished covering the container, the contents to be drawn on regular requisition for expendable material.

Items of the above nature will be handled in the same manner as other non-expendable property and must be accounted for as such.

When such containers are empty they should be returned to the General Storekeeper at Anchorage, a copy of the billing or written notification, stating when and how shipped and by whom returned, to be furnished to the Property Clerk.

Cement bags when returned must be tied in bundles of 50 or 100, by being wired twice and cross-tied, properly tagged showing from whom returned, also quantity in each bundle. Before being tied all bags must be thoroughly cleaned by having all cement shaken out of them, and all bags which have become unfit for further use, such as being torn, caked or otherwise damaged, must be tied in separate bundles and so marked.

Upon receipt of containers a credit memorandum will be issued in favor of the District or Department returning same and physical credit will be given to the person charged with the non-expendable property accountability. Financial credit will be issued upon receipt of out-check of shipment from the contractor.

W. DeLONG, General Storekeeper.

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

ORDERS FOR SECTION SUPPLIES.

Department of the Interior
Alaskan Engineering Commission.
Office of Roadmaster.
Anchorage, Alaska, Jan. 8, 1917.

Roadmaster's Circular (No. 15.):

TO ALL SECTION FOREMEN:

Commencing with the present month, please arrange to order on the last day of each month such supplies as you will require for the following month. Anything required that cannot be foreseen may be ordered at any time during the month.

C. G. JONES, Roadmaster.

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

DANGER FROM FALLING ICICLES.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Jan. 9, 1917.

Circular No. 160:

TO ALL CONCERNED:

On account of possible injury from falling icicles, precaution should be observed by all persons entering or leaving houses or sheds at this time. Standing under eaves of houses, or sheds or porches is dangerous and should be avoided.

H. F. DOSE, Acting Division Engineer.

PROPOSAL.

Sealed proposals will be received at the office of the Acting Division Engineer of the Alaskan Engineering Commission at Anchorage, Alaska, until two p. m., January 30, 1917, for the sale of eight horses, described as follows:

Hoof No. 83, Buckskin, about 14 years old; weighs about 1000 pounds.

Hoof No. 93; roan; about 8 years old; weighs about 1500 pounds.

Hoof No. 119; Bay; about 11 years old; weighs about 1400 pounds.

Hoof No. 60; Bay; about 8 years old; weighs about 1100 pounds.

Hoof No. 123; Bay; about 12 years old; weighs about 1000 pounds.

Hoof No. 150; Bay; about 14 years old; weighs about 1000 pounds.

Hoof No. 201; Bay; about 10 years old; weighs about 900 pounds.

Hoof No. 155; Black and White spotted; about 13 years old; weighs about 900 pounds.

The above horses can be seen at the stables of the Alaskan Engineering Commission at Anchorage, Alaska.

All bids to be enclosed in sealed envelopes and marked "Proposals for Horses," and addressed to the undersigned:

H. F. DOSE, Acting Division Engineer.

MONTHLY LABOR REPORT.

During the month of December, 1916, the Employment Bureau of Anchorage Division placed 259 men at work, distributed as follows:

Anchorage Terminal	3
Main Line North of Anchorage	25
Matanuska Branch	93
Turnagain Arm District	138

The positions filled by the above applicants were: Cooks 3, bakers 3, chainman 1, flunkeys 11, janitors 4, laborers (general) 40, laborers (stationmen) 3, linemen (helpers) 3, painters 2, stationmen 172, teamsters 3, timekeeper 1.

RAILROAD Y. M. C. A. TOURNAMENTS.

Tournaments in checkers, chess and pool have been inaugurated by the local branch of the Y. M. C. A., to continue during the month of January. The winners will be awarded the choice of a year's subscription to the Saturday Evening Post or Popular Mechanics, or a $1.50 box of chocolates. The game room is now supplied with electric lights, which add much to the cheerfulness of the surroundings.

MONTHLY FORCE REPORT.

Fairbanks Division.

The number of employees of the Fairbanks Division as shown by the payrolls November 30, 1916, was as follows:

Nenana District.

General Supervision	5	
Engineering Forces	9	
Office and Clerical	30	
Medical and Hospital	7	
Foremen and Subforemen	12	
Mess House	9	
Mechanics and Laborers	106	
Total employees Nenana District		178

Goldstream District.

Engineering Forces	3	
Office and Clerical	1	
Mess House	1	
Mechanics and Laborers	3	
Total employees Goldstream District		8

Fairbanks District.

Engineering Forces	2	
Office and Clerical	4	
Mechanics and Laborers	1	
Total employees Fairbanks District		7

Contractors' Forces.

Nenana District	102	
Goldstream District	39	
Fairbanks District		141
Grand Total All Employees		334

CONTROL OF ALASKAN GAME.

The control of the game of Alaska is vested in Congress and not in the Territorial legislature, although unsuccessful attempts have been made to transfer such control to the legislature. Three distinct departments exercise control over the game, fish and fur-bearing animals. These include the Department of Agriculture, the Department of Commerce, and the governor's office. The Department of Commerce, through the Bureau of Fisheries, exercises complete control over the fish and marine fur-bearing animals, the Department of Agriculture over the terrestrial fur-bearing animals, while the latter department and the governor of Alaska share in the operation of the game laws. This divided responsibility does not work for efficiency in the enforcement of the game laws and regulations, nor does it increase respect for the law on the part of the people. This is the opinion of the Secretary of the Interior in his annual report for 1916. In the enforcement of the game laws and regulations nine wardens are employed, and, besides, the employees for the suppression of the liquor traffic among the Indians are ex officio game wardens without pay. Special game wardens are employed from time to time or whenever the funds at the disposal of the governor's office will permit.

In June last the Territorial Council of Yukon Territory, Canada, passed a resolution recommending that some plan of action be mutually undertaken by the Governments of Canada, the United States, and the Province of British Columbia for the protection of game animals, game-birds, and fur-bearing animals.

ALASKA
Railroad Record.

Volume I. ANCHORAGE, ALASKA, TUESDAY, JANUARY 16, 1917. 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, Cuba, Mexico and Panama. Single copies 5 cents.

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

CHECKS ESTOPPED FROM PAYMENT.

The Treasurer of the United States has been advised by Special Disbursing Agent G. C. Hammond of the Anchorage office to stop payment on the following checks, which have been lost or stolen:

Check No.	Date	Payee	Amount
27396	Sep. 7, 1916	H. Evans	$90.00
31185	Oct. 5, 1916	H. Evans	90.00
35878	Nov. 6, 1916	H. Evans	90.00
40661	Dec. 12, 1916	Charles Swanson	41.00
37078	Nov. 13, 1916	G. P. Kearns	60.40
40275	Dec. 11, 1916	G. P. Kearns	76.30
37079	Nov. 13, 1916	B. Peterson	60.50
37753	Nov. 15, 1916	John E. Maresh	43.50
28852	Sep. 14, 1916	Eli Barich	29.00
30077	Sep. 22, 1916	Eli Barich	4.69
32174	Oct. 10, 1916	Eli Barich	7.20
32387	Oct. 11, 1916	Eli Barich	39.60
37223	Nov. 13, 1916	Alex Chekoff	6.60
37062	Nov. 13, 1916	M. Price	26.56
37149	Nov. 13, 1916	Gust Varja	7.20
37151	Nov. 13, 1916	Andrew Oster	3.60

A partially used meal ticket book, issued in favor of Chris Manthou, has been found. The owner may obtain same by calling at or addressing the Commissioner's Office, Anchorage.

MT. McKINLEY NATIONAL PARK.

A bill is pending in Congress for the establishment of the Mount McKinley National Park. Mount McKinley is the highest mountain in North America, having an altitude of 20,300 feet, and the highest peak in the world above the line of perpetual snow; it is one of the noblest spectacles of its kind and on a clear day can readily be seen from Anchorage and the surrounding country. The Government railroad runs within 45 miles of Mount McKinley, and the creation of this national park, would, no doubt, result in additional traffic for the road, and a greater number of visitors to Alaska, and give an impetus to the settling of the country. The reservation of this land by the creation of the park would mean the establishment of what would probably be our greatest big game preserve, with moose, caribou and bighorn sheep. The bill passed the Senate at its last session, and it is hoped that it will shortly be enacted into law.

Congress inaugurated the policy of setting aside tracts of land in various sections of the country as pleasure grounds for the people in the establishment, by the act of March 1, 1872 (17 Stat. L., 32), of the Yellowstone National Park in Wyoming, Montana and Idaho. Since that time 15 additional national parks have been created, the latest being the Hawaiian National Park in the Territory of Hawaii, and the Lassen Volcanic National Park in Northern California. The total land embraced in these reservations is 4,821,302.83 acres.

During the season just closed the number of tourists visiting these national playgrounds aggregated 358,000. Through the co-operation of the railroads and steamship companies, many visitors could doubtless be attracted to the Mount McKinley region in the event that proper hotel accommodations and transportation facilities are furnished by the Government, as has been done at most of the national parks now in operation.

ANCHORAGE DISBURSING OFFICE.

The total disbursements of the office at Anchorage for the period of January 8 to January 14 were $54,606.02. The payment of salaries and wages amounted to $42,184.74; for local purchases, $745.66; to contractors, $10,112.29; other expenditures, $1,563.33.

ANCHORAGE DOCK TONNAGE.

During the season of 1916 the freight tonnage passed over the Anchorage Docks was as follows: Inbound: Commission freight 52,946 tons; Commercial freight 19,795 tons. Outbound: Commission freight 7,272 tons; Commercial freight 504 tons.

REPORT OF SECRETARY OF INTERIOR.

(For Year 1916—Extract.)

The report of the governor shows substantial progress has been made during the fiscal year along industrial and commercial lines. Forty-nine years ago Alaska was purchased at a cost of $7,200,000, and that original investment has been returned to the nation more than seventyfold, for from its products of the land and sea Alaska has added to the national wealth upward of $500,000,000, the greater portion of which has been produced during the past 20 years. For the development of the Territory on a scale commensurate with the extent and variety of its natural resources, a permanent population is needed. It has been claimed that the population is transient, and that the great majority of those who go there are without any fixed idea of making the country their permanent home. That statement was true of the men who built up the great West, but few returned to their former homes, the many remaining and establishing their rooftrees in the new land. This condition is applicable to Alaska. The Territory already has a permanent population, and how to increase it and enable it to develop the country and become home builders is a problem well worth attention. A notable feature of the influx to the Territory during the past two years is the number of men who have brought their families with them, with the purpose in view of locating permanently and establishing homes. The building of the Government railroad from the Pacific coast of Alaska to the interior is responsible in part for this condition. The promise afforded by railroad construction that regions containing mineral, timber, and agricultural land would become accessible by reason of this railroad building has been the cause of this influx of men and women who, animated by the idea that here was land to spare and opportunity for the energetic, have engaged in the work of carving out homes in the wilderness. The acquisition of homesteads in Alaska should be made as free as possible. The many restrictions and the long delays in securing to the homesteader title to his land should be reduced to a minimum.

The agricultural lands of Alaska should be surveyed and classified as speedily as possible. Some progress has been made along this line, and the intending settler should be enabled to receive free information not only as to the available land suitable for agricultural and grazing purposes, but he also should be advised as to the nature of the soils of the different agricultural sections, how they can be most easily reached and the means of communication available, if there be such, and the crops best suited to the soil. Lode mining activity increased during the year in the coastal sections and many new mines were developed, and others which were closed for various reasons resumed operations. This is especially true of copper mines, there being now about 15 of these steadily mining and shipping ore where there were but three or four a couple of years ago. During the fiscal year 1913 shipments of copper ore from Alaska were valued at $3,579,474; in 1914, $3,876,411, and during the fiscal year 1915 these had increased to $5,183,004. During the past fiscal year these shipments reached a total of $26,488,288, and the next fiscal year will show a still greater increase. In southeastern Alaska are some of the largest lode mines in the world; the successful operation of these mines has demonstrated that low-grade ores can be worked at a substantial profit; this is made possible by extensive deposits of ore close to tidewater, an abundance of hydroelectric power, and greatly improved methods of ore treatment. The total value of the mineral output during the year, including coal, marble, gypsum, and petroleum, was $32,854,229, an increase of $13,788,564 over the previous year. The development that is foreshadowed in the building by the Government of a railroad from tidewater on the Pacific coast to the interior should not be stayed by any hesitation on the part of Congress to appropriate the money necessary to complete this great work. This constructive railroad program, which has for its object the opening to development of not only the coal fields of Matanuska near the coast and Nenana in the interior country, but of tributary areas of agricultural and mining lands, is a matter of supreme economic and industrial importance to a large portion of the Territory. The importance of the opening of these coal fields to commercial use can not be overestimated, and the world events that have developed in the past two years should be sufficient argument for an Alaskan coal supply that will be ample for all naval purposes on the Pacific coast, besides insuring a fuel supply for domestic and industrial purposes. The quality of the coal found has been fully discussed in reports of the United States Geological Survey, and numerous tests of it have been made, establishing its desirability for steam-producing, industrial, and domestic uses.

In central Alaska, and more particularly in the Tanana and Kuskokwim Valleys, there are large areas of low-grade alluvial, gold-bearing ground which can only be rendered profitable by means of cheaper fuel or cheaper power. The Nenana coal fields will furnish both with the completion of the railroad from the coal deposits to the town of Fairbanks and other points. There are also numerous promising lode mines in Fairbanks and other districts of the interior, which, because of the high cost of wood (the only available fuel), can not now be worked at a profit, but which will be developed when cheap fuel can be obtained. Another matter of economic importance is the development of mines other than coal, and the opening of large bodies of agricultural land to settlement along the route of the railroad and tributary thereto. Industrial communities will arise at various points because of the development of mines and the reclamation and cultivation of farm lands, and the founding of homes and the consequent increase in material wealth. The past year has witnessed a great expansion of trade between Alaska and the United States, and the United States and Alaska. For example, there were shipped to the Territory from the United States during May, 1916, substantially double the value of goods shipped in May, 1915; and Alaska shipments to the United States were more than four times as great as they were during the same month in 1915. This enormous expansion of commerce is carried on by water, through inland passages, in great part the most neglected of any waters in the United States, and have fewer aids to navigation than can be found elsewhere. Although marked improvement has been made in this respect during the past few years, there is still urgent need of more safeguards to navigation all along the Alaska coast, and Congressional appropriations for this purpose should be increased rather than diminished.

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

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

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending January 6:

MAINTENANCE OF WAY.

Buildings.

A small force of carpenters continued work on fixtures for Hospital No. 2 and for the five-room cottages. Cottage No. 30 was finished, and at the end of the period the interior work on Cottage No. 29 was 85 per cent complete. Excellent progress was made at Anchorage School House No. 2 and the Commissioner's residence. The plastering of the second floor of the school house was finished.

Painting.

The painting of Cottage No. 30 was completed and the force is now at work on Cottage No. 29.

Water Service, Plumbing and Steam Heating.

Practically the whole force was engaged on plumbing work during the week, the repairs being occasioned by the extreme cold weather.

The installation of a hot water system in Cottage No. 17 was completed, and work on a hot water system at Warehouse No. 2 continued. Steam heat was turned on in the machine shop.

Electrical Department.

The turbine was placed in service and the buildings at the Terminal, the Telegraph and Telephone building, the Post Office, the Marshal's Office and Hospital No. 2 were furnished with light from the new power plant. Three eight-hour shifts are now employed at the plant.

Mechanical Department.

No work was done during the period on the installation of machinery in the shops. The heavy repairs to engine 280 are 80 per cent complete, and the overhauling of engine 265 is progressing satisfactorily. The usual amount of miscellaneous commercial jobs was performed.

Eklutna Dam Protection.

The force working on the south wing wall for the bank protection has completed about 200 feet of fill to date.

MATANUSKA DISTRICT.

Matanuska Branch.

The Matanuska River above Kings River is now frozen sufficiently to permit freight to be hauled by four-horse bobsleds all the way to Chickaloon.

The contractors between Kings River and Camp 27 have finished clearing right-of-way and are now at work drilling. At Hole-in-the-Wall Iverson & Co. have completed their clearing and have started tunneling coyote holes. Above Hole-in-the-Wall Divyak & Co., Svarko & Co., Pappadis & Co. and Davis & Co. have all completed the building of their respective camps and finished their clearing contracts, and in a few days they will commence drilling.

Contractors Aronson, Erickson, Delich, Merrick and Harris will be installed on their work during the coming week. When this has been accomplished the entire Branch Line east of Kings River will be covered by contract, with the exception of the following areas: Station 404 to 581; 277 to 305; and 101 to 118. These three sections will not be let until spring, at which time they can be handled to best advantage.

The work of retracing the located line, together with making the necessary revisions, is nearly completed and will be finished by the end of next week.

The freight teams have supplied the entire line to a point nearly two miles above Hole-in-the-Wall with all the 20-pound rails that will be required to complete the work to that point. The greater part of the powder required for that stretch has also been distributed and cached in the various stationmen's powder houses. Each station contractor in the Matanuska District is required to build a powder house of sufficient dimensions to hold all the explosives required for his particular piece of work. The requisite amount of powder is then placed in the powder house, and the station gang is charged for such powder as the timekeeper's monthly inventory shows to have been used during the period. The timekeeper and the head stationman are the only persons holding keys to the powder house.

The telephone department has installed telephones at all the camps as far as Camp 36, and within a few days will have completed the telephone line to the proposed terminal at O'Brien's cabin at Chickaloon.

Main Line.

The freighting of supplies along the Main Line is going ahead in a satisfactory manner, and the rails, cars and other construction material and supplies are being distributed rapidly as far north of the Little Susitna River as Willow Creek. When the section south of Willow Creek has been completely stocked the caching of material and supplies will continue as far north as Kashwitna River. It it planned to finish this latter work before the break-up in the spring.

The camp at Willow Creek is nearly completed, and construction of a camp at a point midway between Little Willow Creek and Kashwitna River will be commenced within the very near future.

The piledriver crew has finished the driving and the greater part of the decking of all trestles and openings as far north as Station 5920.

Three contracts south of the Little Susitna River remain uncompleted but will be finished during the month of January. These contractors are Plackus & Co., Rice & Co. and Olson & Co.

A clearing contract has been let to Axel Johnson & Co., covering the section from station 7004 to station 7780, in the vicinity of the Kashwitna River, and the contractor will begin this work within the next ten days. From the north end of this contract to Sheep Creek, right-of-way clearing is already under way, the contract having been let to C. A. Anderson & Co.

TELEGRAPH AND TELEPHONE DEPARTMENT.

The temporary telephone line built for construction purposes along the right-of-way of the Matanuska Branch has reached the O'Brien Roadhouse, at the coal mines on the Chickaloon River. The force at this point is being withdrawn and will at once begin closing the gap in the telephone line between Camp 174 and the Talkeetna District. Telephones have been installed at O'Brien's Roadhouse and at the mouth of the Chickaloon.

The recent heavy snowfalls will improve the trails in the Talkeetna District and enable good progress to be made in the line work in that section. A force is already at work at Montana Creek.

The fire-alarm system in the Anchorage Terminal Yards has been rearranged and bells have been placed in

the new fire station, near the general office building. Five switch-boxes, in addition to the six formerly in use, are being installed. A fire bell has been placed in the power house, so the engineer can be notified to sound the whistle, and one in Bunk House No. 4, to be used in calling the volunteer crews, in case of fire. Blue prints will be prepared and distributed showing the new arrangements made for fire protection at Anchorage Terminal.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

The clearing between Indian Creek and one mile north of Glacier Creek is progressing slowly on account of bad weather and heavy snowfall. The snow is about 30 inches deep in the vicinity of Bird Point.

Grading.

All station work along the Arm is progressing favorably, although there has been some delay occasioned by storms.

Trail.

The trail gang is working on a snow slide just north of Bird Point. It is now possible to use double-enders from Bird Creek to Kern Creek.

Miscellaneous.

A new stable and a wagon shed have been completed at Potter Creek.

The new dining room and kitchen at Falls Creek is now in service, the dining room having a seating capacity of 80.

NEW CONTRACTS AWARDED.

The following contracts for work on Anchorage Division were approved by the Commission during the period December 16 to December 31, 1916:

J. J. Page, cutting wood, Camp 166, Matanuska District.

T. A. Wade, cutting wood, Camp 166, Matanuska District.

Christ Pappadis & Co., grading, Matanuska District.

Frank Svarko & Co., grading, Matanuska District.

N. Davis & Co., grading, Matanuska District.

Tony Pappas & Co., grading, Matanuska District.

Oscar Lake & Co., grubbing and grading, Turnagain Arm.

Alex Tsakumis & Co., grubbing and grading, Turnagain Arm.

Tom Kovos & Co., grubbing and grading, Turnagain Arm.

Andrew Pappas & Co., grubbing and grading, Turnagain Arm.

Anchorage Publishing Co., printing, Terminal District.

Andrew Scalf & Co., cutting wood, Camp 148, Matanuska District.

W. Rothwell and others, lathing and plastering, Terminal District.

E. Schedin & Co., grading, Matanuska District.

Chas. Berg & Co., grading, Matanuska District.

W. R. Thomas & Co., piling, Matanuska District.

Pioneer Laundry Co., laundry work, Terminal District.

Victor Johnson & Co., grubbing and grading, Turnagain Arm.

A. E. Lathrop, electric current, Terminal District.

Jack Bloom & Co., cutting wood, Matanuska District.

Eska Creek Coal Co., coal, Terminal District.

C. A. Anderson & Co., clearing right-of-way, Matanuska District.

S. McLennan, blacksmith coal, Terminal District.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, December 30, 1916, was as follows:

Commissioner's Office	36
Shops and Yards	187
Transportation Service	15
Store and Dock Departments	125
Accounting Department	18
Disbursing Office	5
Townsite Department	21
Steward's Department	12
Hospital Department	23
Telegraph and Telephone Department	65
Track, Bridge and Ballast—Main Line	46
Turnagain Arm District	196
Matanuska District	268
Talkeetna District	119
	1136
Stationmen and Laborers—All Districts	817
Grand total all employees Anchorage Division	1953

NOTICE TO TOWNSITE LOT OWNERS.

A great many complaints are being received at the Townsite Office regarding the failure of the garbage collection team to call at different places for collection of garbage.

The attention of property holders is called to the regulations requiring that a suitable fly-proof metal garbage can or receptacle shall be provided, and placed where it is easily accessible to the garbage team, preferably near the regular surveyed alley. Unless such can is provided proper disposal cannot be made. It is impossible at this time of the year to collect garbage, ashes, or other waste material, thrown in piles. A strict compliance with this regulation will greatly facilitate collection of garbage, with a consequence reduction in the cost of disposal.

J. G. WATTS, Townsite Manager.

FIRST COAL TRAIN TO ANCHORAGE.

The first solid coal train to run over the tracks of the Anchorage Division pulled into the Anchorage Terminal Yards at 11:05 p. m., Friday, January 12. The train consisted of seven cars of coal from the LaDuke mine and four from the Doherty mine, both of Moose Creek.

On Sunday, January 14, another coal train arrived at Anchorage from the same shipping points, consisting of 12 cars, nine from the LaDuke and three from the Doherty mine.

UNDELIVERED RECEIPTS.

Undelivered receipts from the Register and Receiver of the U. S. Land Office at Juneau have been received at the Townsite Office for the following persons:

Jas. G. Collins	Lot 9, Block 104
Pete Martin	Lot 10, Block 107
Sam Bashof	Lot 9, Block 110
Price McLaughlin	Lot 5, Block 94
John Hunseth	Lot 4, Block 13
Victor Johnson	Lot 5, Block 19, E. Addit.
John Rawluk	Lot 2, Block 20, E. Addit.

J. G. WATTS, Townsite Manager.

RAILROAD TRAIN SCHEDULE.

Anchorage, Alaska, Dec. 18, 1916.

Transportation Circular No. 31.

(Supersedes Transportation Circular No. 19, dated November 18, 1916.)

Effective 12:01 a. m. Thursday, December 21, 1916, a mixed passenger and freight train will be run between Anchorage and Matanuska, Matanuska and King and between Anchorage and Rabbit on the following schedule:

NORTHBOUND Monday Wednesday and Friday, only.	MAIN LINE		SOUTHBOUND Tuesday, Thursday and Saturday, only.
Leave 9:00 a. m.	0.0	Anchorage	Arrive 3:00 p. m.
	4.9		
9:25	4.9	Whitney.	2:40
	7.3		
9:55	12.2	Kuney	2:20
	9.7		
10:40	21.9	Birchwood	1:45
	5.6		
11:10	27.5	Eklutna	1:15
	9.0		
Arrive 11:40 a. m.	36.5	Matanuska.	Leave 12:40 p. m.

NORTHBOUND Monday, Wednesday and Friday, only.	MATANUSKA BRANCH		SOUTHBOUND Tuesday, Thursday and Saturday, only.
Leave 12:45 p. m.	36.5	Matanuska	Arrive 11:40 a. m.
	6.4		
1:20	42.9	Palmer	11:10
	6.6		
2:20	49.5	Moose Creek	10:30
	9.2		
3:00	58.7	Granite	9:08
	1.9		
Arrive 3:30 p. m.	60.6	King.	Leave 9:00 a. m.

SOUTHBOUND Tuesday, Thursday and Saturday, Only.	MAIN LINE		NORTHBOUND Tuesday, Thursday and Saturday, Only.
Leave 9:00 a. m.	0.0	Anchorage.	Arrive 10:45 a. m.
	5.0		
9:20	5.0	Campbell.	10:25
	5.4		
Arrive 9:45 a. m.	10.4	Rabbit.	Leave 10:00 a. m.

Mixed train leaving Anchorage northbound will stop just North of road crossing, Terminal Yard, Anchorage.

This schedule is NOT in effect as a time card authorizing the movement of trains, and all trains will continue to run extra as heretofore. However, for the information and guidance of all concerned, the trains covered by this schedule will not leave any station at which time is shown ahead of the designated time.

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

H. F. DOSE, Acting Division Engineer.

DAILY WEATHER DATA.

The following table shows the weather conditions prevailing at Anchorage during the period January 3 to January 9, inclusive:

DATE	TEMPERATURE Max.	TEMPERATURE Min.	PRECIPITATION Snowfall	PRECIPITATION Snow on Ground	WIND Miles per Hour	CONDITION OF HARBOR
Jan. 3	–14	–28	none	7.5	3.4	Harbor filled with ice.
Jan. 4	–4	–26	none	7.5	3.0	Harbor filled with ice.
Jan. 5	3	–4	1.5	8.5	4.0	Harbor filled with ice.
Jan. 6	12	9	3.5	11.0	7.8	Harbor filled with ice.
Jan. 7	28	9	1.5	12.0	5.9	Harbor filled with ice.
Jan. 8	32	11	8.0	17.0	7.9	Harbor filled with ice.
Jan. 9	11	14	1.5	18.0	5.2	Harbor filled with ice.

ALASKA NORTHERN SCHEDULE.

A mixed passenger and freight train leaves Seward for Mile 40 and way stations every Monday, Thursday and Saturday at 8:30 a. m.; returning leaves Mile 40 for Seward the same day at 1 p. m.

SUSITNA RIVER BRIDGE.

A party of twelve men, in charge of Assistant Bridge Engineer F. H. Chapin, will leave Anchorage this week to take soundings and borings on foundation sites for the bridge approaches and piers to be built across the Susitna River at the mouth of Indian Creek.

The plans for the bridge at that point call for three 200-foot steel truss spans and eighteen 14-foot frame trestles at the north approach, the total length of the structure to be about 820 feet. The estimated cost of the bridge is $300,000.

ALASKA GAME LAWS.

It has been found necessary to again call the attention of all employees of the Alaskan Engineering Commission to the laws of the Territory of Alaska concerning the protection of game within its borders, and to impress the necessity of a strict observance of all provisions of the statutes relative thereto. In this connection Circular No. 65, issued by Commissioner Mears June 23, 1916, is reproduced in these columns, together with the text of the game laws now in force:

TO ALL CONCERNED:

My circular of July 28, 1915, is reissued as follows:

"It is necessary that all employees of the Alaskan Engineering Commission strictly observe the provisions of the game laws, copies of which are posted at each construction camp.

"While Government surveying parties, operating in the Interior, are sometimes permitted to kill game out of season, to furnish food for the party, this practice is not allowed on construction work where all camps are in touch with the usual means of supply. The Game Warden has been notified by this office that no exceptions need be made in the enforcemeent of any of his regulations on account of construction work in this division."

F. MEARS, Commissioner.

Circular No. 4A:

Information for the public in regard to the Alaska Game Law.

Game Defined.

The Act approved May 11, 1908, protects at certain seasons the following game animals and game birds: Brown bear, caribou, deer, moose, mountain sheep, mountain goats, sea lions, walrus, brant, curlew, ducks, geese, grouse, ptarmigan, snipe and swan.

Seasons.

The seasons when game animals and birds may be killed lawfully are as follows (subject to the special regulations noted in the exceptions hereunder):

North of Latitude 62 Degrees—Brown bear at any time; moose, caribou, mountain sheep, walrus and sea lions, August 1 to December 10; grouse, ptarmigan, shore birds and water fowl, September 1 to March 1.

South of Latitude 62 Degrees—Caribou, moose, mountain sheep, August 20 to December 31 (see Exceptions); brown bear, October 1 to July 1; deer and mountain goats, April 1 to February 1 (see Exceptions); grouse, ptarmigan, shore birds and water fowl, September 1 to March 1.

Exceptions—Under special regulations issued by the Secretary of Agriculture on July 24, 1916, and in effect from August 1, 1916, to August 1, 1918, the following exceptions to the general provisions of the law are to be noted:

S. E. Alaska.—The killing of deer is limited to deer having horns not less than three inches long; the season is limited to the period from August 15 to October 31; the number that any one person may kill durng the open season is limited to 3, and the killing of does and fawns is prohibited. The sale of deer carcasses is also prohibited. The regulations also prohibit the killing of deer at any time on the following islands: Duke, Gravina, Kruzof, San Juan, Suemez and Zarembo. The killing of moose, east and south of Lynn Canal, is prohibited, also the killing of mountain goats in all of S. E. Alaska.

Kenai Peninsula.—The killing of caribou and mountain goats is prohibited; also the killing of mountain sheep in the eastern part of the peninsula, east of longitude 150 degrees. An amendatory regulation dated September 20, 1916, and in effect October 1, 1916, prohibits the sale, or shipment for sale, of carcasses or parts thereof of moose and sheep in the Kenai Peninsula until October 1, 1918.

Kodiak and Long Islands—The killing of deer on these islands is prohibited.

Number.

It is unlawful for any one person in any one year to kill more than 3 brown bear, 3 caribou, 3 deer, 2 moose, 3 mountain goats, 3 mountain sheep, or 1 walrus or sea lion; or to kill or have in his possession in any one day more than 25 grouse or ptarmigan or 25 shore birds or water fowl.

Hunting Licenses.

Nonresidents desiring to hunt any of the game animals, except deer and goats, must first obtain a license from the Governor of Alaska; and on Kenai Peninsula must employ a registered guide.

Shipping Licenses.

Residents of Alaska are forbidden to ship the heads or trophies of game animals without first obtaining a shipping license from the Governor, for which fees are charged entitling the holder to ship as follows: Forty Dollars—1 moose, if killed north of latitude 62 degrees, 3 deer, 2 caribou, 2 sheep, 2 goats, 2 brown bear. Ten Dollars—1 caribou or 1 sheep. Five Dollars—1 goat or deer, or 1 brown bear.

Neither residents nor nonresidents are permitted to ship game animals or trophies which have been bought or are intended for sale.

Miscellaneous.

It is unlawful for any person at any time to kill any female moose or any yearling moose; or to kill a doe or fawn in S. E. Alaska.

The law prohibits the hunting of game animals with dogs; it forbids the use of a shotgun larger than number 10 gauge, or any gun other than that which can be fired from the shoulder,and prohibits the use of steam launches or any boats other than those propelled by oars or paddles, in the pursuit of game animals or birds.

The law prohibits the shipment of game birds from the Territory.

The sale or purchase of game animals or birds in the close season is prohibited.

Penalties.

Any person violating the game law is subject to a fine of not more than $200, or imprisonment for not more than three months, or both.

Bounty on Wolves, and Wanton Destruction of Game Animals.

Chapter 3 of the 1915 session laws of Alaska places a bounty of ten dollars upon every wild wolf in the Territory, payable by the Territorial Treasurer. Chapter 62 prohibits the wanton destruction of game animals.

Copies of Game Law and Regulations.

For copies of circular containing the full text of the game law and all regulations, apply to nearest game warden, or to the Governor's office. Wardens are stationed at Anchorage, Eagle, Fairbanks, Juneau, Ketchikan, McCarthy (Shushanna Junction), Nenana, Nome and Seward.

Governor's Office, Juneau, November 1, 1916.

TOWNSITE GARBAGE REGULATIONS.

The attention of the occupants of the new Government cottages in blocks 16, 17 and 21, Anchorage Townsite, is called to the sanitary regulations of the Townsite requiring that a fly-proof metal can be provided for the reception of all garbage. The practice of throwing garbage in piles or heaps must be discontinued.

There is no objection to disposing of ashes in this manner, for use in filling low places, etc., provided they are clean and free from garbage or refuse. The garbage disposal team will not collect ashes or any kind of refuse which is thrown in piles.

J. G. WATTS, Townsite Manager.

CONTRACT FOR ESKA CREEK COAL.

The Eska Creek Coal Company has been awarded a contract for 3000 tons of coal by the Commission, the first delivery to be made on January 15 and the last on May 1, 1917. The price fixed by the contract is $6.00 per ton f. o. b. cars Eska Creek Siding, or $5.00 per ton f. o. b. cars at the mine.

OFFICIAL CIRCULARS.

WAGE SCHEDULE CHANGES.

Department of the Interior
Alaskan Engineering Commission

Supplement No. 30 to Wage Schedule No. 2:

The following rate is authorized for work on this Division:

Fireman auxiliary, $5.00 per month.

Issued January 4, 1917. Effective January 5, 1917.

H. F. DOSE, Acting Division Engineer.

EAGLE RIVER BRIDGE SLOW SIGN.

Department of the Interior
Alaskan Engineering Commission
Anchorage Alaska, Jan. 9, 1917.

Transportation Circular No. 42:

TO ALL CONCERNED:

A standard "SLOW" sign has been placed at each end of the Eagle River bridge, 500 feet distant. Trains will not exceed a speed of ten miles per hour over this bridge.

H. F. DOSE, Acting Division Engineer.

CERTIFICATE OF LOSS SIGNATURES.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Jan. 12, 1917.

Bulletin No. 33:

TO ALL CONCERNED:

Hereafter, and until further advised, signatures covering Certificates of Loss will be witnessed by Mr. R. D. Chase, of the Special Disbursing Agent's office.

This covers all cases of loss of non-expendable property charged to employees located at Anchorage, with the exception of those occurring in the departments in charge of the Engineer of Maintenance. Such losses will be witnessed by Mr. K. K. Kuney, as heretofore.

Kindly be governed accordingly.

W. DE LONG, General Storekeeper.

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

ANCHORAGE HOSPITAL HOURS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Jan. 11, 1917.
Hospital Department

TO THE PUBLIC:

Please observe the following rules in regard to visiting and dispensary hours at the A. E. C. Hospital:

VISITING HOURS.	DISPENSARY HOURS
Week Days.	**Week Days.**
2:00 P. M. to 4:00 P. M.	10:00 A. M. to 12:00 M.
7:00 P. M. to 8:00 P. M.	2:00 P. M. to 4:00 P. M.
	7:00 P. M. to 7:30 P. M.
Sundays.	**Sundays.**
10:00 A. M. to 12:00 M.	10:00 A. M. to 12:00 M. only
3:00 P. M. to 5:00 P. M.	
7:00 P. M. to 8:00 P. M.	
(Immediate members of family by permission, at other hours.)	(Emergencies excepted.)

These rules are necessary in order to lessen the work and make the service more efficient.

E. S. REEDY, Chief Surgeon.

MISSING MEN.

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

G. H. Logan, formerly of Anchorage. His sister, Mrs. H. A. Crowell, 350 Cabot Street, Beverly, Mass., is anxious to hear from him.

K. L. Maines, formerly of Knoxville, Tenn. His father desires to hear from him.

PERSONAL

H. B. Wells, formerly storekeeper at Matanuska, has been appointed clerk to District Engineer Breck, to take the place of J. W. Mullin, resigned.

* * * *

J. M. Steele, formerly timekeeper in Turnagain Arm District, has been appointed district timekeeper of the Matanuska District, Anchorage Division.

* * * *

George R. Vause, superintendent of river transportation, Anchorage Division, left on Friday for Kroto in the interest of the telegraph construction work in that section.

* * * *

Acting Division Engineer H. F. Dose, accompanied by Chief Accountant H. B. Wilkinson, left Anchorage on Saturday morning for a brief inspection trip over the Turnagain Arm District.

* * * *

E. R. Tarwater, clerk in the Seattle Disbursing Office, has been transferred to Seward to take the position of special disbursing agent, vice Horace C. DeLine, resigned. Mr. Tarwater, previous to being transferred to Seattle last spring, was assistant to Special Disbursing Agent Leslie Cramer when the latter was in charge of the Seward Disbursing Office.

GOVERNMENT SCHOOLS IN ALASKA.

According to the report of the Secretary of the Interior for 1916, seventy schools were maintained by the U. S. Government during the year in Alaska, with a total enrollment of approximately 3600 students. In the service 102 teachers, six physicians and seven nurses were employed. As a result of the new appropriation for medical relief, a hospital was established at Juneau, and smaller hosptals were maintained at Nulato, Kotzebue and Kanakanak. Reports from the reindeer stations, which are supervised by the Bureau of Education, show a total of 70,243 reindeer distributed among 76 herds. The total income of the natives from the reindeer industry during the fiscal year, exclusive of meats and hides consumed at home, were $81,997. The Department, in its report, emphasizes the value of the development of this cooperative industry among the natives.

CONTRACT SETTLEMENTS.

The total amount paid to construction contractors by the Anchorage Disbursing Office during the period December 22 to January 7, was $33,252.02, as follows:

James O'Neill	$ 74.00
Pete Combolos & Co.	7,874.17
Steve Leakos & Co.	5,204.36
Rothwell-Ogilvie & Co.	417.52
H. Johnson & Co.	8,209.13
Chas. M. Johnston	5.75
Plovan & Co.	6,365.16
Nick Mandic & Co.	4,290.58
Lindstrom & Co.	811.35

The following schedule will be in effect at Anchorage Post Office during the present season of closed navigation:

Outgoing mail for Seward and the States closes every Tuesday and Saturday at 9 a. m.

Mail from Seward and the States is due to arrive every Monday and Thursday night.

DIRECTORY OF OFFICIALS.

ALASKAN ENGINEERING COMMISSION.

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

Commissioners.

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

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

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

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

Land and Industrial Department.

A. Christensen, Manager, Anchorage.
E. T. Lindner, Clerk, Anchorage.

J. G. Watts, Townsite Manager, Anchorage.
Dr. C. C. Benedict, Townsite Health Officer, Anchorage.
F. S. Ryus, Townsite Manager, Nenana.

Anchorage Division.

(Headquarters—Anchorage, Alaska)

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

H. F. Dose, Acting Division Engineer.
W. J. H. Fogelstrom, Office and Bridge Engineer.
D. D. Vint, Chief Draftsman.
F. H. Chapin, Assistant Bridge Engineer.

K. K. Kuney, Engineer Maintenance of Way.
A. Haag, Clerk.

F. U. Mayhew, Resident Engineer.
C. D. Pollock, Resident Engineer.

C. G. Jones, Roadmaster.
L. C. McCoy, Superintendent Bridge and Building Dept.

E. P. Hedberg, Master Mechanic.
W. G. Wilt, Clerk.

Herbert Gaytes, Electrical Engineer.

E. R. McFarland, Superintendent Telegraph and Telephone.
C. T. Boyles, Accountant Telegraph and Telephone Dept.
H. B. Noble, Manager, Townsite Telephone Exchange.

G. C. Hammond, Special Disbursing Agent.

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

T. L. Murphy, Receiving and Forwarding Agent.
H. G. Locke, Port Engineer.
C. Watson, Trainmaster.
L. R. Moses, Chief Dispatcher.
Fred Lilyman, Superintendent Employment Bureau.
Charles W. Jones, Editor Alaska Railroad Record.
P. S. Hunt, Official Photographer.
J. H. Robinson, Special Agent.

J. H. Morton, Chief Steward.
George R. Tremblay, Clerk.

Stores Department.

W. DeLong, General Storekeeper.
A. H. Schaefer, Storekeeper, Anchorage.
H. B. Wells, Storekeeper, Matanuska.
Wm. Peltier, Storekeeper, Potter Creek.
R. S. Donaldson, Storekeeper, Talkeetna.
F. C. Kobely, Property Clerk.
M. H. Baker, Accountant.

Hospital Department.

Dr. E. S. Reedy, Chief Surgeon, Anchorage.
W. T. C. Smith, Clerk.

Dr. J. B. Beeson, House Surgeon, Anchorage.
Dr. H. W. Stoughton, Surgeon, Moose Creek.
Dr. H. O. Schaleben, Surgeon, Potter Creek.
Dr. A. L. Drtina, Surgeon, Camp 245.

MATANUSKA DISTRICT.

(Headquarters—Matanuska, Alaska.)

C. R. Breck, jr., District Engineer.
John W. Mullin, Clerk.

L. F. Vaile, Assistant Engineer.
E. O. Archibald, Assistant Engineer.
E. J. Prendergast, Resident Engineer.
F. T. Young, Resident Engineer.
G. A. Spangler, Resident Engineer.
Boyd Leedy, Resident Engineer.
R. M. McLean, Assistant Superintendent Construction.
A. W. Peck, District Accountant.

TURNAGAIN ARM DISTRICT.

(Headquarters—Potter Creek, Alaska.)

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

TALKEETNA DISTRICT.

(Headquarters—Camp 245.)

H. F. Dose, District Engineer.
C. H. Bennett, Superintendent of Construction.
F. W. Mitchell, Clerk.

R. L. Kuney, Assistant Engineer.
F. S. Wilson, Resident Engineer.
L. C. Porter, Resident Engineer.
M. S. Johnstone, District Accountant.
F. M. Daniels, District Timekeeper.

Seward Division.

(Headquarters—Seward, Alaska.)

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

Fairbanks Division.

(Headquarters—Nenana, Alaska)

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

ALASKA Railroad Record.

Volume I. ANCHORAGE, ALASKA, TUESDAY, JANUARY 23, 1917. 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.

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

ANCHORAGE READING ROOM.

The newspapers and magazines listed below are on file at the Anchorage Social Hall for the use of all employees of the Commission, no charge being made for the privilege of using the reading room. No newspaper, magazine or book, however, is to be taken from the building. Following are the publications on hand:

Daily Newspapers.

New York Times, San Francisco Examiner, Seattle Post-Intelligencer.

Weekly Magazines.

Engineering News, Railway Age Gazette, Scientific American. Mining Press, Railway Maintenance Engineer, Literary Digest, Collier's Weekly, The Public, Judge, Life, Puck.

Monthly Magazines.

Ainslee's, Century, McClure's, Harper's, Everybody's, Cosmopolitan, Review of Reviews, North American Review, Journal of Accountancy, World's Work, National Geographic.

In addition to periodicals, the reading room has been supplied with a few books, including 51 volumes of the Harvard Classics and 10 of Shakespeare.

LOT ASSESSMENTS DUE.

The following parties, or anyone who is interested in the lots mentioned, should call at the Townsite Office and make payment of assessment due October 21, 1916:

Lot	Block	Name	Amount
6	22	Elizabeth M. Lydic	$ 7.42
7	48	John Wilkinson	25.42
11	113	J. F. Thompkins	2.07
9	72	J. Lescher & G. F. McDonald	2.37
12	107	Arutian Ambarof Krikarof	26.60
8	105	R. Smith & Alex Gillesson	4.98
8	111	Gus Samis	1.73
2	66	Adam Shima	2.37
2	45	John Nuers	13.88
11	70	Louis Fresiuso	2.37
1	12	John Hunseth	1.74
4	48	Thos. A. Brown	13.88
12	56	Thos. A. Brown	9.32
9	41	Jennie Brace	13.88
1	113	T. P. Hyland	17.63
6	115	N. A. Clasen	7.27
5	64	M. Frye	1.80
4	68	Alvin Brooks	2.37
10	72	C. J. M. Lind	2.37
6	97	M. K. Penoff	17.76
2	12	Raso Gazovich	1.00
3	51	R. E. Spicer	13.88

J. G. WATTS, Townsite Manager.

ANCHORAGE RIFLE CLUB.

At the annual election held by the Anchorage Rifle Club on Tuesday evening, the following officers were chosen for the ensuing year:

President, August Cohen.
Vice-President, E. G. Hinde.
Secretary, A. Haag.
Treasurer, N. W. Engle.
Executive Officer, G. A. Stanton.

The initiation fee was fixed at $2.00 and the annual dues at $1.50.

PACIFIC COAST TIDE TABLES.

Copies of the Pacific Coast Tide Tables for the year 1917 have recently been distributed by the Alaskan Engineering Commission to the various departments of the work. The tables include those for Western North America, Eastern Asia and many of the island groups, the best available material having been used in the compilation of the data. The tables are reprinted from the general tide tables prepared by direction of the United States Coast and Geodetic Survey.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending January 13:

MAINTENANCE OF WAY.

Buildings.

The carpenter work on Cottage No. 29 has been completed, with the exception of the fixtures. The painting is 50 per cent complete. Good progress was made on the school house, the plastering being completed and the carpenter work on the second floor finished. The first floor is finished, with the exception of the trimming and the concrete flooring. The first coat of paint has been applied on the second floor.

Water Service, Plumbing and Steam Heating.

The installation of plumbing fixtures in the new school building is 80 per cent complete. Some work was done in connection with the making of drinking fountains for the school house.

The installation of steam heat in the machine shop is now 98 per cent complete; that in the Warehouse No. 2 is 90 per cent complete. Repairs were made to the coils and condensers in the cold storage plant during the period.

Electrical Department.

Electric light fixtures have been installed in all the Government cottages, and light is now being supplied. Any further extension of the electric lighting system is dependent upon the supply of fuel.

Mechanical Department.

Running repairs were made to engines 221 and 225; engine 230 was overhauled during the week. A force of four men was engaged all week installing machinery and equipment for the power plant. A wash drill outfit was fitted up for the Bridge Engineer to be used in test borings for foundations for the Susitna River bridge. The usual amount of miscellaneous work was performed.

The power plant is now being operated by a complete force, consisting of three engineers, three firemen and three helpers.

MATANUSKA DISTRICT.

Matanuska Branch.

There has been little change in working conditions on the Branch Line during the week. The hauling of supplies and equipment for contractors is progressing satisfactorily, five tons to the load being handled without difficulty.

The work of revising and retracing the located line between Kings River and Chickaloon has been completed, and residence parties are now engaged in cross-sectioning.

The recent thaw has not damaged the ice road on the Matanuska above Kings River; on the contrary, it appears to have improved that roadway.

Main Line.

The piledriver crew has completed the driving of trestles as far as Camp 166.

Axel Johnson & Company, who have the contract for clearing between Willow Creek and Kashwitna, are now en route to their work; and C. A. Anderson & Company, who have the remaining right-of-way clearing to Sheep Creek, are now engaged on their contract.

The roads along the Main Line were considerably damaged by the recent soft weather, and freighting will be difficult throughout the section until more snow falls and the weather gets colder.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

Collins and Company have completed most of their heavy clearing between stations 1645 and 1668; Backstrom & Company have finished their contract between stations 1840 and 1870.

Grading.

All grading work progressed slowly during the period on account of exceedingly bad storms and high wind. The coyote work, however, was not delayed. Nicholson & Company made a very good shot of their coyote hole at McHugh Creek.

Miscellaneous.

At Camp 91, the Commission force has moved into their new office and the storehouse at that point has been opened.

The recent warm weather has placed the trail in bad condition, in some places the snow having entirely disappeared.

A boiler and double drum hoist engine and air compressor have been installed for use in drilling and excavating the cut at station 2629 to 2639. The work at this point will be done by Commission labor.

H. Anderson & Company have completed their contract at Camp 101, Potter Creek.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

The through Anchorage-Seward wires were interrupted several times during the week by wind and sleet storms.

With the exception of one maintenance man at Kings River, all the employees of the department have been withdrawn from the Matanuska Branch, and are now engaged in extending the wires along the Main Line to Montana Creek, where they will connect with the Talkeetna District.

The metallic circuit betweenAnchorage and Matanuska has been simplexed, so that now there are in operation two telephone and one telegraph circuits on three wires between these points.

In addition to the toll lines, there are 94 commercial and 92 Commission telephones, with extensions, connected to the townsite telephone exchange. A revised list of subscribers is being prepared and will shortly be in the hands of the printer.

Electric Light and Power.

All the primary and secondary wires on the alleys between Third and Fourth and Fourth and Fifth Streets, within the business district, have been installed. Service connections have been made and meters installed in all buildings of the Commission which are occupied. The public buildings of Anchorage, including the railroad station, new school house, municipal offices, fire department, U. S. marshal's office, post office and telegraph and telephone building are now lighted with current from the Commission plant in the terminal yards. These buildings have also been metered.

A large Scheidel-Western X-ray machine was installed in the hospital durng the week.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, January 6, 1917, was as follows:

Commissioner's Office	36
Shops and Yards	180
Transportation Service	14
Store and Dock Departments	117
Accounting Department	19
Disbursing Office	5
Townsite Department	22
Steward's Department	12
Hospital Department	23
Telegraph and Telephone Department	64
Track, Bridge and Ballast—Main Line	43
Turnagain Arm District	205
Matanuska District	207
Talkeetna District	119
	1066
Stationmen and Laborers—All Districts	896
Grand Total All Employees Anchorage Division	1962

HISTORICAL SKETCH.

Alaska derives its name from an English corruption of the native word "Al-ay-ek-sa", probably meaning "The great land" or "Mainland".

The region now known as Alaska was first visited by the Russian officers Bering and Chirikov in 1741. Russian traders and trappers soon entered the country and through their activity other nations became interested in this region. Spanish expeditions in 1774 and 1775 visited the southeastern shore and in 1778 the English explorer, Captain James Cook, made extensive surveys of the coast for the British Government. The first settlement was made by the Russians at Three Saints on Kodiak Island in 1784, and in 1804 the Russian-American Company founded Sitka, making it the seat of government in 1805.

In 1799 the trade and regulation of the Russian possessions in America were given over to the Russian-American Company for a term of 20 years, which was afterwards twice renewed for similar periods.

In 1821 Russia attempted by ukase to exclude foreign navigators from Bering Sea and the Pacific coast of her possessions, which caused a controversy with the United States and Great Britain. The question was settled by a treaty with the United States in 1824 and one with Great Britain in 1825, by which an attempt was made to fix permanently the boundaries of the Russian possessions in America.

In March, 1867, Alaska was purchased by the United for the sum of $7,200,000 in gold, and in October of the same year the formal transfer was made at Sitka. From 1867 to 1877 Alaska was governed by the War Department, although the customs were from the beginning collected by the Treasury Department, and with the latter the control rested from 1877 until the passage of the act of 1844. This act extended over Alaska the laws of the State of Oregon so far as they were applicable, created a judicial district and a land district, put in force the mining laws of the United States, and gave the country an administrative system.

The influx of settlers after the discovery of gold in the Klondike, Yukon Territory, in 1896 rendered more adequate laws necessary. In 1899 and 1900 Congress made provisions for a code of civil and criminal law, and in 1908 passed a homestead act. In the meantime a serious boundary dispute had arisen between the United States and Canada regarding the interpretation of the treaty of 1825. This was settled in 1903 by an agreement whereby the seacoast of Canada extended no farther north than 54 degrees 40 minutes.

By the act of May 7, 1906, Alaska was given power to elect a delegate to Congress, and on August 24, 1912, the creation of a territorial legislature was provided.

ADVERTISED LETTERS.

Following is a list of unclaimed mail matter on hand at the U. S. Postoffice, Anchorage, Alaska, January 19, 1917. When calling for same please say "Advertised". A charge of one cent is made for all advertised mail matter:

Anderson, August; Adams, Albert; Anchorage Garage; Alsos, John.

Bay View Lodging House; Berg, Ike; Bogue, Raymond; Boyce, Archie; Bratt, John; Booth, C. R.; Buchanan, J. D.; Buffington, J. D.; Bylin, John (2).

Curtis, Gabril; Curtey, Robt.; Cristenson, Ed.; Coloff, Harry; Conners, Bert.; Clarke, Robt. E.; Chalifour, M. M.; Collings, Bill; Carlsson, Gus; Carlson, Victor; Cartier, Antonette; Camble, Harry; Catrakis, Theodore; Charlson, Adolf.

DeCamp, Thos.; Dillon, John S.; DuGray, Wm. A. (6); Doyle, W.; Duncklee, F. A.; Davis, Clark; Davis, J. M.

Englund, Carl; Elstereit, Wm.; Eriksson, J. Edw.; Erickson, Oscar; Ellingson, E.

Frazier, Thos. W.; Farzinoff, Harry; Friary, J. A.

Girot, John; Gilmore, Lorane; Goodell, H.; Gruber, J. F.; Gunderson, C. W.; Glauinto, Pastro; Galvini, M. G.; Gelmel, Mr.

Hernandez, Justo; Hansen, J. R.; Hansen, J. C.; Hogan, Patsy; Hopkins, Wm.; Huzieff, Hena; Hattion, Dora; Hartmann, Fred; Haldana, Jose; Hogan, James; Holdbrook, Capt.; Halmgren, Algot; Houze, Thos.; Hevestad L.; Hedz, John; Hendricks, Jack; Harris, Fred; Hooper, Ralph.

Joyce, Colman; Jacobson, Paul; Jackson, Geo.; Jewell, A. J.

Kelley, Pat.; Klaus, A. C.; Koft, Jan.; Klatt, Emil; Keever, Frank; Keeley, Thos.; Kohler, John; Kalan, Edd.; Kallestad, Anne; Kallach, Lew.

Lundquist, Fred (2); Lund, Chas. J.; Lewis, Frank (2); Lodovico, Allona; Lee, Joe; Liland, Jan.; Lewis, Laxelle; Leduc, J. A.; Lyman, Peter.

Mey, Ed.; Munro, Ed. (2); Murray, T. F.; Mayers, Frank; Matson, Ole; Mespelt, Chas.; Murray, Collin; Murray, Blair; McCleary, Wallace; McCloud, Norman.

Nelson, Iver; Noonan, Frank; Nord, Axel.

Potter, E. G.; Pleming, J. P.; Phillipes, Geo. (2); Pretro, Nicoli (2); Pitchford, Percy; Powell, Mr. (3); Pederson, P.

Robinson, C. J. (3); Ray, Wm.; Rhymes, Al.; Rail, Wm. Lin (2); Ryan, John (4); Roberts, George; Rice, C. D. Reggle, Clint; Ryan, Tom.

Tood, M. T.; Tradal, B.; Tultle, M. F.; Trenton, Peter; Tarlweck, C.; Tavarac, M.; Thompson, Jack.

Sarac, Peter; Sarroq, Gust; Strand, Oscar; Stein, J.; Sutton, W. P. (2); Smith, Nina; Scott, Sue.

Uhl, J. R.

Williams, R. H.; Whtalan, W.; Wadman, J. B.; Wirtann, John; Wiseman, Frank; Wickman, Gust; Weistman, S. J.; Well, W. G.; Wagner, Ed.

RAILROAD TOWNSITE REGULATIONS.

For the information of all concerned the regulations governing Alaskan Railroad Townsites, issued by President Wilson on June 19, 1915, is published in these columns. Particular attention is called to the clause, "Conditions and Forfeitures":

ORDER.

Under and pursuant to the provisions of the Act of Congress, approved March 12, 1914 (38 Stat., 305), entitled "An Act to authorize the President of the United States to locate, construct, and operate railroads in the Territory of Alaska and for other purposes," it is hereby ordered that the administration of that portion of said Act relating to the withdrawal, location, and disposition of townsites shall be in accordance with the following regulations and provisions, to-wit:

REGULATIONS.

Reservations.—The Alaskan Engineering Commission will file with the Secretary of the Interior, when deemed necessary, its recommendations for the reservation of such areas as in its opinion may be needed for townsite purposes. The Secretary of the Interior will thereupon transmit such recommendations to the President with his objections thereto or concurrence therewith. If approved by the President, the reservation will be made by Executive Order.

Survey.—When in the opinion of the President the public interests require a survey of any such reservation, the Secretary of the Interior shall cause to be set aside such portions for railroad purposes as may be selected by the Alaskan Engineering Commission, and cause the remainder, or a part thereof, to be surveyed into urban and suburban blocks and lots of suitable size, and into reservations for parks, schools, and other public purposes and for Government use. Highways should be laid out, where practicable, along all shore lines, and sufficient land for dock and wharf purposes along such lines should be reserved in such places as there is any apparent necessity therefor. The plats of such survey will be prepared in triplicate, one for the General Land Office to be on tracing linen, one for the local land office, and one for the Recorder of the proper recording precinct. The survey will be made under the supervision of the Commissioner of the General Land Office and the plats will be approved by the Chairman of the Alaskan Engineering Commission.

Public Sale.—The unreserved lots will be offered at public outcry to the highest bidder at such time and place, and after such publication of notice, if any, as the Secretary of the Interior may direct, and he may appoint or detail some suitable person as Superintendent of Sale to supervise the same, and may fix his compensation and require him to give sufficient bond.

Superintendent's Authority.—Under the supervision of the Secretary of the Interior, the Superintendent of the Sale will be, and he is hereby, authorized to make all appraisements of lots and at any time to reappraise any lot which in his judgment is not appraised at the proper amount, or to fix a minimum price for any lot below which it may not be sold, and he may reject any and all bids for any lot and at any time suspend, adjourn, or postpone the sale of any lot or lots to such time and place as he may deem proper.

Manner.—Bids may be made either in person or by agent, but not by mail nor at any time or place other than the time and place when the lots are offered for sale hereunder and any person may purchase any number of lots for which he is the highest bidder. Bidders will not be required to show any qualifications as to age, citizenship, or otherwise. If any successful bidder fails to make the payment and file the application and other papers at the time and in the manner hereinafter required, the lot awarded to him may be reoffered for sale, and his right thereto will be forfeited. Nothing herein will prevent the transfer by deed of the interests secured by the purchase and the partial payment for the lot, but the assignee will acquire no greater right than that of the original purchaser, and the final entry and patent will issue to the original purchaser when all payments are made.

Terms.—No lot will be sold for less than $25.00, and no bid exceeding that amount will be accepted unless made in multiples of five dollars; the minimum of $25.00 on each lot sold for less than $75.00 must be paid in cash within the time hereinafter specified, and if the price bid is $75.00 or more, one-third of the bid price must be paid in cash within said specified time; the remainder of the purchase price will be divided into five equal annual installments, payable in one, two, three, four and five years, respectively, from the date of the register's certificate of sale, and no final certificate of entry will be issued until the expiration of said five years and until payment has been made in full for the lot, and no patent will be issued thereon during said period. 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, signed, and acknowledged before any officer authorized to administer oaths and using an official seal, and accompanied by the cash payment required by these regulations, all on the forms hereby approved and made a part of these regulations.

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 local 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.

If it be deemed advisable the Commissioner of the General Land Office may direct the receiver of public moneys of the proper district to attend sales herein provided for, in which event the cash payment required shall be paid to said receiver, who will issue his official receipt therefor in lieu of the memorandum receipt of the Superintendent of Sale.

Conditions and Forfeitures.—If any lot or lots sold or any part thereof shall be used for the purpose of manufacturing, selling, or otherwise disposing of intoxicating liquors as a beverage, or for gambling, prostitution, or any unlawful purpose before final payment is made, and during a period of five years from the date of register's certificate of sale, or if the purchaser shall fail during said period to comply with any and all regulations and requirements which the Secretary of the Interior, in his discretion, may make or authorize to be made, for the improvement of streets, sidewalks, and alleys, promotion of sanitation and fire protection in the townsite, all rights of the applicant under his purchase of said lot or lots shall terminate and a forfeiture thereof and of the payments theretofore made thereon may be declared by the Secretary of the Interior, and his finding of fact thereon shall be final. If any person who has made partial payment on the lot purchased by him fails to make any succeeding payment required under these regulations at the date such payment becomes due, the money deposited by such person for such lot will be forfeited, and the lot, after forfeiture is declared, will be subject to disposition as provided herein. Lots remaining unsold at the close of the sale, or thereafter declared forfeited for nonpayment of any part of the purchase price under the terms of the sale, will be subject to future disposition at public sale at such time and place as may thereafter be provided.

Warning.—All persons are warned against forming any combination or agreement which will prevent any lot from selling advantageously, or which will in any way hinder or embarrass the sale, and all persons offending will be prosecuted under section 2373 of the Revised Statutes of the United States, which reads as follows:

> Every person who, before or at the time of the public sale of any of the lands of the United States, bargains, contracts, or agrees, or attempts to bargain, contract, or agree, with any other person, that the last-named person shall not bid upon or purchase the land so offered for sale, or any parcel thereof, or who by intimidation or unfair management hinders or prevents, or attempts to hinder or prevent, any person from bidding upon or purchasing any tract of land so offered for sale, shall be fined not more than one thousand dollars or imprisoned not more than two years, or both.

RAILROAD TRAIN SCHEDULE.

Anchorage, Alaska, Dec. 18, 1916.

Transportation Circular No. 31.

(Supersedes Transportation Circular No. 19, dated November 18, 1916.)

Effective 12:01 a. m. Thursday, December 21, 1916, a mixed passenger and freight train will be run between Anchorage and Matanuska, Matanuska and King and between Anchorage and Rabbit on the following schedule:

NORTHBOUND Monday Wednesday and Friday, only.	MAIN LINE	SOUTHBOUND Tuesday, Thursday and Saturday, only.
Leave 9:00 a. m.	0.0 Anchorage	Arrive 3:00 p. m.
	4.9	
9:25	4.9 Whitney.	2:40
	7.3	
9:55	12.2 Kuney	2:20
	9.7	
10:40	21.9 Birchwood	1:45
	5.6	
11:10	27.5 Eklutna	1:15
	9.0	
Arrive 11:40 a. m.	36.5 Matanuska.	Leave 12:40 p. m.

NORTHBOUND Monday, Wednesday and Friday, only.	MATANUSKA BRANCH	SOUTHBOUND Tuesday, Thursday and Saturday, only.
Leave 12:45 p. m.	36.5 Matanuska	Arrive 11:40 a. m.
	6.4	
1:20	42.9 Palmer	11:10
	6.6	
2:20	49.5 Moose Creek	10:30
	9.2	
3:00	58.7 Granite	9:08
	1.9	
Arrive 3:30 p. m.	60.6 King.	Leave 9:00 a. m.

SOUTHBOUND Tuesday, Thursday and Saturday, Only.	MAIN LINE	NORTHBOUND Tuesday, Thursday and Saturday, Only.
Leave 9:00 a. m.	0.0 Anchorage.	Arrive 10:45 a. m.
	5.0	
9:20	5.0 Campbell.	10:25
	5.4	
Arrive 9:45 a. m.	10.4 Rabbit.	Leave 10:00 a. m.

Mixed train leaving Anchorage northbound will stop just North of road crossing, Terminal Yard, Anchorage.

This schedule is NOT in effect as a time card authorizing the movement of trains, and all trains will continue to run extra as heretofore. However, for the information and guidance of all concerned, the trains covered by this schedule will not leave any station at which time is shown ahead of the designated time.

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

H. F. DOSE, Acting Division Engineer.

DAILY WEATHER DATA.

The following table shows the weather conditions prevailing at Anchorage during the period January 10 to January 16:

DATE	TEMPERATURE Max.	TEMPERATURE Min.	PRECIPITATION Snowfall	PRECIPITATION Snow on Ground	WIND Aver. Miles per Hour	CONDITION OF HARBOR
Jan. 10	4	–18	0	18.0	4.3	Harbor filled with ice.
Jan. 11	13	–9	0	18.0	5.0	Harbor filled with ice.
Jan. 12	35	13	1.5	18.0	7.7	Harbor filled with ice.
Jan. 13	40	15	0	17.0	7.0	Harbor filled with ice.
Jan. 14	47	32	0	9.0	14.0	Ice well off shore.
Jan. 15	37	27	0	8.0	3.5	Ice well off shore.
Jan. 16	36	23	0	7.0	3.6	Much open water.

ALASKA NORTHERN SCHEDULE.

A mixed passenger and freight train leaves Seward for Mile 40 and way stations every Monday, Thursday and Saturday at 8:30 a. m.; returning leaves Mile 40 for Seward the same day at 1 p. m.

CONTRACT SETTLEMENTS.

The total amount paid construction contractors by the Anchorage Disbursing Office during the period January 8 to January 14 was $10,112.29, as follows:

Doherty & Co.	$3966.18
A. G. Swanson	110.00
McCartin & Co.	6036.11

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

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

OFFICIAL CIRCULARS.

ORDERS FOR OFFICE FURNITURE.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Jan. 22, 1917.

Circular No. 161:

TO ALL CONCERNED:

In the future no office furniture will be manufactured at these headquarters, and it is requested that offices anticipate their wants sufficiently in advance and place orders through the Store Department in order that such furniture desired can be purchased either locally or in the States.

H. F. DOSE, Acting Division Engineer.

REGISTERED MAIL REGULATIONS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Jan. 22, 1917.

Transportation Circular No. 44:

TO ALL CONCERNED:

Effective February 1, 1917, a uniform system for the handling of registered matter on the trains on this Division will be inaugurated.

Each office interested in the dispatch of registered matter, together with the mail carrier, should make arrangements to provide a blank book in which should be entered, in numerical arrangement, the number of the register, the date registered, the name of the party to whom it is addressed, the destination, the date delivered and the signature of the party to whom it is delivered. Station agents and train baggagemen will handle on Form A. E. C. 411. (Attention is called to the fact that the present stock of Form A. E. C. 411, in consequence of a typographical omission, is number "41" instead of "411." However, the name of the form is "Waybill of Registered Package Labels.")

In preparing billing for registered matter, station agents and train baggagemen will handle in the same manner as for baggage, as to number of copies, receipt of consignee, etc. Registered package labels, Form A. E. C. 417, 100 to the book and consecutively numbered, may be had by communicating with the undersigned.

Attention is called to the fact that these labels must not be used for other than official Commission business, nor should they be used for handling baggage or freight.

H. F. DOSE, Acting Division Engineer.

HANDLING PERISHABLE FREIGHT.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Jan. 22, 1917.

Transportation Circular No. 45:

TO ALL CONCERNED:

I desire to call the attention of all agents and trainmen to Rule No. 60 in Local Tariff No. 5, covering the handling of perishable freight in less than carloads during the cold weather.

The provisions of this rule must be strictly enforced, and you will note on shipping bill covering all perishable freight that the Commission will not be responsible for any loss resulting from cold weather. No shipments will be accepted under any other conditions. If shippers desire to place blankets over perishables when loading in car you are authorized to allow them to do so, and you will do all in your power to assist them in protecting their shipments.

H. F. DOSE, Acting Division Engineer.

CANCELLATION OF AUTHORITY.

Department of the Interior
Alaskan Engineering Commission
Stores Department
Anchorage, Alaska, Jan. 16, 1917.

Supplement No. 18 to Bulletin No. 14:

TO ALL CONCERNED:

Effective at once, authority for the following named to sign requisitions for non-expendable property is hereby cancelled:

W. F. BURNETT, Fire Department, Headquarters.
W. DeLONG, General Storekeeper.

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

NON-EXPENDABLE AUTHORIZATION.

Department of the Interior
Alaskan Engineering Commission
Stores Department
Anchorage, Alaska, Jan. 16, 1917.

Supplement No. 19 to Bulletin No. 14:

TO ALL CONCERNED:

Effective at once, the following named is authorized to sign non-expendable requisitions on the storehouses within the district in which he is located, for use in connection with the requirements of the Department shown opposite his name:

PETER BRISBOIS, Fire Department, Headquarters.
W. DeLONG, General Storekeeper.

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

AMENDMENT OF TRANSPORTATION CIRCULAR 38.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Jan. 18, 1917.

Transportation Circular No. 43:

TO ALL CONCERNED:

Amend Transportation Circular No. 38, of December 29th, 1916, to read as follows:

Flat cars Nos. 739, 741, 742 and 746 have been converted into temporary coal cars. Inside measurements are as follows:

Length, 37 ft., 0 in.
Width, 8 ft., 4¾ in.
Height, 2 ft., 10¾ in.
Cubical capacity, 901 cu. ft.

The minimum weight of commercial coal shipped in the above cars will be based on the above cubical capacity.

The minimum weight of commercial coal shipped in Oliver dump cars Nos. 501 to 535, inclusive, will be figured on the basis of 316 cu. ft. to the car.

H. F. DOSE, Acting Division Engineer.

EXECUTIVE ORDER.

[No. 2501.]

Alaska

Amending Executive Orders Nos. 2224 and 2418 as to land in Federal Addition to Seward.

By virtue of the authority vested in me by the provisions of the Act of Congress approved March 12, 1914 (38 Stat., 305), it is hereby ordered that Executive Order No. 2224 issued July 19, 1915, designated "Alaskan townsite withdrawal No. 8" withdrawing certain land in Alaska for townsite purposes, and Executive Order No. 2418 issued July 11, 1916, providing regulations for the disposition of said withdrawn land, be and the same are hereby modified to the extent that the west half of block seventeen (17) consisting of lots 7 to 12, inclusive, of said block, as designated and delineated on the approved plat of the "Federal Addition to Seward", in T. 1 S., R. 1 W., Seward Meridian,

Alaska, may be entered under the Homestead Laws by Clarence E. Burr, and title thereto be acquired by him under said laws upon due compliance therewith.

WOODROW WILSON.

The White House, 20 December, 1916.

ACTING CHIEF SURGEON.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Jan. 22, 1917.

Hospital Department Circular:

TO ALL CONCERNED:

Effective January 23, 1917, Dr. J. B. Beeson is appointed Acting Chief Surgeon of this Division. He will have charge of all medical work in this Division during the absence of the undersigned, reporting to Acting Division Engineer, Mr. H. F. Dose.

E. S. REEDY, Chief Surgeon.

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

CANCELLATION OF MEAL TICKETS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Jan. 23, 1917.

Accounting Dept. Circular No. 20:

TO ALL CONCERNED:

It has been arranged to supply timekeepers and others in charge of the collection of meal tickets at mess houses with a cancellation stamp showing date of cancellation. The following instructions will govern:

Timekeepers, or others in charge, will see that all meal tickets are punched immediately when detached from meal book on presentation at mess house. Immediately upon the completion of collection of all tickets for each meal each and every ticket must be stamped with the cancellation stamp in such a way as to show clearly the date of cancellation. At the completion of each day's business the total number of tickets cancelled will be entered in the regular manner on form 141 and each day's tickets will be placed in a separate package for remittance with monthly reports.

Requisition should be made immediately upon the District Office for the necessary cancellation stamp, and its use must commence immediately upon receipt.

H. B. WILKINSON, Chief Accountant.

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

ALASKA POTATOES FOR EXPORT TRADE.

The proposal of the Northern Pacific Railroad to serve and widely advertise Alaska potatoes on the dining cars of its system has aroused much interest among the farmers of the Fairbanks section. The Fairbanks Commercial Club has taken the matter up with the farmers of the Tanana Valley and is urging them to use the best seed obtainable for their spring planting in order to insure a select crop from which to fill any orders the railroad may place next fall.

The Land and Industrial Department of the Alaskan Engineering Commission has also called the attention of the farmers of Alaska to the willingness of the railroad to make a special feature of the Alaska potato on the menus of its dining car service. With the wide publicity already provided, there should be no difficulty experienced in supplying the demands that may arise for potatoes of suitable grade.

The featuring of an agricultural product in the manner proposed should prove especially effective in dispelling, in no small measure, the idea so generally prevalent throughout the United States that Alaska is totally unfitted for practical agricultural development, and should be the means of attracting prospective settlers to the advantages offered homesteaders in the valleys contiguous to the railroad and along the Alaskan water courses.

CHECKS ESTOPPED FROM PAYMENT.

The official checks listed below, issued by Special Disbursing Agent G. C. Hammond of Anchorage, have been lost, and the Treasurer of the United States has been requested to stop payment thereon:

Name	Date	Amt.	Check No.
Alex Rusky	Nov. 6, 1916	22.50	35617
Theodore Catrakis	Nov. 16, 1916	16.05	38154
N. Davis	Dec. 11, 1916	$31.75	40362
Pete Dukevich	Dec. 11, 1916	3.00	40390
Mike Savich	Dec. 11, 1916	10.20	40392
Steve Concar	Dec. 11, 1916	10.20	40393
Dan Dushar	Dec. 11, 1916	10.20	40394
Mike Churich	Dec. 11, 1916	10.20	40395
Rade Stetich	Dec. 11, 1916	10.20	40396
Tony Savich	Dec. 11, 1916	10.20	40397
Steve Svilar	Dec. 11, 1916	10.20	40398
Mike Churich	Dec. 13, 1916	7.20	40897
Pete Dukevich	Dec. 13, 1916	6.53	40899
Mike Savich	Dec. 13, 1916	7.20	40900
Dan Dushan	Dec. 13, 1916	6.53	40902
Steve Concar	Dec. 13, 1916	7.20	40903
Steve Livlar	Dec. 13, 1916	6.53	40904
Rade Stetich	Dec. 13, 1916	6.53	40905
M. E. Shortley	Dec. 13, 1916	48.00	40770

ANCHORAGE DISBURSING OFFICE.

The total disbursements of the office at Anchorage for the period of January 15 to January 21 were $18,339.25. The payment of salaries and wages amounted to $9,795.53; for local purchases $44.50; to contractors $8,314.09; other expenditures $185.13.

LOCAL FREIGHT TARIFF NO. 6.

Local Freight Tariff No. 6, covering the shipment of material, outfits, tools and supplies for contractors on railroad construction and repair work, has been issued by the Commissioner's Office, Anchorage. Copies of this tariff may be obtained by those concerned by applying to Alaskan Engineering Commission, Anchorage, Alaska.

PERSONAL

Peter Brisbois has been appointed acting fire chief at Anchorage Terminal Yards to succeed W. F. Burnett, resigned.

* * * *

H. B. Wilkinson, chief accountant of Anchorage Division, returned on Thursday from an inspection of the offices of the Turnagain Arm District.

* * * *

H. F. Dose, acting division engineer, Anchorage Division, returned to Headquarters Friday afternoon after several days' visit to the various construction camps of Turnagain Arm.

* * * *

H. B. Laughlin, clerk in the Bridge and Building Department, Anchorage Division, has been transferred to the position of assistant line auditor, reporting to Chief Accountant Wilkinson.

DIRECTORY OF OFFICIALS.

ALASKAN ENGINEERING COMMISSION.

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

Commissioners.

Wm. C. Edes, chairman, Anchorage, Alaska.
Thomas Riggs, Jr., Nenana, Alaska.
Capt. F. Mears, U. S. A., Anchorage, Alaska.

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

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

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

Land and Industrial Department.

A. Christensen, Manager, Anchorage.
E. T. Lindner, Clerk, Anchorage.

J. G. Watts, Townsite Manager, Anchorage.
Dr. C. C. Benedict, Townsite Health Officer, Anchorage.
C. H. Sheets, Principal Anchorage School.
F. S. Ryus, Townsite Manager, Nenana.

Anchorage Division.

(Headquarters—Anchorage, Alaska)

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

H. F. Dose, Acting Division Engineer.
W. J. H. Fogelstrom, Office and Bridge Engineer.
D. D. Vint, Chief Draftsman.
F. H. Chapin, Assistant Bridge Engineer.

K. K. Kuney, Engineer Maintenance of Way.
A. Haag, Clerk.

F. U. Mayhew, Assistant Engineer.
C. D. Pollock, Resident Engineer.

C. G. Jones, Roadmaster.
L. C. McCoy, Superintendent Bridge and Building Dept.

E. P. Hedberg, Master Mechanic.
W. G. Wilt, Clerk.

Herbert Gaytes, Electrical Engineer.

E. R. McFarland, Superintendent Telegraph and Telephone.
C. T. Boyles, Accountant Telegraph and Telephone Dept.
H. B. Noble, Manager, Townsite Telephone Exchange.

G. C. Hammond, Special Disbursing Agent.

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

T. L. Murphy, Receiving and Forwarding Agent.
H. G. Locke, Port Engineer.
C. Watson, Trainmaster.
L. R. Moses, Chief Dispatcher.
Fred Lilyman, Superintendent Employment Bureau.
Charles W. Jones, Editor Alaska Railroad Record.
P. S. Hunt, Official Photographer.
J. H. Robinson, Special Agent.

J. H. Morton, Chief Steward.
George R. Tremblay, Clerk.

Stores Department.

W. DeLong, General Storekeeper.
A. H. Schaefer, Storekeeper, Anchorage.
Wm. Peltier, Storekeeper, Potter Creek.
R. S. Donaldson, Storekeeper, Talkeetna.
F. C. Kobely, Property Clerk.
M. H. Baker, Accountant.

Hospital Department.

Dr. E. S. Reedy, Chief Surgeon, Anchorage.
W. T. C. Smith, Clerk.

Dr. J. B. Beeson, House Surgeon, Anchorage.
Dr. H. W. Stoughton, Surgeon, Moose Creek.
Dr. H. O. Schaleben, Surgeon, Potter Creek.
Dr. A. L. Drtina, Surgeon, Camp 245.

MATANUSKA DISTRICT.

(Headquarters—Matanuska, Alaska.)

C. R. Breck, Jr., District Engineer.
H. B. Wells, Clerk.

L. F. Vaile, Assistant Engineer.
E. O. Archibald, Assistant Engineer.
E. J. Pendergast, Resident Engineer.
F. T. Young, Resident Engineer.
G. A. Spangler, Resident Engineer.
Boyd Leedy, Resident Engineer.
R. M. McLean, Assistant Superintendent of Construction.
H. A. McClure, Assistant Superintendent of Construction.
A. W. Peck, District Accountant.
J. M. Steele, District Timekeeper.

TURNAGAIN ARM DISTRICT.

(Headquarters—Potter Creek, Alaska.)

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

TALKEETNA DISTRICT.

(Headquarters—Camp 245.)

H. F. Dose, District Engineer.
C. H. Bennett, Superintendent of Construction.
F. W. Mitchell, Clerk.

R. L. Kuney, Assistant Engineer.
F. S. Wilson, Resident Engineer.
L. C. Porter, Resident Engineer.
M. S. Johnstone, District Accountant.
F. M. Daniels, District Timekeeper.

Seward Division.

(Headquarters—Seward, Alaska.)

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

Fairbanks Division.

(Headquarters—Nenana, Alaska)

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

ALASKA
Railroad Record.

Volume I. ANCHORAGE, ALASKA, TUESDAY, JANUARY 30, 1917. 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, Cuba, Mexico and Panama. Single copies 5 cents.

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

TUG ROSCOE RETURNS TO SEWARD.

The tug L. Roscoe, of the Alaskan Engineering Commission fleet, which left Seward on January 18 for Anchorage with a cargo of supplies for the Commission, was compelled to return to Seward Friday afternoon after getting as far as the port of Seldovia.

From the time the boat left the harbor of Seward and until Seldovia was reached such heavy seas were encountered that progress was extremely slow and difficult. The vessel arrived at the latter port with hull and deck completely covered with ice and her supply of fuel oil so reduced that it was deemed inadvisable to continue the voyage up Cook Inlet to Anchorage in the face of the rough weather then prevailing in the vicinity. A capacity supply of fuel oil had been placed aboard the tug before starting from Seward, and under ordinary weather conditions this would have been amply sufficient for the trip.

The cargo of the Roscoe was discharged at the Seldovia dock and stored for shipment to Anchorage later.

RETAIL STORE CLOSED THURSDAY.

The retail store of the Anchorage Commissary will be closed all day Thursday, February 1, for the purpose of taking inventory.

DISTRIBUTION OF READING MATTER.

More than 2,000 magazines have been distributed during the past few months by Secretary Kenyon of the Anchorage Railroad Y. M. C. A. to the various construction camps for the benefit of the employees of Anchorage Division. Any person desirous of contributing magazines for this purpose should advise Mr. Kenyon, either by letter addressed care of the Y. M. C. A., or by telephoning No. 58-K.

It has been suggested that camp timekeepers can render valuable cooperation by gathering up the old magazines after they have been read and forwarding them to the next camp for the use of the employees there.

TELEGRAPH & TELEPHONE DATA.

During the month of December, 1916, the Telegraph and Telephone Department of Anchorage Division handled a total of 1693 telegraph messages, of which 1273 were commercial messages and 420 official business.

The chief operator's report of interruptions occurring on the long distance lines during the month shows a total of ten for the period, two caused by cold-weather breaks, two by blasting, five by falling trees, and one by ice and frost.

The total line mileage, exclusive of Townsite, Terminal and small exchanges, was 275, and the total wire mileage on January 1, 1917, was 548.

PROTECTION OF WATER MAINS.

Notice is hereby given to parties who have been thawing out their water pipes not to allow portions of the mains, or the ground within three feet of the mains, to remain uncovered over night without protection by a fire or other ample protection from the frost. This is necessary to prevent freezing of the mains at points so exposed.

J. G. WATTS, Townsite Manager.

APPLICATIONS FOR TRANSFER.

No application for a position in the Fairbanks Division of the Alaskan Engineering Commission from an employee of another Division will receive consideration unless transmitted through the head of the Department in which such applicant is employed.

THOS. RIGGS, Jr., Commissioner.

Nenana, Alaska, Jan. 2, 1917.

The total disbursements of the office at Anchorage for the period January 22 to January 28 were $14,351,39. The payment of salaries and wages amounted to $3647.88; for local purchases $249.20; to contractors $10,221.00; other expenditures $233.31.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending January 20:

MAINTENANCE OF WAY.

Buildings.

The carpenters have practically completed the fixtures in Cottage No. 29; the painting is 80 per cent complete.

The carpenter work on the first and second floors of Anchorage School House No. 2 was finished during the week. A small force was engaged on desks and fixtures. The painting is 60 per cent complete.

Water Service and Plumbing.

Drinking fountains were installed in the new school house. A small force was at work changing coils in the stoves in the new cottages, and the usual amount of repairs due to frozen pipes was made. The plumbing at the school house is 95 per cent complete; and the plumbing work in the Social Hall was finished.

Mechanical Department.

The repairs to engine 280 were completed during the week, and satisfactory progress was made on the heavy repairs to engine 265. Four men from the machine shop worked all week fitting up machinery in the power plant.

MATANUSKA DISTRICT.

Matanuska Branch.

The freighting on the river above Camp 24 is going ahead satisfactorily, and within the next thirty days the entire work above Kings River should be stocked with sufficient construction material and supplies, with the exception of hay, to complete the work.

The majority of the contractors have commenced drilling coyote holes, and a number of small shots have been fired. Construction is proceeding satisfactorily throughout the District, with little change in conditions from last week.

Main Line.

The camp at Willow Creek has been completed, and next week construction of a new camp about midway between Little Willow Creek and Kashwitna River will be begun.

The piledriver crew has completed the driving of all trestles south of Camp 166 and has commenced on the first trestle north of that point.

The right-of-way contractors between Willow Creek and Sheep Creek have reached their stations and begun work. A contract covering the uncompleted grading south of the Little Susitna River, between Stations 6270 and 6337, has been let to Poropat & Company, and it is planned to have this section graded by the time track is laid to that point.

Contractors Olson & Company, Rice & Company and Plackus & Company, the three remaining contractors south of the Little Susitna River, will finish within the next week or ten days.

Excellent progress is being made in freighting supplies along the Main Line, despite the fact that the road is subject to almost daily changes owing to the recent unsettled weather.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

The mild weather during the past week made good progress possible on the work between Indian Creek and one mile north of Glacier Creek.

Grading.

Several coyote holes were shot during the week with satisfactory results. Mathison & Company, contractors at McHugh Creek, made a shot which moved approximately 15,000 yards of rock, using 15,000 pounds of black powder.

The jack hammers operated by two locomotive air pumps at Mile 99 are working very satisfactorily.

Miscellaneous.

The Falls Creek camp is now completed, and the store house is being stocked with provisions hauled from Potter Creek.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

Work on the gap in the telephone line between Camp 174 and Montana Creek is 25 per cent complete. The wire has reached Browne's Lake from the south. The work of providing an additional wire between Potter and Indian Creeks for the Anchorage-Seward telegraph circuit is 50 per cent complete.

There are at present connected to the Anchorage exchange 95 commercial and 94 Commission telephones.

Electric Light and Power.

Primary and secondary wires are in place on the alley between Fifth and Sixth Streets, paralleling the business district.

Twenty-eight Sudan type indirect lighting fixtures have been installed in the Anchorage school house. A series of bell circuits have also been placed in the building.

All work in connection with the installation of pole lines and fixtures, transformers, pole-top fixtures, etc., in the business portion of Anchorage is now practically completed. This district, including many residences, can be given service as soon as fuel becomes available.

The corral and barns in the terminal yards, Anchorage, are now being lighted from the main plant.

UNPAID WATER RENTALS.

The attention of water users whose accounts are unpaid is called to the fact that these bills are payable on or before the 10th of the month next following service. It will be necessary to discontinue service in the case of rentals that are not paid during this period.

J. G. WATTS, Townsite Manager.

Anchorage, Alaska, Jan. 26, 1917.

ADDRESS WANTED.

Papers have been received at the Anchorage Townsite Office, from the U. S. Land Office at Juneau ,for Steef Zhoocovich, which had been returned to that office unclaimed. Anyone knowing the whereabouts of Mr. Zhoocovich will confer a favor by calling at the Townsite Office.

J. G. WATTS, Townsite Manager.

Residents of Talkeetna have petitioned the Alaska Road Commission for the construction of a wagon road from Talkeetna to the copper deposits of Iron Creek. The proposed road would open to development an important mining section at present practically inaccessible for want of proper transportation facilities.

ALASKAN ENGINEERING COMMISSION **ALASKA NORTHERN RAILWAY**

Miles of Road Operated 144.5. Gauge 1 ft. 8½ in. Locomotives 9. Limit of of load allowed to pass over line in excess of marked capacity 10 per cent.

FREIGHT EQUIPMENT

Equipment marked A. E. C., A. N. Ry. and U. S. and numbered and classified as follows:

KIND OF CAR			DIMENSIONS																							
			INSIDE						OUTSIDE								DOORS								CAPACITY		NO.
									Width at Eaves or Pl'tform		Height From Rail						Side				End						
M. C. B. Designation	CLASS	NUMBERS	Length		Width		Height		Length		To Eaves		To top o' Pl'tfm or Running Bd.		To Overall		Width		Height		Width		Height		Cubic Feet Level Full	Pounds	
			ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.	ft.	in.			
XM	Box	801 816	36	0	8	6	8	0	36	11½	9	7½	12	5⅛	13	1¼	13	7⅝	6	0	7	6½			2448	60000	16
FM	Flat	205 221							36	7	8	9			1	0										40000	17
FM	Flat	401 415							40	0	9	3			3	9⅞										80000	8
FM	Flat	701 758							41	0	8	9½			3	6⅞										80000	52
SM	Stock	1301	38	11	8	6	9	0	40	0	10	1	12	6	13	6	15	5	6	7	8	0	1	8½	1	8½	2976	80000	1
GD	Gondola	1201 1204	36	10	8	1	5	1	41	0	8	9½			3	8	9	6	4	8	5	3					1354	70000	4
MWB	Ballast	101 110	26	10	8	6	2	1¼	34	1	9	3½			1	3½	6	6									525	60000	10
MWB	Ballast	611 625	25	10	8	6	2	1¼	34	1	9	3½			1	3½	6	6									525	60000	12
MWD	Dump	501 535	19	0	9	0	1	10¼	30	1	10	0					7	8									316	40000	37
TW	Tank	1	15	6	8	3	3	10	36	0	9	2			1	0	8	7									484	60000	1
TW	Tank	2, 3	30	5½	7	10	3	11	40	0	9	3			3	9⅞	8	6									466	60000	2
NE	Caboose	1001 1005	29	5	8	6	6	6	36	0	9	1	10	11	11	11	15	3	5	2	6	1	2	1	6	1			5
NE	Caboose	1050, 1051	31	3	8	3	7	9	32	0	9	6	12	6	13	4	13	4	2	6	6	8							2
MWX	Outfit	02x, 03x	35	0	8	2	9	3	36	0	9	6	12	8	14	1	15	4	3	0	6	11							2
MWX	Outfit	04x	35	0	8	2	9	3	36	0	9	1	12	8	14	1	15	4					2	8	6	8			1
MWX	Outfit	05x, 06x, 07x	35	0	8	2	9	3	36	0	9	1	12	8	14	1	15	4					2	8	6	8			3
MWX	Outfit	08x, 010x, 011x	39	0	8	6	8	6	40	0	9	8	12	8	13	7	15	2	2	8	6	6	2	8	6	6			3
MWX	Outfit	09x	39	0	8	6	8	6	40	0	9	8	12	8	13	7	15	2	2	8	6	6							1
MWX	Outfit	012x, 013x	39	4	8	6	8	11	40	1	9	8	13	0	13	10	15	6	2	8	6	8							2
	Total																												177

PASSENGER EQUIPMENT.

M. C. B. Designation	Kind	Series of Numbers	Seating Capacity	Length of Car	No.
PB	Coaches	1, 4	56	58' 6"	2
PB	Coaches	3	56	58' 10"	1
CA	Bagg. and Pass.	2	32	58' 6"	1
PV	Officers	A 1			1
EG	Gasoline Motor	2			1
	Total				6

MISCELLANEOUS EQUIPMENT.

Steam Shovels—MWS 1, 2, 3, 4, 5	5
Pile Driver—MWP 6	1
Locomotive Crane—1, 2, 3, 4	4
Rotary Plow—MW 1	1

OFFICIAL CIRCULARS.

GENERAL INVENTORY MARCH 1.

Department of the Interior
Alaskan Engineering Commission
Circular No. 162: Anchorage, Alaska, Jan. 22, 1917.

TO ALL CONCERNED:

Arrangements are to be made by all concerned to take an actual physical inventory of all property in their charge in the respective districts and departments on March 1st, 1917. You will please arrange for this, and after all figures have been compiled forward statement to chief accountant.

H. F. DOSE, Acting Division Engineer.

AUDIT OF DEPARTMENT RECORDS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Jan. 24, 1917.

Accounting Department Circular No. 21:

TO ALL HEADS OF DEPARTMENTS:

The Accounting Department will undertake the audit and examination of all Department accounts and accounting records. Accounting records must be kept with sufficient particularity to show fully the facts pertaining to all entries made in the accounts of each Department. General book entries must contain sufficient reference to the detail records to permit ready identification, and the detail records must be filed in such manner as to be readily accessible for examination by the authorized official.

Mr. H. W. Knight, division line auditor, is hereby authorized to audit and examine Department accounts and accounting records, and he will hereafter direct the work of district line auditors, time inspectors and other assistants.

H. B. WILKINSON, Chief Accountant.

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

ACCOUNTING SUBDIVISIONS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Jan. 24, 1917.

Accounting Department Circular No. 22:

TO ALL HEADS OF DEPARTMENTS:

Commencing January 1st, 1917, all expenditures on this Division will be segregated into sections, as follows:

ANCHORAGE DISTRICT—

Section No. 1. Anchorage to Ship Creek Junction.

Section No. 2. Ship Creek Junction to Matanuska River.

MATANUSKA DISTRICT—

Section No. 3. Matanuska River to Knik Wagon Road.

Section No. 4. Knik Wagon Road to Little Susitna.

Section No. 5. Little Susitna to Sheep Creek.

Section No. 9. Matanuska Wye to Chickaloon.

TALKEETNA DISTRICT—

Section No. 6. Sheep Creek to a point 15 miles north of Talkeetna.

Section No. 7. A point 15 miles north of Talkeetna to Susitna River Crossing.

Section No. 8. Susitna River Crossing to Summit, Broad Pass.

TURNAGAIN ARM DISTRICT—

Section No. 10. Anchorage to Station 2636, or approximately 1½ miles south of Potter Creek.

Section No. 11. Station 2636, or approximately 1½ miles south of Potter Creek to end of District.

All monthly summaries rendered to the chief accountant's office for labor performed or material furnished will hereafter be segregated into the Districts as outlined above.

H. B. WILKINSON, Chief Accountant.

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

CAMP EQUIPMENT AND TOOLS ACCOUNT.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Jan. 24, 1917.

Accounting Department Circular No. 25:

TO TIMEKEEPERS AND ALL CONCERNED:

Commencing February 1, 1917, all camp accounts will include an account entitled "Camp Equipment and Tools."

1. This account will include all items of a non-expendable nature issued for camp purposes, such as kitchen utensils, mess-house equipment, corral equipment, tents and tarps, stoves and ranges, tools of all kinds, office and building furniture, fixtures and fittings, etc., as per Supplement No. 1, Stores Bulletin No. 14.

2. This account will not include any items which are not subject to being accounted for as non-expendable, in accordance with Supplement No. 1, Stores Bulletin No. 14, or any subsequent supplements which may be issued.

3. Charges to this account will be made on the regular camp invoice (Form 369). Four copies will be made of each invoice and must be receipted by the responsible party to whom issued. One copy of this invoice will be retained as camp record, one copy will be forwarded to the district accountant with monthly camp account (Form 135). Of the remaining two copies one will be forwarded immediately to the field clerk of the Property Department at District Headquarters. The fourth copy will be retained until the end of the month and then forwarded, together with copies of all other invoices charged to this account, to the chief accountant, Anchorage. The total of such invoices forwarded monthly to the chief accountant must equal the amount charged to this account on Form 135 for that month and shown on Form 368 for that month, as per Circular No. 29. The invoices forwarded to the chief accountant should be attached to and forwarded with Form 368.

4. Timekeepers will keep a statement on file of all items charged to this account and this statement will constitute an inventory which, whenever required will be verified by a physical inventory.

5. During the operation of a camp any items properly allowed by the surveying officer as being lost or destroyed will be charged on camp invoice to "Camp Operation" account and credited to "Camp Equipment and Tools" account, such items at the same time being deducted from the inventory of this account. Four copies of camp invoices will, in such cases, be made out and distributed as in paragraph 3.

6. At any time during the operation of the camp where it is necessary or desirable that any items charged to "Camp Equipment and Tools" account be taken back into stores, the timekeeper or storekeeper will do so. Four copies of a CREDIT camp invoice will be made, crediting "Camp Equipment and Tools" account and charging "Second Hand Tools and Supplies account (see Circular No. 28). These credit invoices will be signed by the storekeeper as received. One copy of such receipted credit invoice will be handed by the timekeeper to the responsible party in the camp to whom the items were charged as non-expendable; one copy will be sent immediately to the property field clerk at District Headquarters, who will prepare regular property receipt (Form 337) and forward same to the party to whom items were charged. Of the remaining two copies, one copy will be retained in camp and one forwarded to district accountant with Form 135. The items credited will be deducted from "Camp Equipment and Tools" inventory.

7. Until further notice all items on invoices crediting "Camp Equipment and Tools" account will be segregated into "Items issued prior to February 1, 1917," and "Items issued subsequent to January 31, 1917." This must be done with absolute accuracy in order that items issued prior to February 1, 1917, may be identified separately from those issued by invoice.

8. At the closing of the camp the inventory of this account will be verified and the items taken back into "Second Hand Tools and Supplies" account (see Circular No. 28) at the original prices at which charged less an amount for depreciation. The account will be closed by charging "Second Hand Tools and Supplies" account on camp invoice and crediting "Camp Equipment and Tools" account with the allowed value, and "Camp Operation" account will be charged on camp invoice and "Camp Equipment and Tools" account will be credited with the depreciation allowed. The above credit invoices charging "Second Hand Tools and Supplies" will be receipted and distributed as in paragraph 6.

9. Timekeepers, or others, will not issue or charge to this account any item or items without proper written authority. Any deviation from this rule will constitute an improper charge and will make the timekeeper, or other

party making the charge, liable for the value of the items so charged.

10. This circular does not modify any instructions contained in Stores Bulletin No. 14 in regard to issuing time check to any party responsible for non-expendable property without a proper release from Property Department.

11. District engineers will designate the person at each camp authorized to make requisition for articles chargeable to "Camp Equipment and Tools" account.

H. B. WILKINSON, Chief Accountant.
Approved: H. F. DOSE, Acting Division Engineer.

STANDARD PRICE LIST—INVENTORIES.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Jan. 24, 1917.

Accounting Department Circular No. 26:

TO TIMEKEEPERS AND ALL CONCERNED:

A standard price list covering all camp stores has been issued by the general storekeeper.

Commencing February 1, 1917, these prices will be used for all store and camp transactions, including commissary sales to individuals and contractors.

In order to reconcile differences which will appear in Form 368 due to the changes in inventory values, timekeepers, or others concerned, will prepare inventories of January 31 in the following form:

Quantity:	Name of Article:	Old Unit:	Old Price:	Old Amount:	New Price:	New Amount:

In case the total of "New Amount" column of inventory shows an increase over the total of "Old Amount," "Store Profit" will be credited and "Commissary", "Explosives", and "C. M. & S." accounts charged by invoice in January accounts with the difference.

In case the total of "New Amount" column shows a decrease under the total of "Old Amount," "Store Loss" will be charged by invoice in January accounts and "Commissary", "Explosives", and "C. M. & S." accounts credited with the difference.

The total of "New Amount" column will be used for completing Form 368 for January.

Great care must be used in carrying out the above instructions as responsible accountants of stores and supplies will be held strictly accountable for differences appearing in Form 368 after February 1, 1917.

H. B. WILKINSON, Chief Accountant.
Approved: H. F. DOSE, Acting Division Engineer.

STATEMENT OF C. M. & S. SOLD.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Jan. 24, 1917.

Accounting Department Circular No. 27:

TO TIMEKEEPERS AND ALL CONCERNED:

Commencing with the operation of Circular No. 25 re "Camp Equipment and Tools" account, February 1, 1917, the preparation of monthly statements of C. M. & S. issued will be discontinued.

H. B. WILKINSON, Chief Accountant.
Approved: H. F. DOSE, Acting Division Engineer.

SECOND HAND TOOLS AND SUPPLIES ACCOUNT.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Jan. 24, 1917.

Accounting Department Circular No. 28:

TO TIMEKEEPERS AND ALL CONCERNED:

Commencing February 1, 1917, all tools, supplies and material taken back into stores at a depreciated value will be charged to "Second Hand Tools and Supplies" account. Provisions and explosives credited to contractors at the termination of contracts will be at full value and will be charged to the regular "Stores" account (See Circular No. 29). Damaged provisions and explosives will not be taken back from contractors at any price.

In January inventories all second hand tools and supplies carried in regular Commissary and C. M. & S. accounts will be listed as a separate inventory on Form 368, as follows:

Value of Supplies on Hand last of Mo. per Inventories:	Commsy	Explosives	C. M. & S.	Total
New:				
Second Hand:				

These amounts will be carried to Form 368 for February as per instructions in Circular No. 29.

H. B. WILKINSON, Chief Accountant.
Approved: H. F. DOSE, Acting Division Engineer.

COMMISSARY AND C. M. & S. ACCOUNTS. FORMS 368 AND 135.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Jan. 24, 1917.

Accounting Department Circular No. 29:

TO TIMEKEEPERS AND ALL CONCERNED:

Commencing February 1, 1917, Commissary and C. M. & S. accounts will be consolidated into one account designated as 'Stores' account.

Form 368 will be prepared with new column headings as follows:

Present Headings: Commissary—Explosives—C. M. & S.—Total 2d Hand

New Headings: Stores —Explosives—T. and S.—Total

In Form 135 the column at present headed "Commissary" will be used for "Stores" account; the column at present headed "C. M. & S." will be used for "2nd Hand Tools and Supplies" account.

On Form 368 the entry "Total Value of Supplies Sold and Transferred" will be in the following form:

Total Value of Supplies Sold and Transferred per Form 125:	Stores	Explosives	2d Hand Tools & S	Total
Camp Eqpt. & Tools	$50.00			
Other Stores	$150.00	$50.00	$25.00	$275.00

Receipted invoices equalling the item "Camp Equipment & Tools" must accompany the copy of Form 368 sent to chief accountant as per instructions in Circular No. 25.

H. B. WILKINSON, Chief Accountant.
Approved: H. F. DOSE, Acting Division Engineer.

DEPARTMENT BILL PROCEDURE.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Jan. 24, 1917.

Accounting Department Circular No. 30:

TO ALL HEADS OF DEPARTMENTS:

This is to advise that Department Bill, Form No. 470, has been received from the printer.

Commencing January 1, 1917, it is desired that this form be used by Departments when billing another Department for services rendered and supplies furnished. This form will not be made out for any charges affecting the accounts of the Department furnishing the service or material.

It is necessary that Department bills be itemized and show a segregation of labor, material and other charges, excepting cases of charges of a general character.

Four copies of this Department bill should be prepared and distributed as follows:

Original to the chief accountant's office, at the end of the month.

Duplicate and **triplicate** to the Department for whom the work or service has been furnished.

Quadruplicate to be retained by the Department rendering the bill.

In order that the chief accountant's office will be in a position to prepare a general consolidated balance sheet not later than the 20th of each month, it is necessary that these Department bills be rendered not later than the sixth of the month following the month for which the service or material is furnished.

Department bills should be numbered and the commencing number will be furnished to this Department upon telephone request from the chief accountant's office.

Department bills should be certified correct by the chief clerk of each Department and approved by the head of each Department.

H. B. WILKINSON, Chief Accountant.
Approved: H. F. DOSE, Acting Division Engineer.

REPORTING COMMERCIAL T. & T. COLLECTIONS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Jan. 25, 1917.

Accounting Department Circular No. 31:

TO TIMEKEEPERS:

Commencing February 1, 1917, all collections at camps for commercial telephone and telegraph messages will be accounted for by timekeepers on Monthly Camp Account, Form 135.

Collections will be entered daily in full detail on regular camp invoice, as follows:

Date: Name of Sender: Destination of Message: Amount.

The amount to be collected in each case will be ascertained from Anchorage Central Office or District Central Office.

At the end of the month this invoice will be charged to "Sundry Cash Sales" and the total credited to "Telegraph & Telephone Dept." The invoice will be entered on Form 135 under "Sundry Cash Sales", as provided for on that form.

The cash collected on this account will be remitted to District Headquarters in the same manner as all other cash reported on Form 135.

This invoice will only include telegraph and telephone business. Three copies will be made; one copy for camp record, one copy for transmission with Form 135, and one copy to be sent to the chief accountant, Anchorage, for transmission to the Telegraph & Telephone Department.

H. B. WILKINSON Chief Accountant.
Approved: H. F. DOSE, Acting Division Engineer.

SLOW SIGNS AT BRIDGES.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Jan. 24, 1917.

Transportation Circular No. 46:

TO ALL CONCERNED:

Standard slow signs have been placed a distance of 500 feet from each end of the Knik River and Matanuska River Bridges, Nos. 1465 and 1484, respectively.

Trains will not exceed a speed of ten miles per hour over these bridges.

H. F. DOSE, Acting Division Engineer.

MONTHLY TOOL AND OUTFIT REPORT.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Jan. 26, 1917.

Bridge and Building Dep't. Circular No. 1:

TO ALL FOREMEN:

There has been sent you a supply of monthly tool and outfit report blanks. Commencing with the present month, please arrange to send to this office at the end of each month a report of your outfit and non-expendable property in general. Such items as you have, the names of which are not printed on the form, should be inserted in blank spaces that have been left for such purpose.

In the first column you will enter what you had on hand the first of the month; in the second column what was received during the month; in the third column items shipped away during month; in the fourth column what you have on hand at the end of the month. In the fifth column you will indicate such items as you have on hand that are not in use.

Your attention is called to the fact that the loss of any non-expendable property must be reported to this office immediately, together with all facts and circumstances in connection with the case; otherwise relief cannot be granted.

L. C. McCOY, Supt. Bridge & Building Dept.
Approved: H. F. DOSE, Acting Division Engineer.

MONTHLY TOOL AND OUTFIT REPORT.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Jan. 26, 1917.

Roadmaster's Circular (No. 16.):

TO ALL FOREMEN:

There has been sent you a supply of monthly tool and outfit report blanks. Commencing with the present month, please arrange to send to this office at the end of each month a report of your outfit and non-expendable property in general. Such items as you have, the names of which are not printed on the form, should be inserted in blank spaces that have been left for such purpose.

In the first column you will enter what you had on hand the first of the month; in the second column what was received during the month; in the third column items shipped away during month; in the fourth column what you have on hand at the end of the month. In the fifth column you will indicate such items as you have on hand that are not in use.

Your attention is called to the fact that the loss of any non-expendable property must be reported to this office immediately, together with all facts and circumstances in connection with the case; otherwise relief cannot be granted.

C. G. JONES, Roadmaster.
Approved: H. F. DOSE, Acting Division Engineer.

ORGANIZATION CHANGE.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Jan. 27, 1917.

Disbursing Office Circular No. 1:

TO ALL CONCERNED:

Effective January 27, 1917, Mr. Chas. W. Donnally, special disbursing agent, will assume charge of the Anchorage disbursing office. He will have charge of all fiscal matters during the absence of the undersigned, reporting to Acting Division Engineer H. F. Dose.

G. C. HAMMOND, Special Disbursing Agent.
Approved: H. F. DOSE, Acting Division Engineer.

NON-EXPENDABLE AUTHORIZATION.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Jan. 27, 1917.

Supplement No. 20 to Bulletin No. 14:

TO ALL CONCERNED:

Effective at once, the following named parties are authorized to sign non-expendable requisitions on the storehouses within the District in which they are located for their use in connection with the requirement of the Department shown opposite their respective names:

Edgar Heaton, foreman, Water Service, Headquarters. (For emergency use only.)
H. R. Munson, Chief Timekeeper, Headquarters.
W. DeLONG, General Storekeeper.

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

RAILROAD Y. M. C. A. TICKETS RECEIVED.

Secretary Kenyon, of the Anchorage Railroad Y. M. C. A., has received the membership tickets for the ogranization and distributed them to most of the 156 members. The tickets are dated to expire on February 28, 1918—14 months from the time the club house was occupied. The extra two months were granted to recompense, so far as possible, for the delay in installing the bowling equipment. The membership tickets are of neat design and enclosed in a case of soft leather. The tickets entitle the members of the Anchorage branch to the social privileges of the other Associations throughout the world.

COMMISSARY COUPON SALES REGISTER.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Jan. 24, 1917.

Accounting Department Circular No. 24:
TO ALL TIMEKEEPERS AND CAMP STOREKEEPERS:

Commencing February 1, 1917, at all camps or stores selling supplies to station contractors, a Commissary Coupon Sales Register will be kept of all sales, in the following form:

Date	Gen'l Sales	Sales to Contrs.	Total Form 56	DISTRIBUTION				Daily Totals to Contractors			
				Stores	Explsvs.	2nd Hand T. & S.	Other	Smith & Co.	Brown & Co.	Adams & Co.	ETC
1											
2											
3											
etc.											
Totals for Mo.											

Coupon Books Issued to Contractors .....

To facilitate the keeping of this register and the checking of its accuracy, sales slips to contractors will be listed each day in a separate column on Form 56 and general sales (all sales slips other than to contractors) in a separate column, the totals of each and the grand total for the day being entered in the proper column on this register and on the proper date line. On each sales slip must be noted the distribution, and on Form 56 for each day must be noted the total distribution for that date; likewise the total sales to each contractor will be entered on the register in the proper columns.

The following check on the correctness of these entries on the register must be observed daily:

General Sales and Sales to Contractors must equal Total Form 56.

Total daily distribution must equal Total Form 56.

The sum of Daily Totals to Contractors must equal Sales to Contractors.

At the close of the month's business, the footing of the column "Total Form 56" and the footings of the various distribution columns must correspond to the entries for this account on Form 135.

At the close of the month's business, the columns for each contractor must be footed and underneath this footing will be noted the amount of coupon books actually issued to each contractor for that month. In case of a difference between the amount of sales and the amount of coupon books issued greater than the fractional part of one book in excess of sales to a contractor, or in any case of more sales than books issued to a contractor, a good and sufficient explanation will be required.

The regular columnar blank register sheets may be used in preparing the above register. Form 56 will be prepared in duplicate, one copy being retained as camp record.

Approved: H. F. DOSE, Acting Division Engineer. H. B. WILKINSON, Chief Accountant.

PERSONAL

C. W. Donnally has been designated special disbursing agent in charge of the Anchorage office during the absence of Mr. G. C. Hammond.

* * * *

G. C. Hammond, special disbursing agent at Anchorage, left for Washington, D. C., today, to be absent for several weeks on business at the Capital.

* * * *

A cable to Acting Division Engineer Dose from Washington advises that Commissioner Mears left that city for San Francisco on January 27, and plans to return to Anchorage about February 15.

* * * *

Dr. E. S. Reedy, chief surgeon of the Anchorage Hospital, left last week for a business visit to Seattle and eastern points. During his absence the hospital will be in charge of Dr. J. B. Beeson.

* * * *

R. J. Weir, engineer-in-charge of the Seward Division, arrived in Anchorage Saturday evening and left on Sunday for an inspection of the construction work in the Matanuska District, accompanied by District Engineer Breck.

NOTICE.

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

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

WEEKLY FORCE REPORT.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, January 13, 1917, was as follows:

Commissioner's Office	36
Shops and Yards	170
Transportation Service	16
Store and Dock Departments	98
Accounting Department	18
Disbursing Office	5
Townsite Department	20
Steward's Department	12
Hospital Department	22
Telegraph and Telephone Department	75
Track, Bridge and Ballast—Main Line	58
Turnagain Arm District	202
Matanuska District	208
Talkeetna District	121
	1061
Stationmen and Laborers—All Districts	931
Grand total all employees Anchorage Division	1992

ALASKA NORTHERN SCHEDULE.

A mixed passenger and freight train leaves Seward for Mile 40 and way stations every Monday, Thursday and Saturday at 8:30 a. m.; returning leaves Mile 40 for Seward the same day at 1 p. m.

LAND AND INDUSTRIAL DEPARTMENT.

A BRIEF REVIEW OF INDUSTRIAL DEVELOPMENT AFTER TWO YEARS OF RAILROAD CONSTRUCTION WORK.

(By A. CHRISTENSEN, Manager)

At the threshold of this new year it will be interesting to observe in connection with the construction and operation of the Government railroad in Alaska the changes that have occurred in that section of the Territory tributary to the railroad, and to compare conditions exising at the time of the passage of the Act in March, 1914, with the conditions prevailing at this time.

Beginning at Seward, we find the population has increased from seven or eight hundred to over two thousand. There have recently been constructed three substantial concrete blocks; a number of new residences have been built; the sidewalks on Fourth Avenue, now Broadway, have been paved, and the street has been surfaced. Third, Fourth and Fifth Avenues have been cleared and grubbed. The Government has required all the squatters to move from the beach, and instead of a motley collection of cabins of every description scattered along the waterfront, there has been installed an industrial spur with one or two warehouses already in course of construction, with the prospect of a number of others to be erected early in the spring. A new dock with approaches has been constructed; the machine shop has been rebuilt; and there is an air of general prosperity prevalent in and about the town.

The Alaska Northern Railway, since its purchase by the Government, has been repaired so that trains are enabled to operate during the winter months as far as Mile 40, and in the summer to the end of the line at Kern Creek.

At the mouth of Ship Creek, where the town of Anchorage is located, and at which point there was nothing but a wilderness in 1914, there is to be found a thriving town of approximately 5000 people, with the following business houses established:

3 Hotels	5 Jewelers
10 Lodging Houses	3 Novelty Stores
22 Restaurants	13 Pool Halls
3 Drug Stores	5 Cigar Stores
4 Hardware Stores	10 Barber Shops
3 Paint Stores	3 Meat Markets
7 Grocery Stores	4 Sheet Metal Works and Plumbers.
13 Clothing Stores	1 Daily Newspaper
4 Bakeries	3 Weekly Newspapers.
6 Laundries (1 steam)	11 Miscellaneous.
4 Tailors	

A water system has been installed for supplying water to the town and railroad, over six miles of water mains having been laid; several miles of streets cleared and graded and a number of miles of sidewalks constructed; telephone and electric systems have been installed and are now in operation, as well as railroad shops, hospital, docks, warehouses and terminal yard facilities.

A $35,000 labor temple has been built, and a $12,000 Masonic hall is nearly completed. Over 70 miles of track north and south from the town have been laid. Trains are operated during the winter time tri-weekly, and daily during the summer months, when active construction work is in full operation.

Between four and five hundred homesteaders have migrated into the Matanuska and Susitna Valleys, and many farms are in course of development.

Several thousand tons of coal have been mined from two different mines in Moose Creek, one of which is now operating and has already furnished to the Commission between four and five thousand tons of coal. Another mine has been opened on Eska Creek, and the operators of this property recently contracted to furnish the Engineering Commission with 3000 tons by May 1st, 1917. The people of Anchorage have been supplied with coal from these two mines during the winter. Another coal mine near Granite Creek is in course of development, and is expected to be placed on a shipping basis within the next 60 days. Prior to the opening of these mines all the coal used was imported from the States. No doubt there will be extensive work undertaken next spring under leases to be granted successful applicants.

The freight and passenger traffic derived from the trains operated by the Commission from Anchorage Station is more than sufficient to pay the cost of operation.

A townsite has been platted at Matanuska, 36 miles north of Anchorage, at which point there is a present population of between 150 and 200 people. This town will serve as a distributing point for the farmers in that section of the Matanuska Valley. Other towns will be established at Moose Creek, Wassilla, and probably at other places along the line, during the summer of 1917. There were no people at any of these places in 1914 or 1915.

As a consequence of the influx of people to the regions tributary to the railroad, additional discoveries of gold were made in the Willow Creek district, situated about 15 miles from the main line of the Government railroad, and as a result there has been a considerable increase in the population of that section.

At Nenana, at the mouth of the Nenana River, a townsite has been located, and at present has a population of approximately 1000 people. A number of business houses have been established already, among them being:

6 Restaurants	1 Drug Store
2 Stores	1 Theatre
4 Lodging Houses	1 Bakery
1 Hotel	1 Newspaper
1 Sheet Metal Works	14 Miscellaneous
3 Pool Halls	

In 1914 there was only a trading post and one family living at this place.

This brief review of the development which has taken place throughout the region tributary to the railroad is very encouraging when the early status of this section is considered. The results already achieved clearly show the decided impetus given immigration to this section of Alaska and to the development of its resources since the construction of the Government railroad was inaugurated.

However, it is patent that many branch railway lines and wagon roads will have to be provided, as feeders to the trunk line, before the products of the mines and farms of this vast region can be brought to the markets at reasonable cost. When this is accomplished both pioneer and capitalist will then be accorded that encouragement so essential to the full development of a new country.

LOCAL PASSENGER TARIFF.

The Commission has issued, effective February 1, 1917, a comprehensive passenger tariff, naming the passenger fares between all stations on the Alaskan Engineering Commission and Alaska Northern Railways. A copy of this tariff, which is designated as "Passenger Tariff No. 1," may be obtained by addressing the Anchorage office of the Commission.

Inquiry is made of the Commission for Francis J. Dwyer. His brother Thomas desires him to write care St. Mary's Hospital, San Francisco.

ALASKA

Railroad Record.

Volume I. ANCHORAGE, ALASKA, TUESDAY, FEBRUARY 6, 1917. 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.

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

COMMISSION SECURES COAL UNIT.

The Government has reserved for the use of the Alaskan Engineering Commission the coal deposits embraced within the limits of leasing unit No. 12 of the Matanuska coal field, according to information received from Washington by the Anchorage office of the Commission.

This unit is located in Chickaloon River Valley, mainly north and west of the stream and less than a mile from the Matanuska River. A number of coal beds outcrop along Chickaloon River in the unit and constitute the best coal showings so far discovered in the Matanuska field. Some of the coal is crushed and folded, and in places intruded by igneous rocks, but chemically it is the best yet found in the district. The beds dip steeply—almost vertically—to the north, but the dip apparently flattens westward.

In 1914 about 800 tons of coal from this unit were taken for testing purposes by the United States Navy. The analysis showed the product to be semi-bituminous in character. The Government laboratory tests, as published in Senate Document No. 26, Sixty-fourth Congress, first session of 1915, gave the following results:

Sample No. 1.—Total moisture 2.58; volatile combustible 19.14; fixed carbon 67.46; ash 10.82; sulphur .57; loss on drying 1.6;

Sample No. 2.—Total moisture .90; volatile combustion 19.60; fixed carbon 74.60; ash 4.90; sulphur .60; calories 8260; British thermal units 14,888.

Excellent facilities for transporting coal from this unit to tidewater will be available when the Matanuska Branch line of the Government railroad reaches the unit this year. The railroad is operating trains at present to King, the end of steel, which is approximately 13 miles distant from the site of the proposed Commission mines in this reserved coal unit.

PUBLIC AUCTION OF ANIMALS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Jan. 31, 1917.

A public auction will be held at the stables of the Commission at Anchorage at 2:00 p. m., February 10th, 1917, for the purpose of disposing of seven horses and one mule, described as follows:

Hoof No.	Description	Branded	Weight	Age
149	Fleabitten Gray gelding,	————	1000 lbs	14
159	Fleabitten Grey	————	925 lbs	12
171	Buckskin gelding	20 on left shoulder	750 lbs	15
203	Black Mule	————	1100 lbs	30
125	Roan gelding	on left hip	850 lbs	16
133	Sorrel gelding	on left hip	1050 lbs	11
135	Bay gelding	on left hip	1100 lbs	12
145	Buckskin gelding	on left shoulder, 14 on right shoulder	800 lbs	15

The above animals can be seen at the stables of the Alaskan Engineering Commission at Anchorage, Alaska.

The right is reserved to reject any or all bids.

H. F. DOSE, Acting Division Engineer.

ANCHORAGE WATER ASSESSMENTS.

Assessments for the Anchorage water supply, which have been somewhat deferred in issuing, will soon appear under date of Feb. 15, and will be payable in four annual instalments on May 1st, 1917-1918-1919 and 1920. The total assessment against each lot affected is $42.52, each annual payment being $10.63.

There are 733 lots affected by this assessment within the townsite; all lots abutting upon any main being assessed equally, as it is felt that each lot receives equal service regardless of the number of feet of main which is laid past the lot.

J. G. WATTS, Townsite Manager.

Inquiry is made of the Commission for the address of Ben F. Koeltz. He is requested to communicate with W. A. Eades, jr., McVeigh, Kentucky.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending January 27:

MAINTENANCE OF WAY.

Buildings.

All construction work on the Government cottages on Anchorage Townsite was completed during the week. The only cottage remaining unoccupied on January 27 was No. 32. The Anchorage school building was also finished.

Water Service and Plumbing.

All work of this character in connection with the new buildings has been finished, and the department is now on a maintenance basis.

Mechanical Department.

The small drill presses in the machine shop have been installed, and one of them connected to motor power. Fair progress was made during the period on the repairs to engine 265. Minor repairs were also made on engines 221 and 225.

The usual amount of miscellaneous work was performed by the shops.

MATANUSKA DISTRICT.

Branch Line.

There are at present nineteen grading gangs and one clearing gang at work on the Branch Line. A clearing contract has been let for the section between Station B 494 and B 581, in the vicinity of Camp 27.

The ice over the Matanuska River continues favorable for heavy freighting, six or seven tons being moved at one load without difficulty. The south-bound teams from the Chickaloon are hauling out the blacksmith coal which is piled up at that place. This coal is sacked by Commission forces before being loaded for distribution to the construction camps and the shops. The coal is pronounced of superior quality by blacksmiths who have used it.

Nearly all the material and supplies for the Branch Line have been moved, only some two or three hundred tons still remaining for transfer.

Main Line.

Supplies are being hauled rapidly to the various camps beyond the Little Susitna River. The snow roads are in excellent condition for carriage of heavy loads.

During the week construction was started on a new camp at Mile 194, about midway between Little Willow Creek and Kashwitna.

A contract has been let to Poropat & Company covering the grading between Station N 6270 and D 6337, the only uncompleted work south of the Little Susitna.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

Sutherland & Brooks have increased their clearing force in the vicinity of Bird Creek. The gangs near Bird Point are making good progress in heavy clearing.

Grading.

Coyote shots were made during the past week, as follows: Station 2338, between Falls Creek and Rainbow Creek: 450 kegs of black powder, 11,240 pounds, moving about 7000 cubic yards of rock; Station 2485, between McHugh Creek and Sheep Creek: 300 kegs of black powder, 7500 pounds, moving approximately 7000 cubic yards of rock; Station 2616, between Sheep and Potter Creek, 200 kegs of black powder, 5000 pounds, moving about 5000 cubic yards of rock.

A coyote shot was fired in the cut at Station 2687, five pockets, containing 700 kegs of black powder, 17,500 pounds, moving approximately 12,000 cubic yards. This shot was very successful, inasmuch as there is about 30 per cent waste in the cut.

The Commission forces are making fair progress driving coyote holes with jack hammers at Station 2633, 1½ miles south of Potter Creek.

All other grading work is progressing favorably, considering the short period of daylight.

Miscellaneous.

The trail is in good condition for heavy hauling.

A small gang has been started to work at Bird Point clearing for a new camp, and placing corduroy across about one mile of swamp land preparatory for the spring thaw. This camp will be established as soon as navigation opens.

TELEGRAPH & TELEPHONE DEPARTMENT.

Telegraph and Telephone.

The telephone extension along the Main Line north of Matanuska has reached Willow Creek. This work is being done by men on snow-shoes. The lines in the Talkeetna District suffered to some extent by an unusual wet snow fall, which brought down numbers of trees.

A small force is engaged in running a wire from Eska Creek siding to the Eska Creek coal mines. Wire stringing between Potter Creek and Indian Creek is nearing completion.

In the Townsite telephone system, the work of changing telephones and lines, and reinstallation continues heavy. During the mild weather some messenger wire for aerial cable between the central office and the Terminal Yards was hung.

There are 190 instruments connected to the exchange switch-board besides the toll lines. It is expected the new telephone directory will be ready for distribution by the first of February.

Electric Light and Power.

The work of connecting commercial lighting began on Wednesday morning, January 24, and by the end of the week sixty such connections had been made. This work will be pushed until all applicants within the district it is intended to cover at this time are connected. There are eighty-six meters in service.

A motor has been installed on a drill press, and another on a milling machine in the machine shop. Some additional light has also been installed in the machine shop.

Radio.

A temporary antennae for "listening in" purposes only has been provided by hanging a No. 9 B. & S. copper-clad wire between the top of the power house smoke stack and the top of the water works tower on Government Hill.

NOTICE.

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

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

LAND AND INDUSTRIAL DEPARTMENT.

LAND TRACTS WITHDRAWN.

The following information is offered for the guidance of the officers and employees of the Commission, and the general public, with reference to the control by the Commission of land withdrawn for railroad and townsite purposes, and which may be desired for temporary occupancy during the period of construction of the railroad, or until the people can be permanently located by the sale of lots or otherwise.

The following is the description of tracts which have been withdrawn for townsite and railroad purposes, for the use of the Alaskan Engineering Commission in connection with the construction and operation of the railroad, where it is anticipated that there will be an influx of people this coming spring and summer:

Glacier Creek, Withdrawal No. 11.

Beginning on east side of mouth of Virgin Creek at mean high tide, Turnagain Arm; thence along east bank said creek in northerly direction two miles; thence west on direct line two miles; thence south approximately two miles to line of mean high tide, Turnagain Arm; thence along the shore of mean high tide approximately two miles to point of beginning.

King River, Withdrawal No. 9.

N½ SW¼ Sec. 16, N½ S½ and S½ SW¼ Sec. 17, T. 19 N., R. 4 E., S. M.

Chickaloon, Withdrawal No. 9.

N½ and N½ SW¼ Sec. 36, T. 20 N., R. 5 E., and the NW¼ and W½ NE¼ Sec. 31, T. 20 N., R. 6 E., S. M.

Chickaloon, Proposed Withdrawal.

S½ Sec. 25 and SE¼ Sec. 26, T. 20 N., R. 5 E., S. M.

Wassilla Lake, Withdrawal No. 9.

All of Sections 3, 4, 9 and 10, T. 17 N., R. 1 W., S. M.

Willow Creek (Susitna), Withdrawal No. 1.

Beginning at a point (latitude approximately 61 degrees 45 minutes 40 seconds, longitude approximately 150 degrees 2 minutes 00 seconds W.) 6 miles due east from the point where Willow Creek enters Susitna River, and running due north 3 miles; thence due east 4 miles; thence due south 4 miles; thence due west 4 miles, more or less, to a point due south of the point of beginning; thence due north 1 mile to the point of beginning.

Willow Creek (Susitna), Withdrawal No. 12.

Beginning at a point 1 mile due south of the southwest corner of Susitna Junction withdrawal, as described in the Alaska Townsite Withdrawal No. 1, Executive Order of April 21, 1914 (No. 1919½); thence due north 4 miles; thence due west 6 miles, more or less, to the east bank of Susitna River; thence meandering on the east bank of said river in a southerly direction for a distance of 4 miles, more or less, to a point due west of the point of beginning; thence due east 6 miles, more or less, to the place of beginning.

Talkeetna, Withdrawal No. 1.

A tract at the confluence of Susitna and Talkeetna Rivers described as follows: Beginning at the southwestern extremity of the point of land between Talkeetna River anad Chunilna Creek (which is the first large tributary of Talkeetna River from the north, about 4 miles above the junction of the Talkeetna and Susitna Rivers), and running due south 4 miles; thence due west to the east bank of Susitna River; thence northerly and westerly following the east bank of Susitna River to a point due west of the point of beginning, thence due east to point of beginning.

Dead Horse Hill, Proposed Withdrawal.

Commencing at a point on bank of Susitna River opposite station eleven one hundred twenty-five; thence in northerly direction along shore of said river ½ mile; thence east ½ mile; thence south 1 mile; thence west to bank of Susitna River; thence northerly along shore of said river to place of beginning.

Indian River, Withdrawal No. 11.

Beginning at most southerly point of main land between Indian and Susitna Rivers on west side, south of Indian River, and running southwesterly along north bank of Susitna River 1 mile; thence due north 3 miles; thence due east 3 miles; thence due south 3 miles; thence westerly 2 miles, more or less, to point of beginning.

Healey Creek, Withdrawal No. 1.

A tract in the Nenana River Valley at the mouth of Healey Creek, described as follows:

Beginning at the junction of Healey and Moody Creeks, latitude approximately 63 degrees 50 minutes 30 seconds, longitude approximately 148 degrees 52 minutes 00 seconds, and running due north ½ mile; thence due west 4½ miles; thence due south 2½ miles; thence due east 4½ miles, more or less, to a point due south of the point of beginning; thence due north 2 miles to point of beginning.

Nenana, Withdrawal No. 1.

A tract at the confluence of Tanana and Nenana Rivers, described as follows:

Beginning at the most northwesterly point of mainland between the Nenana and Tanana Rivers on the east side of the Nenana River, and running north ½ mile; thence due east 5 miles; thence due south 3½ miles; thence due west 5 miles, more or less, to a point due south of the point of beginning; thence due north 3 miles to point of beginning.

Nenana, Withdrawal No. 3.

Beginning at the most northwesterly point of mainland between the Nenana and Tanana Rivers, on the east side of the Nenana River, and running thence due north 3 miles; thence due west 3 miles; thence due south 3 miles; thence due east 3 miles, to point of beginning.

Nenana, Withdrawal No. 10.

Beginning at the initial point described in Nenana Townsite Withdrawal No. 1, dated April 21, 1914, running thence due south 3 miles, along the west line of said withdrawal; thence due west 3 miles; thence due north 3 miles, more or less, to the south line of Alaska Townsite Withdrawal No. 3, dated September 18, 1914; thence due east 3 miles, more or less, to the point of beginning.

Happy Station, Withdrawal No. 7.

T. 1 N., R. 2 W., F. M.

All of Sec. 27; the W½ of Sec. 26; the NE¼ of Sec. 34 and the NW¼ of Sec. 35.

The tracts above described have been withdrawn for railroad and townsite purposes and the control of the use of the lands is within the discretion of the Alaskan Engineering Commission. It is not anticipated that there will be a townsite or permanent railroad yards or activities by the Alaskan Engineering Commission at all of these places. It is possible that there will be a townsite and a division point at one or more of these locations, but as to which one it is not possible at this time to state.

No person may go upon any of these lands without first securing a permit from the Alaskan Engineering Commission upon proper form provided therefor. These forms are furnished by all division and district engineers, who are given authority to issue permits, and also from this office. The purpose of issuing these permits is to control sanitation and fire protection within the camps, and no tent or building of any description may be erected upon any of these lands without first securing proper permit. No occupancy permit should be given to any person until the question of the water supply, drainage, and the general sanitary conditions on the ground has been considered by an authorized sanitary officer or any qualified officer of the Commission.

In the applications for permit, the applicants agree to observe any and all regulations and requirements which the Commission may make for sanitation, fire protection or for any street, sidewalk or alley improvements or for any purpose whatsoever. If any of the conditions of the application or permit are violated, or if the occupant fails to meet all of the requirements of the Commission, such person will be expelled from the premises.

A. CHRISTENSEN, Manager.

DEFERRED PAYMENTS ON LOTS.

The following is a copy of a letter of instructions received January 27, 1917, from the Commissioner of the General Land Office to the Registers and Receivers of the U. S. Land Offices in Alaska, relating to deferred payments on lots sold under the Alaskan Railroad townsite regulations at Anchorage, Matanuska and Nenana. It is published in full for the information of all lot owners:

Register and Receiver,
Juneau, Alaska.

Sirs:

I am in receipt of your letter, dated July 28, 1916, in which you state that your office is in receipt of fifty-two payments for town lots purchased at Anchorage; that the dates on which the payments are due are August 19 and 20; that generally, the payments are made by the claimant for the lot, but that in a number of cases, the forms of payment and the facts disclosed, raise the question as to the action to be taken by your office. You refer to particular instances disclosing the question or questions raised:

1. That a party who is not the record purchaser pays one-half the annual payment, stating that he has purchased his interest and looks to the record purchaser to pay his share.

2. That a party has purchased his one-half interest in common from a grantor, who is not the record purchaser, but has purchased from the record claimant.

3. That a similar case is where the one who pays one-half or a smaller or larger portion of the installment payment is the present owner of a divided portion of the lot, i. e., the east 42½ feet, the owner of the remaining 7½ feet not yet having paid, neither of which present owners is the record claimant.

4. That it is not always clear whether the interest of one who pays one-half of the installment is one in common, or whether, when the payor states in his letter that he is paying for one-half an interest in the lot, he means that he has purchased a sub-division of the lot, as a number have done.

5. That one payment is made by the Clerk of the District Court at Valdez, accompanied by a statement that the lot for which payment is made is in litigation.

6. That a payment is made by one who is not the record claimant, but who makes no statement as to whether he is a purchaser or agent.

7. That two purchasers of the W½ of a lot, and the record claimant for the E½ pay their money, but request separate receipts.

8. That an attorney announces by letter that "A" has purchased of "B", but that "X" is the record claimant, and that he wishes notices of future action sent to "A".

9. That quit claim deeds, more or less carefully drawn, in three cases have been offered as notice of the interest in the lots conveyed.

You state further that there are two questions raised in your office by the form of the payments mentioned, i. e., the notice of the interest of a sub-purchaser or claimant, the forms and sufficiency of notice, and the question of forfeiture with respect to those lots, whereof an owner in common, or of a subdivided portion of a lot, defaults in his payments; that three payments have been made by claimants now located in the interior of Alaska, removed from post office, by personal checks or endorsed checks of the companies for whom they have been working, and that before the proper form of money can be tendered to your office, the time for the annual payment will have arrived; that your office will be called upon to answer very soon the questions of forfeiture as hereinbefore set forth; that your office desires to be informed as to whether patent issues in the name of the original claimant, etc.

In reply you are advised that the regulations governing the sale of lots in Alaska, signed by the President, under date of June 19, 1915, published in circular 491, page 54, approved July 19, 1916, state in part as follows:

. . . . . Nothing herein will prevent the transfer by deed of the interests secured by the purchase and the partial payment for the lot, but the assignee will acquire no greater right than that of the original purchaser, and the final entry and patent will issue to the original purchaser when all payments are made.

The said regulations also provide further:

. . . . . If any person who has made partial payment on the lot purchased by him, fails to make any succeeding payment required under these regulations at the date such payment becomes due, the money deposited by such person for such lot will be forfeited, and the lot, after forfeiture is declared, will be subject to disposition as provided herein.

There is no authority of law for the issuance of patent other than in accordance with the official plat and in the name of the original purchaser.

In the case of Cragin v. Powell (120 U. S. 691-696), the Supreme Court says:

> "It is a well settled principle that when lands are granted according to an official plat of the survey of such lands, the plat itself, with all its notes, lines, descriptions, and land marks, become as much a part of the grant or deed by which they are conveyed, and controls, so far as limits are concerned, as if such descriptive features were written out upon the face of the deed or the grant itself."

A concise answer, therefore, to the questions asked by you as heretofore set forth is that full payment must be made at the date due covering each annual installment on any particular lot; that receipt for such payment should be issued to and in the name of the person paying the money, but should show thereon the description of the lot or lots and the name of the original purchaser on account of whose purchase the payment is made and to be credited.

Your office need not be concerned as to the party making such payments, but you are not authorized to issue any receipt for remittances in any form other than those prescribed in circular 228. Such payments cannot therefore be considered as made unless tendered in the prescribed form on or before the date due, or if tendered by personal check or other unauthorized form until the check or other remittance has been "collected" or "paid," and the amount thereof placed to the Receiver's credit on or before the date due. Any amount tendered in the form prescribed by such circular 228 will be receipted for, and if less than the full amount due will be held by the Receiver as unearned, and at the same time you will advise the original purchaser and any transferee of interest that if the full amount due is not paid on or before the date due the matter will be reported to the General Land Office for action, looking to forfeiture as prescribed in the regulations governing the sale.

Other than as above indicated, your office need not be concerned as to the transferee of interest further than to note same upon your records and at the proper time notify said transferee in accordance with the rules of practice governing notices.

Copies of this letter have been transmitted to the local offices at Fairbanks and Nome to the end that this information may be furnished to the newspapers or published generally, as a news item, or in any other manner deemed appropriate, without expense to the United States government.

Very respectfully,
(Signed) CLAY TALLMAN,
Commissioner.

Approved:
ALEXANDER T. VOGELSANG,
First Assistant Secretary.

COMMISSIONER'S RESIDENCE COMPLETED.

The residence erected for Commissioner Mears and family on Second street, Anchorage Townsite, was completed last week, and the family has moved from their former home on Government Hill to their new quarters. The site of the Commissioner's new home affords a fine view of the terminal yards and Anchorage harbor. The house, a substantial two-story frame building of eight rooms, is provided with all modern conveniences.

COUPON BOOK LOST.

J. M. Steele, district timekeeper at Matanuska, reports the loss of $10 coupon book, No. 11230. Any person finding same will please return to Mr. Steele.

RAILROAD TRAIN SCHEDULE.

Anchorage, Alaska, Dec. 18, 1916.

Transportation Circular No. 31.

(Supersedes Transportation Circular No. 19, dated November 18, 1916.)

Effective 12:01 a. m. Thursday, December 21, 1916, a mixed passenger and freight train will be run between Anchorage and Matanuska, Matanuska and King and between Anchorage and Rabbit on the following schedule:

NORTHBOUND Monday, Wednesday and Friday, only.	MAIN LINE	SOUTHBOUND Tuesday, Thursday and Saturday, only.
Leave 9:00 a. m.	0.0 Anchorage	Arrive 3:00 p. m.
	4.9	
9:25	4.9 Whitney.	2:40
	7.3	
9:55	12.2 Kuney	2:20
	9.7	
10:40	21.9 Birchwood	1:45
	5.6	
11:10	27.5 Eklutna	1:15
	9.0	
Arrive 11:40 a. m.	36.5 Matanuska.	Leave 12:40 p. m.

NORTHBOUND Monday Wednesday and Friday, only.	MATANUSKA BRANCH	SOUTHBOUND Tuesday, Thursday and Saturday, only.
Leave 12:45 p. m.	36.5 Matanuska	Arrive 11:40 a. m.
	6.4	
1:20	42.9 Palmer	11:10
	6.6	
2:20	49.5 Moose Creek	10:30
	9.2	
3:00	58.7 Granite	9:08
	1.9	
Arrive 3:30 p. m.	60.6 King.	Leave 9:00 a. m.

SOUTHBOUND Tuesday, Thursday and Saturday, Only.	MAIN LINE	NORTHBOUND Tuesday, Thursday and Saturday, Only.
Leave 9:00 a. m.	0.0 Anchorage.	Arrive 10:45 a. m.
	5.0	
9:20	5.0 Campbell.	10:25
	5.4	
Arrive 9:45 a. m.	10.4 Rabbit.	Leave 10:00 a. m.

Mixed train leaving Anchorage northbound will stop just North of road crossing, Terminal Yard, Anchorage.

This schedule is NOT in effect as a time card authorizing the movement of trains, and all trains will continue to run extra as heretofore. However, for the information and guidance of all concerned, the trains covered by this schedule will not leave any station at which time is shown ahead of the designated time.

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

H. F. DOSE, Acting Division Engineer.

DAILY WEATHER DATA.

Following is the report of weather conditions prevailing at Anchorage for the period from January 17 to January 30, inclusive:

DATE	TEMPERATURE Max.	TEMPERATURE Min.	PRECIPITATION Snowfall	PRECIPITATION Snow on Ground	WIND Aver. Miles per Hour	CONDITION OF HARBOR
Jan. 17	36	28	none	7.0	5.0	Open water to Fire Island.
Jan. 18	33	17	none	6.5	6.5	Open water to Fire Island.
Jan. 19	26	16	3.5	9.0	4.6	Ice well off shore.
Jan. 20	18	-6	trace	9.0	3.0	Ice well scattered.
Jan. 21	18	-2	4.0	12.0	10.9	Ice well scattered.
Jan. 22	24	4	3.0	14.0	7.7	Ice well scattered.
Jan. 23	19	-11	trace	13.0	6.8	Ice well scattered.
Jan. 24	21	10	1.0	13.0	12.6	Ice well scattered.
Jan. 25	25	20	1.5	14.0	5.1	Ice well scattered.
Jan. 26	23	-7	none	13.5	8.3	West side clear.
Jan. 27	18	-21	none	13.0	8.2	Ice off shore scattered.
Jan. 28	13	-23	none	13.0	8.0	Ice well scattered.
Jan. 29	13	-28	none	13.0	7.8	Ice well scattered.
Jan. 30	5	-29	none	12.5	6.3	Ice well scattered.

OFFICIAL CIRCULARS.

CASH MEAL RECEIPTS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Jan. 29, 1917.

Accounting Department Circular No. 32:

TO TIMEKEEPERS AND ALL CONCERNED:

A new form of "Cash Meal Receipt" (Form 259) has been provided and becomes effective immediately.

Timekeepers or others authorized to issue this receipt will see that the meal ticket included therewith remains attached to the receipt at the time of issue.

Timekeepers or others charged with the collection of meal tickets at mess houses will see that the meal ticket is presented attached to the receipt. Detached Cash Meal Tickets will not be honored. When presented, the meal ticket will be detached, punched and cancelled, the receipt portion being returned to owner. These meal tickets will be entered on Mess House Statement, Form 141, the same as regular meal tickets collected, the entry being made as a separate item each day.

Credit to mess house for "Cash Meal Tickets Honored" will be entered on Form 135 separately by invoice, and will not be included in invoice for "Regular Meal Tickets Honored."

Cash collected from the sale of these tickets will be entered on a separate invoice charging "Sundry Cash Sales" and crediting "Cash Meal Tickets". On this invoice each receipt will be listed, giving number, date, to whom issued, and amount.

Requisitions should be made at once for the necessary supply of the new form and immediately on receipt of same the use of the old form will be discontinued.

All old forms remaining on hand will be retained at camps until checked by the Line Auditor. Upon completion of this check Line Auditors will take up and send in to Coupon Department all old forms remaining on hand.

H. B. WILKINSON, Chief Accountant.

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

ELECTRIC LIGHT AND POWER ACCOUNTS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Feb. 1, 1917.

Accounting Department Circular No. 33.

TO HEADS OF DEPARTMENTS AND ACCOUNTANTS CONCERNED:

Commencing January 1st, 1917, the accounting for expenses of maintenance and operation in connection with the production, distribution and delivery of electric energy produced and distributed jointly for Commission and commercial purposes, will be handled by the Division Accounting Office through a clearing account entitled "No. 3000, Electric Light and Power Clearing Account."

Department bills made out in detail will be forwarded to the Chief Accountant's Office, as soon after the first of the month as practicable, by every Department expending any of the following items chargeable to this service:

Labor	Shop Expense
Material	Superintendence
Fuel	Clerk Hire
Water	Corral Charges, etc.
Repairs	

These Department bills will be charged to Clearing Account "No. 3000, Electric Light and Power Clearing Account" and credited to the several Departments rendering same.

The Telegraph and Telephone Department will be charged with the work of keeping detailed accounts and records of all power consumed both for Commission and commercial purposes, and will prepare, render and attend to the collection of all bills for commercial light and power furnished.

At the end of each month, the Telegraph and Telephone Department will render to the Chief Accountant's Office, a detailed statement of all power and light consumed. This statement will be made in the following form:

"Statement of Electric Energy Consumed During the Month of ..... 1917.

Item 1. Consumed for Commission Purposes:	K. W. Hours
General Offices	150
General Stores	200
Mechanical Department	300
Carpenter Shops	150
Stables	50
Telephone and Telegraph Department	300
Townsite Offices	150
	1300
Item 2. Total K. W. Hours consumed for commercial purposes as per statement appended	3000
Total K. W. Hours for month	4300

The Telegraph and Telephone Department will append to the above statement, an itemized statement of accrued revenues for light and power sold during the month, to support Item No. 2. This statement will be made up in the following form:

Name of Consumer	Present Read'g	Last R'dg	K.W. Hrs. Consumed	No.Hrs. at 15c	No.Hrs. at 12c	Total Amt.
.....	.....	....	.....	.....	.....	.....
.....	.....	....	.....	.....	.....	.....
.....	.....	....	.....	.....	.....	.....
Totals						

Itemized bills will be rendered at the end of each month by the Chief Accountant to all Departments for power consumed during the month, or as soon thereafter as a proper basis for such charges can be correctly arrived at.

The above instructions do not apply to the operation of independent power plants, used for Commission purposes only.

H. B. WILKINSON, Chief Accountant.

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

NON-EXPENDABLE AUTHORIZATION.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Feb. 1, 1917.

Supplement No. 22 to Bulletin No. 14.

TO ALL CONCERNED:

Effective at once, the following named is authorized to sign non-expendable requisitions on the storehouses within the district in which located, for his use in connection with the requirements of the Department shown opposite his name.

Dr. J. B. Beeson, Acting Chief Surgeon, Headquarters.
W. DeLONG, General Storekeeper.

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

ANNUAL PASSES FOR 1917.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Feb. 5, 1917.

Transportation Circular No. 47.

TO ALL CONCERNED:

Annual passes for 1917 have been received and distributed to all officers and employees whose duties require them to travel over the line at frequent intervals, and effective on February 15, 1917, the use of 1916 passes will be discontinued and the new passes used on and after that date.

H. F. DOSE, Acting Division Engineer.

USE OF PENALTY ENVELOPES.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Feb. 5, 1917.

Circular No. 163:

TO ALL CONCERNED:

Your attention is respectfully called to the fact that penalty envelopes are not to be used for personal matter going through the mails, unless postage stamp is placed thereon.

The Government provides a penalty of $300 for infractions of this law.

H. F. DOSE, Acting Division Engineer.

ECONOMY OF ELECTRIC CURRENT.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Feb. 5, 1917.

Circular No. 164:

TO ALL CONCERNED:

Economy must be exercised in the use of electric current for illuminating purposes in all offices, warehouses, and other public buildings of the Alaskan Engineering Commission.

The lights when not required to transact official business should be turned off, in order not only to reduce the cost of maintenance, but also with the view of increasing this service to the extent the present plant is capable of.

H. F. DOSE, Acting Division Engineer.

NON-EXPENDABLE AUTHORIZATION.

Department of the Interior
Alaskan Engineering Commission
Stores Department.
Anchorage, Alaska, Jan. 30, 1917.

Supplement No. 21 to Bulletin No. 14:

TO ALL CONCERNED:

Effective at once, the following named is authorized to sign requisitions for non-expendable property on the storehouses within the District in which he is located for his use in connection with the requirements of the Department shown opposite his name.

Chas. W. Donnally, Acting Special Disbursing Agent, Headquarters.

W. DeLONG, General Storekeeper.

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

TELEGRAPH MESSAGES CONFIDENTIAL.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Feb. 5, 1917.

Telegraph and Telephone Department.

Telegraph and Telephone Dept. Circular (No. 17):

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 not to exceed $1,000 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 practicable.

E. R. McFARLAND, Superintendent.

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

ROSCOE TO GO TO SEATTLE.

The Commission tug L. Roscoe will sail for Seattle shortly to undergo minor repairs preparatory to the opening of navigation at Anchorage. Before leaving for the South the vessel will tow the barge Laurence and convoy the tug Anne W. to Seldovia, where they will be used later in transporting to Anchorage the railway equipment to be received from Panama by the steamer Turret Crown.

TELEPHONE DIRECTORY NO 1.

The Telegraph and Telephone Department of the Commission has issued its first telephone directory for the use of the patrons of the Anchorage exchange. The booklet consists of twelve pages, neatly arranged and well printed on book paper. There are 52 official and 123 business and residence telephones listed, in addition to the long distance stations in direct connection with Anchorage.

MISSING MEN.

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

Ralph A. Mott, formerly of New Orleans, La. His father desires him to write.

L. C. Matrell, formerly of Linden, Wisconsin. His brother Alfred is anxious to hear from him.

ADVERTISED LETTERS.

Following is a list of unclaimed mail matter on hand at the U. S. Postoffice, Anchorage, Alaska, on February 1, 1917. When calling for same please say "Advertised." A charge of one cent is made for all advertised mail matter.

Austin, Ed.; Asspin, Stella.

Brecih, Fred; Baloeff, D.; Beck, Kristian; Baker, Dwite R.; Barum, Wm.; Brown, Arnold H.; Brown, Hiram;, Brown, Ora.

Daub, W. H.; Daigle, J.

Evans, Engeur E. (5); Erickson, Oscar; Erickson, G. H.; Eoisen, Carl; Eggle, Wm.

Fitzpatrick, Jack; Faridzinoff, Chermenn.

Graham, C. H.; Gegoeff, Nick; Garbin, Phil.

Hill, James (2); Henrikson, Figeborg; Hagen, Peter.

Johnson, Carl G.; Jones, T. L.; Jendal, Sam T.; Jamens, E. L.; James, Jim.

Krzinoff, Harry.

Lyman, Peter (2).

Malanit, Pet; Mouler, Ernie; Mordeja, Max.; Martin, Fred; Mickel, David; Mespelt, Chas.

Nixon, Miss M.

Otis, F. L.; O'Roark, Dick.; Olsson, Oskar (2).

Primiano, Michile; Pearson, Alalf; Pinsak, Wm. A.

Roberts, Dora; Rooney, Matthew; Rose, Wm.; Riley, Roy E.; Ryann, Joe.

Tausan, B. M.

Wilson, Tetta; Weitzman, S. J.

Urklin, John; Uvkmirovich, John.

Zarillia, James.

MONTHLY FORCE REPORT.

Fairbanks Division.

The number of employees of the Fairbanks Division as shown by the payrolls December 31, 1916, was as follows:

Nenana District.

General Supervision	7	
Engineering Forces	9	
Office and Clerical	31	
Medical and Hospital	7	
Foremen and Sub-foremen	7	
Mess House	11	
Mechanics and Laborers	79	
Total employees Nenana District		151

Goldstream District.

Engineering Forces		2

Fairbanks District.

Engineering Forces	2	
Office and Clerical	3	
Mechanics and Laborers	1	
Total employees Fairbanks District		6

Contractors' Forces.

Nenana District	111	
Goldstream District	33	
Fairbanks District	—	144
Grand Total All Employees		303

The total disbursements of the office at Anchorage for the period January 29 to January 31 were $8187.00. The payment of salaries and wages amounted to $3469.85; for local purchases, $2988.09; to contractors, $549.80; other expenditures, $338.10; dock claims, $841.16.

NOTICE TO HOMESTEADERS.

The Register of the United States Land Office at Juneau advises that notices addressed to the following persons requesting them to make their filing under the forest homestead act of June 11, 1906, have been returned unclaimed:

Joseph Kastner (List 6—1906); Anchorage, Alaska.

Thomas S. Smith (List 6—1907); Ship Creek, Alaska.

C. McManus (List 6—1913); Anchorage, Alaska.

William A. Simpson (List 6—1856); Seward, Alaska.

The above persons should communicate immediately with the United States Land Office at Juneau. Information concerning the whereabouts of any of the above parties, if furnished the Land and Industrial Department, will be forwarded to the United States Land Office.

A. CHRISTENSEN,
Manager Land & Industrial Dept.

CONTRACT SETTLEMENTS.

The total amount paid to construction contractors by the Anchorage Disbursing Office during the period January 15 to January 31, 1917, was $19,084.89, as follows:

W. L. Balch	$1108.43
J. A. Denny & Co.	332.90
Anderson & Co.	6626.51
Frank Lee & Co.	246.20
W. Rothwell and others	641.42
James' O'Neill	1282.05
H. Anderson & Co.	6477.24
Lawritz & Frisk	1007.82
Doherty & Co.	812.47
W. Kettler	271.00
Johnson & Brownstead	278.80

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, January 20, 1917, was as follows:

Commissioner's Office	36
Shops and Yards	137
Transportation Service	16
Store and Dock Departments	94
Accounting Department	18
Disbursing Office	5
Townsite Department	19
Steward's Department	12
Hospital Department	23
Telegraph and Telephone Department	72
Track, Bridge and Ballast—Main Line	55
Turnagain Arm District	206
Matanuska District	201
Talkeetna District	127
	1021
Stationmen and Laborers—All Districts	945
Grand total all employees Anchorage Division	1966

The Commission fire department at Anchorage Terminal made its initial run on Wednesday morning at 6:45, when it joined the city department and rendered prompt service in fighting a fire at the corner of First Avenue and C Street. A small residence was destroyed, but the firemen prevented the destruction of the other buildings in the vicinity. The estimated damage was $400.

ALASKA Railroad Record.

Volume I. ANCHORAGE, ALASKA, TUESDAY, FEBRUARY 13, 1917. 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.

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

TUNNEL BOAT BEING CONSTRUCTED.

At the Anchorage marine ways the keel has been laid for a single screw tunnel boat for the use of the supervisory officials in connection with the railroad construction work along the Susitna River and tributaries.

The boat will be 44½ feet in length over all, with a 11-foot beam, and a depth of three feet from the bottom of keel to deck. Power will be furnished by a 50-85 h. p. model B 6-cylinder Sterling engine, developing 50 b. h. p. at 600 revolutions per minute and 85 b. h. p. at 1000 revolutions, turning a 26-inch Hyde turbine propeller weighing 1500 pounds.

The vessel has been especially designed by Port Engineer H. G. Locke to meet the requirements of shallow river transportation, and it is planned to have the vessel ready for service immediately after the opening of navigation this spring. Provision has been made for carrying the saddle horses of the officials and a limited amount of freight and supplies, and the deck will be protected by a canopy of strong canvas supported by galvanized iron pipe frames and stanchions.

Bulletin boards for posting the arrival and departure of trains have been ordered placed in the waiting rooms of the stations of Anchorage Division. Station agents have been instructed to see that this information is posted daily.

PROPOSED ESKA CREEK COAL SPUR.

An engineering party has been at work during the past week locating a spur line from the Matanuska Branch to the Eska Creek coal mines. The proposed spur, which will be approximately 2½ miles in length, will enable the mine owners to install the heavy machinery necessary for the proper operation of their property and make possible the production and shipment of about 100 tons of coal daily, under the present condition of the mine's development.

The Commission awarded a contract last month to the Eska Creek Coal Company for 3000 long tons of coal, of which amount about 400 tons have been delivered to date.

COMMISSION COTTAGE DIRECTORY.

All the residences erected by the Commission on Government Hill and Anchorage Townsite for the use of the families of employees are now occupied, with the exception of Cottage No. 15. The vacant cottage, which is the one adjacent to the present Y. M. C. A. building, will undergo extensive repairs before it will be available for occupancy.

Following is a list, as of February 7, of the occupants of the Commission houses and the corresponding house numbers:

Name	House No.
C. D. Pollock	2
H. G. Locke	3
G. W. Wilt	4
H. U. M. Higgins	5
W. F. Kubach and C. V. Marshall	6
H. B. Wilkinson	7
J. C. Seeley	8
J. L. Taylor	9
R. N. Moyer	10
W. R. Manning	11
C. W. Donnally	12
F. H. Chapin	13
C. A. Brunson	14
Vacant	15
F. U. Mayhew	16
W. B. Clayton	17
C. Watson	18
J. H. Robinson	19
M. L. Gerber	20
A. Christensen	21
W. DeLong	23
T. L. Murphy	24
J. G. Watts	25
Dr. C. C. Benedict	26
F. C. Kobely	27
R. D. Chase	28
Capt. F. Mears	29
Dr. E. S. Reedy	30
Dr. J. B. Beeson	31
W. T. C. Smith	32
C. H. Thompson	33
E. R. Arbuckle	34
F. Lilyman	35
K. K. Kuney	36

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending February 3:

MAINTENANCE OF WAY.

Water Service and Plumbing.

The force in this Department was engaged in general repair work and thawing sewer and water lines at the terminal buildings during the period.

Mechanical Department.

Light repairs were made to engines 225 and 280 and work on the heavy repairs to engine 265 continued.

The usual amount of miscellaneous work was done. Four flat cars were made over into temporary gondolas for handling coal.

Miscellaneous.

Work was started on the location of a spur to the Eska Creek coal mine. This will require approximately three miles of line.

Good progress was made on the south wing wall of the Eklutna River bank protection.

MATANUSKA DISTRICT.

Matanuska Branch.

There has been little change in construction conditions during the period. All work is progressing favorably. The camps have been almost entirely stocked with provisions and material for the coming season, and comparatively little hauling remains to be done. Unusually severe winds in the Matanuska canyon delayed the hauling on the river for a few days, but the weather has since moderated.

Main Line.

The roads are in excellent condition for heavy hauling along the line, and freight is being moved ahead rapidly.

The bridges have been driven to a point about three miles north of Camp 166, and but two short structures remain to be driven before the Little Susitna trestles are reached.

The new camp at Mile 194 is 50 per cent complete.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

The clearing between Indian Creek and one mile north of Glacier Creek is progressing favorably.

Grading.

All grading contractors are making fair progress between Potter Creek and Falls Creek, having moved 99,000 cubic yards of rock during January. Steve Leakos & Co. have started grading about 1 mile south of Falls Creek.

Skoglund & Co. completed their grading contract at Rainbow Creek during the week.

Extremely cold weather during the past week made progress slow on the cut being taken out by Commission forces, and some trouble was experienced from the jack hammers freezing.

Miscellaneous.

The trail is now in good shape between Potter Creek and Bird Point. Five four-horse teams are hauling supplies and equipment from Potter Creek south along the line.

The force at work in the District the past week was 805, as follows: stationmen 576, stationmen's laborers 39, Commission force 190.

TALKEETNA DISTRICT.

The cribbing work in the vicinity of Camp 221 has progressed satisfactorily, despite the difficulties caused by snow slides and high water. The cribbing required for the work at this point totals 86,000 lineal feet, of which 21,000 feet had been placed on January 27.

The details of the progress to date follow:

Cribbing, Stations 9854 to 9860:

Total cribbing required, 24,000 lineal feet.
Total amount in structure, 2,000 lineal feet.
Excavation completed.
Estimated time to complete, March 1.

Pier Construction, Stations 9860 to 9879:

Total piers completed, 18.
Total excavated, 23.
Piers yet to be built, 39.
Total lineal feet logs in structure, 13,000.
Total lineal feet yet to be placed, 43,000.

Cribbing, Stations 9879 to 9881 plus 30:

All completed; total lineal feet, 6,000.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

A telephone has been installed at the Eska Creek coal mines. The crew at work connecting the Talkeetna district with the lines to Anchorage is now camped at Kashwitna, which will probably be the last camp on this work.

The Turnagain Arm telegraph wire will probably be completed next week. Permanent switching arrangements are being installed at Potter Creek.

In Anchorage Townsite, more work was done on the messenger wires in preparation for hanging cable.

The new telephone directories have been delivered to the subscribers, and all patrons are requested to call by number in the future.

Electric Light and Power.

The force employed on this work was considerably reduced February 1, and the few men retained have been running service connections and installing meters. There are now 177 meters in service, and 149 commercial customers.

An electric thawing apparatus has been assembled and put in service. Frozen water pipes in cottages 10 and 11 were successfully thawed out with this apparatus during the week.

Seward Division Notes.

Following are the progress reports of the various departments of Seward Division for the month of January, 1917:

Clearing Right-of-Way.

Between Mile 26 and Mile 29 the section crew at that point cleared eight acres during the month.

Grading.

The steam shovel has practically completed the cut at Mile 9, between stations 476 and 481, and the excavated material has been distributed at bridges 20 and 22, to expedite the filling in of bridges 20, 21 and 22.

A station contract has been let to Charles Helmers & Co. between stations 485 and 492. The stationmen be-

tween Mile 10½ and Mile 12 have made fair progress, considering the extreme cold weather and snow. At Snow River bridge, Mile 14, a station contract has been let to Radish & Co. for the Snow River crossing between stations 740 and 760. Dagbaba & Co. have completed their station contract at Mile 19. Anton Nelson & Co. are making excellent progress on the cut-off across Trail Lake, between Miles 34 and 35. Erick Nelson & Co. have finished their contract between Mile 40 and 41, on the new line change. At Mile 71 and Mile 76 fair progress is being made by the stationmen.

Culverts.

Between Mile 71 and Mile 76, Sweeney & Co. have practically completed their contract for the construction of log culverts on this section.

Bridges.

The trestle approaches, false work, deck and bracing on the Kern Creek bridge have been completed.

Seward Dock.

The reconstruction of the Seward dock railroad and street approaches has been finished. Material for a new warm storage warehouse is now en route from Seattle, and work on this structure will be commenced immediately after its arrival.

Spencer Glacier Dam.

During January a total of 1060 lineal feet of crib dyke was placed immediately in front of the glacier and across the main channel 125 feet of rock dam was completed.

Maintenance-of-Way.

Section crews are being maintained at Miles 12, 20 and 29, keeping the track clear of snow and ice and clearing right-of-way.

Mechanical Department.

The usual operating repairs, overhauling of steam shovels, and the assembling of engine No. 3 occupied the force at the machine shop during the period.

Force Report.

The total number of employees of the Division on January 31 was 503, as follows: Headquarters office 15, engineering 22, shop and yards 33, stores and docks 26, track, grade and ballast 124, bridges 27, stationmen 195, stationmen's hired labor 61.

FISHERIES OF ALASKA.

Since the purchase of Alaska in 1867 more than $250,000,000 has been produced by the fishery products of the Territory. This sum approximates the total gold output during the same period. The fishing industry was the first to be developed, the Russians being the pioneers, in a limited way, to open this vast source of wealth. However, for years prior to the purchase of Alaska from Russia and before there was any exploitation of its mineral resources, American vessels from San Francisco carried on cod fishing in Alaskan waters. This, however, was a modest effort as compared with the present great industry which has made salmon and other fishing products from Alaska known to many nations, and which has produced values of many million dollars per year.

The chief importance of the fisheries of the Territory lies in the salmon industry. Next in importance is the halibut fishery, which, as yet, has been only partially developed, but which offers great promise for the future. The herring industry is also very important, and many other food fishes abound in the waters that are as yet utilized only to a limited extent. Included in the list are various species of trout, together with greyling, whitefish, rockfish, black cod, candlefish and others. In addition to the numerous species of fish found in these waters, the whale industry is important, and there are in many places quantities of clams, mussels, crabs and shrimps.

To assist in the support and maintenance of Alaska's fisheries seven salmon hatcheries are operated, two of which are the property of the Government, while five are owned by companies engaged in canning salmon. For every thousand of either red or king salmon fry released these companies are allowed a remission of 40 cents of the Federal fisheries tax.

Adequate laws to protect the fisheries of Alaska have been passed from time to time, and for the enforcement of the regulations a number of patrol boats are maintained by the Government. In addition to the steamer Osprey, a number of private owned boats were used in the work during 1916. An appropriation of $10,000 for the fiscal year 1917 for the purchase or construction of two motor launches for the Alaska fishery patrol has been made by Congress.

According to the report of the Secretary of Commerce for 1916, the total investment in Alaska fisheries in the calendar year 1915 was $37,316,560, an increase of $277,928 over the preceding year. Approximately 86 per cent of this investment was in the salmon industry. The value of the products was nearly $21,000,000. There were operated 85 canneries, as compared with 81 canneries in 1914. The pack of canned salmon was the largest in the history of Alaska, amounting to 4,500,293 cases, valued at $18,653,015.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, January 27, 1917, was as follows:

Commissioner's Office	36
Shops and Yards	135
Transportation Service	16
Store and Dock Department	92
Accounting Department	18
Disbursing Office	5
Townsite Department	21
Steward's Department	10
Hospital Department	25
Telegraph and Telephone Department	71
Track, Bridge and Ballast—Main Line	52
Turnagain Arm District	194
Matanuska District	211
Talkeetna District	157
	1043
Stationmen and Laborers—All Districts	1008
Grand total all employees Anchorage Division	2051

ANCHORAGE RIFLE CLUB.

Members of the Anchorage Rifle Club are requested to make remittance of their annual dues for the year ending December 31, 1917, to A. Haag, Secretary, General Office Building, Anchorage. The annual dues have been fixed at $1.50 and the initiation fee at $2.00.

HOMESTEAD ENTRIES MAY BE ALLOWED ON AGRICULTURAL LANDS NOT CONTAINING COAL IN THE MATANUSKA FIELD.

Many inquiries have been made by persons desiring to file homestead entries upon non-mineral and non-coal lands in the Matanuska Valley.

An inquiry was therefore made by the Land and Industrial Department to the Register and Receiver of the U. S. Land Office at Juneau concerning this subject. In response, Clay Tallman, Commissioner of the General Land Office, has advised the Register and Receiver of the U. S. Land Office at Juneau, Alaska, that homestead applications may be received for lands in Township 19 North, Range 2, 3, 4, 5, 6 and 8 East, and Township 20 North, Range 4, 5, 6, 7 and 8 East, Seward Meridian, in accordance with circular of September 7, 1909, the provisions of which are in effect as follows:

When an application is received for any of the lands within these townships, accompanied with the proper non-mineral affidavit, the Register and Receiver will advise the applicant that he will be allowed thirty days in which to submit such evidence as he can—preferably the sworn statements of experts or practical miners, showing that the land is in fact non-coal in character—and a request that the land be reclassified. If such evidence is not furnished the application will be rejected. Upon evidence being furnished, the application, together with the evidence, will be forwarded to the Commissioner of the General Land Office at Washington, D. C., for action. In the event the showing made warrants, the land will be classified as agricultural land and the homestead application, in the absence of other objections, will be allowed. If, however, reclassification be denied the applicant may within thirty days from the receipt of notice apply for a hearing at which he will be afforded an opportunity for showing that the classification of the land as coal land is improper, in which event he must assume the burden of proof. If he fails to apply for a hearing within the time allowed his application to enter or filing will be finally rejected.

ORDER.

(The Land and Industrial Department was created by the following Order of the Chairman of the Alaskan Engineering Commission, under date of April 12, 1916, and the Order is reproduced in these columns for the information and guidance of all concerned. The headquarters of the Department were transferred from Seward to Anchorage on November 12, 1916.)

By virtue of authority vested in me by the Executive Order of April 10, 1915, there is hereby created a Land and Industrial Department of this Commission, which department will have entire charge, under the immediate supervision of the Chairman, of the following subjects:

(1) Encouragement of the development of the natural resources tributary to the railroad by bringing about a closer co-operation between the merchants, miners and the farmers.

(2) Dissemination of information to the public relating to the construction and operation of the railroad, and to furnish to the public reliable information on the natural resources and possibilities tributary to the railroad.

(3) All questions involving the purchase of lands or improvements thereon for terminal and station grounds and rights of way.

(4) All matters relating to real estate and land improvements thereon owned and controlled by the Commission.

(5) The withdrawal of lands of the United States for townsite and railroad purposes.

(6) The designation of land for townsite and other purposes.

(7) Co-operation with the General Land Office in the surveying of townsites.

(8) The reservation of lots and blocks within townsites for public purposes.

(9) The appraisal and sale of lots under the Alaskan townsite regulations.

(10) The management of towns after the sale of lots and all matters incidental thereto.

(11) The leasing of lands under the control of the Commission.

(12) Restoration to entry of any and all lands which may have been withdrawn for townsite or railroad purposes.

(13) Creation of timber reservations and the elimination of lands from such reservations.

(14) Any changes in the public land laws and regulations thereunder.

(15) Any changes in the townsite laws and the regulations thereunder.

(16) All legal questions involved in any of the above subjects, and such questions of law as may be referred to it by the Chairman.

All matters relating to the above subjects will be referred to the Land and Industrial Department for consideration and appropriate action, and such matters as involve major questions of policy and procedure shall receive the approval of the Chairman.

The headquarters of this department will be at Seward, Alaska, and the head thereof will report directly to the Chairman.

Mr. Andrew Christensen has been appointed in charge of this department, with the title of manager, and he will be obeyed and respected accordingly.

WM. C. EDES, Chairman.

Approved: FRANKLIN K. LANE, Secretary.

OBITUARY.

Samuel Myran, a member of the grading firm of Frederickson & Company, contractors at Sheep Creek, Turnagain Arm District, died at the Sheep Creek hospital on the afternoon of February 6 as a result of being hit by a rock while at work in a cut on his station. While drilling near the face of the slope he was struck on the head by a boulder which had become loosened from the mass of material at the top of the cut. He was immediately carried to the camp hospital by his fellow workmen, where he died shortly after. The deceased was 29 years of age, single, a native of Norway, and is survived by a father, Sven Myran of Optal, Tronhjem, Norway. He came to Anchorage from Juneau in the summer of 1915, and since that time had been employed intermittently by the Commission on contract construction.

Y. M. C. A. COMMITTEES APPOINTED.

Anchorage, Alaska, Feb. 9, 1917.

The following members have been appointed to serve on the various committees of the Anchorage branch of the Railroad Y. M. C. A., as noted below:

Membership—C. W. Jones, Chairman; F. L. Knight, C. T. Boyles, G. Mueller, J. A. Wilkinson.

Social—G. A. Stanton, Chairman; P. S. Watts, Warren Palmer, G. R. Tremblay, E. A. deVicq.

Physical—W. R. Manning, Chairman; A. B. Cummings, H. F. Schultz, E. L. Werner, C. D. Pollock.

Hospital—Dr. J. B. Beeson, Chairman; E. C. Oldfin, Fred Lilyman.

Educational—L. R. Moses, Chairman; E. R. Aruckle, Dr. C. C. Benedict.

Each committee will be responsible for promoting the activities of their respective branch. Chairmen are requested to consult with the Secretary, arranging for early meetings of their committees and report outlined plan of activities at a general meeting of the members' council Monday evening, February 19, at 6:30.

J. T. CUNNINGHAM,
Chairman Members' Council.

RAILROAD TRAIN SCHEDULE.

Anchorage, Alaska, Dec. 18, 1916.

Transportation Circular No. 31.

(Supersedes Transportation Circular No. 19, dated November 18, 1916.)

Effective 12:01 a. m. Thursday, December 21, 1916, a mixed passenger and freight train will be run between Anchorage and Matanuska, Matanuska and King and between Anchorage and Rabbit on the following schedule:

NORTHBOUND Monday, Wednesday and Friday, only.	MAIN LINE		SOUTHBOUND Tuesday, Thursday and Saturday, only.
Leave 9:00 a. m.	0.0	Anchorage	Arrive 3:00 p. m.
	4.9		
9:25	4.9	Whitney.	2:40
	7.3		
9:55	12.2	Kuney	2:20
	9.7		
10:40	21.9	Birchwood	1:45
	5.6		
11:10	27.5	Eklutna	1:15
	9.0		
Arrive 11:40 a. m.	36.5	Matanuska.	Leave 12:40 p. m.

NORTHBOUND Monday Wednesday and Friday, only.	MATANUSKA BRANCH		SOUTHBOUND Tuesday, Thursday and Saturday, only.
Leave 12:45 p. m.	36.5	Matanuska	Arrive 11:40 a. m.
	6.4		
1:20	42.9	Palmer	11:10
	6.6		
2:20	49.5	Moose Creek	10:30
	9.2		
3:00	58.7	Granite	9:08
	1.9		
Arrive 3:30 p. m.	60.6	King.	Leave 9:00 a. m.

SOUTHBOUND Tuesday, Thursday and Saturday, Only.	MAIN LINE		NORTHBOUND Tuesday, Thursday and Saturday, Only.
Leave 9:00 a. m.	0.0	Anchorage.	Arrive 10:45 a. m.
	5.0		
9:20	5.0	Campbell.	10:25
	5.4		
Arrive 9:45 a. m.	10.4	Rabbit.	Leave 10:00 a. m.

Mixed train leaving Anchorage northbound will stop just North of road crossing, Terminal Yard, Anchorage.

This schedule is NOT in effect as a time card authorizing the movement of trains, and all trains will continue to run extra as heretofore. However, for the information and guidance of all concerned, the trains covered by this schedule will not leave any station at which time is shown ahead of the designated time.

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

H. F. DOSE, Acting Division Engineer.

DAILY WEATHER DATA.

Following is the report of weather conditions prevailing at Anchorage for the period January 31 to February 6, inclusive:

DATE	TEMPERATURE Max.	Min.	PRECIPITATION Snowfall	Snow on Ground	WIND Aver. Miles per Hour	CONDITION OF HARBOR
Jan. 31	10	–16	none	12.0	14.2	Filled with ice.
Feb. 1	10	–28	none	11.0	12.0	Filled with ice.
Feb. 2	6	–31	none	10.0	5.7	Filled with ice.
Feb. 3	2	–31	none	10.0	5.2	Filled with ice.
Feb. 4	15	–9	none	10.0	7.0	Filled with ice.
Feb. 5	16	0	none	9.5	4.1	Filled with ice.
Feb. 6	31	13	none	9.0	4.7	Filled with ice.

Any person having knowledge of the present address of Edward W. Wright, formerly of California, will please communicate with the Commissioner's office, Anchorage.

A force of carpenters and helpers has been put to work at the Anchorage marine ways overhauling the floating equipment and making repairs on the steamer Omineca, the B. and B. boats and the barges. It is planned to have the entire fleet ready for the season's activity by April 15.

The Alaska Bureau of the Seattle Chamber of Commerce has issued for distribution to the public a small map mounted on cardboard showing the progress of the railroad construction work to November 30, 1916. The route between Seward and Fairbanks, together with the mining districts in the vicinity of the road, is also shown.

The total disbursements of the office at Anchorage for the period February 1 to February 7 were $85,600.82. The payment of salaries and wages amounted to $74,556.62; for local purchases $2847.71; to contractors $7388.61; other expenditures $777.89; dock claims $29.99.

OFFICIAL CIRCULARS.

FORM 12—DISCHARGE CERTIFICATE.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Feb. 6, 1917.

Circular No. 165:

TO ALL CONCERNED:

Instructions regarding the making out of Form 12, Discharge Certificate, are not being followed out.

A few instances have come up recently where an employee left the service without drawing his time; in these cases no Form 12 was made out and sent in as per instructions. The chief timekeeper's office in cases of this kind has no way of keeping the personal records up to date, and will not know that the employee has left the service until the payrolls come in.

Special attention is requested in this matter.

H. F. DOSE, Acting Division Engineer.

HOLIDAY ANNOUNCEMENT.

Department of the Interior
Alaskan Engineering Commission.
Anchorage Alaska, Feb. 9, 1917.

Circular No. 166:

TO ALL CONCERNED:

Washington's Birthday, Thursday, February 22, 1917, will be observed as a holiday at these headquarters, and so far as practical in the field.

H. F. DOSE, Acting Division Engineer.

REVISION OF ACCOUNTING CIRCULAR NO. 22.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Feb. 5, 1917.

Accounting Department Circular No. 34:

TO ALL HEADS OF DEPARTMENTS:

This is to advise that the limits of Sections 1, 2 and 3, as outlined in Accounting Department Circular No. 22, have been revised to read as follows:

Section No. 1. Anchorage to Old Ship Creek Junction.

Section No. 2. Old Ship Creek Junction to Matanuska Wye.

Section No. 3. Matanuska Wye to Knik Wagon Road.

Please be governed accordingly.

H. B. WILKINSON, Chief Accountant.

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

CAMP STORES ACCOUNTING.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Feb. 12, 1917.

Accounting Department Circular No. 35:

TO CAMP STOREKEEPERS AND ALL CONCERNED:

To insure uniformity in camp accounting, it is necessary that camp stores accounts be included in camp accounts, in accordance with instructions to timekeepers. In all cases where camp storekeepers are provided at construction camps, they will be governed by accounting instructions to timekeepers. All camp store transactions must be reported to the camp timekeeper and included by him in regular monthly camp account, Form No. 135.

Where district distributing stores are located at construction camps, they will invoice stores to the local camp, indicating on each invoice the camp charge for which supplies are issued, as follows:

"Charge Camp 100—Corrals Account," etc.

These invoices will be taken into the local camp accounts by the timekeper in the regular way.

Commissary sales of district distributing stores will be made up daily on Form 56 by the storekeeper, and delivered with cancelled coupons to the timekeeper for entry in local camp accounts, in the register provided for that purpose. The distributing store will charge the local camp by invoice at the end of the month for the total commissary sales for the month.

All the above transactions must be included by timekeepers in monthly camp accounts, Forms 135 and 368.

H. B. WILKINSON, Chief Accountant.

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

ANNUAL PASS NO. 168 LOST.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Feb. 9, 1917.

Transportation Circular No. 48:

Annual Pass No. 168, issued to Mr. D. E. Moxham, has been lost. If found and presented for transportation on trains, conductors will lift, collect full fare and turn in to this office with full report of particulars.

H. F. DOSE, Acting Division Engineer.

PREPARATION OF SHIPPING BILLS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Feb. 12, 1917.

Transportation Circular No. 49:

TO ALL CONCERNED:

In forwarding Commission shipments the party preparing shipping bill will please show the Department the material or supplies are consigned to, as Mechanical Department, Store Department, Maintenance of Way Department, B. & B. Department, T. & T. Department, etc.

It is also desired that care be taken to show weights of all shipments, as this information is necessary for statistical purposes.

H. F. DOSE, Acting Division Engineer.

WEATHER AND TRAIL REPORTS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Feb. 10, 1917.

Telegraph & Telephone Dept. Circular (No. 18):

Reports of weather and trail conditions will be collected at 7 o'clock a. m. daily from the following points on the Alaskan Engineering Commission lines:

Seward, Mile 52, Kern Creek, Indian Creek, Potter Creek, Summit Roadhouse, Anchorage, Matanuska, King River, Chickaloon, Kashwitna, Talkeetna, Dead Horse Hill.

It is important that this data be accurate, and more attention given it in the future. Blanks for keeping the weather record will be furnished, and should be kept complete. In cases of wire interruption the record will be prepared as usual, and given to the chief operator when communication has been restored.

Employees at stations which are furnished with maximum and minimum thermometers will make careful readings and record observations for each twenty-four hour period. Depth of snow should not be guessed at or assumed, but careful measurements made.

In giving trail conditions, say if "good," "drifted," "soft," "heavy," "bare," "muddy," "dry," etc.

E. R. McFARLAND, Superintendent.

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

WAGE SCHEDULE CHANGES.

Department of the Interior
Alaskan Engineering Commission

Supplement No. 31 to Wage Schedule No. 2:

The following rates are authorized for work on this Division, superseding the rate for the same class of service shown in Supplement No. 6 to this Wage Schedule, issued June 23, 1916:

Operator, Telephone Switchboard, $50.00, $60.00, $70.00, $85.00.

Subject to approval of Commissioner Mears.

Issued Feb. 12, 1917. Effective Feb. 13, 1917.

H. F. DOSE, Acting Division Engineer.

PERSONAL

F. J. Randolph of California has been appointed to the position of clerk at the Seattle disbursing office, to succeed E. R. Tarwater, promoted to special disbursing agent at Seward.

* * * *

A. G. Balls, of the Anchorage disbursing office staff, returned to his duties on Thursday after three months' leave of absence spent in California and other western States.

* * * *

H. W. Knight has resigned his position as division line auditor at Anchorage and left for his home at Golden, Colo., where he will be located in future. Chief Accountant Wilkinson was the host at a farewell "smoker" on Friday evening, which was attended by about twenty of Mr. Knight's most intimate friends.

MONTHLY LABOR REPORT.

During the month of January, 1917, the Employment Bureau of Anchorage Division placed 215 men at work, distributed as follows:

Anchorage Terminal	3
Main Line North of Anchorage	50
Matanuska Branch	113
Turnagain Arm District	15
Talkeetna District	34

The positions filled by the above applicants were: Axemen 31, axemen (engineers) 4, bakers 3, barn boss 1, blacksmiths 2, cooks 12, drillers 8, driller (machine) 1, flunkeys 10, foreman 1, janitor 1, laborers (general) 8, laborers (stationmen) 8, tapemen 2, teamsters 4, tiemakers 8, watchmen 2, stationmen 109.

NOTICE.

Freight must be delivered at the city freight warehouse before 4 o'clock p. m. to insure shipment on the next morning's train.

After this date the city freight office and warehouse will be closed on Sundays. Freight to be forwarded on Monday morning trains must be delivered at the warehouse before 4 o'clock p. m. Saturdays.

Anchorage, Alaska, Feb. 7, 1917.

W. B. HASTINGS, Agent.

RAILROAD Y. M. C. A. REPORT.

Anchorage, Alaska, Feb. 7, 1917.

To the Members of the advisory, executive and auditing committees, and members' council:

For your information the following review of receipts and disbursements to date has been prepared with a summary of the activities for the month of January, 1917:

RECEIPTS.

Welfare League		$278.40
G. C. Hammond, tennis account		8.91
Memberships:		
Resident, 110 at $7.00	$770.00	
Part payment, 36 at $3.00	108.00	
Part payment, one at $5.00	5.00	
Non-resident, 12 at $3.00	36.00	919.00
January Sales:		
Cigars	$ 8.85	
Gum	1.75	
Candy	11.05	
Billiards and Pool	36.65	58.30
Total		$1264.61

EXPENDITURES (Vouchers)

Campaign telegrams (three)	$ 9.00
Premium, secretary's bond	3.50
Loussac's, cash books, envelopes	6.25
Polley Bros., popcorn and poppers	4.65
Anchorage Times, printing	20.50
Evans & Frantzon, sign cloth	1.50
Svensen's Candy Shop, candy	17.40
C. H. Lambson, cigars	9.00
T. R. Needham, printing	19.75
Piano rental, one week	2.50
Laundry, social hall curtains	2.50
Membership tickets and cases	41.00
Campaign expenses, 136 members	33.70
Magazine subscriptions, committee members	25.00
New Year's refreshments, A. Frodenberg	8.70
T. R. Needham, printing	13.00
Alaskan Engineering Commission: Gymnasium equipment, checkers, chess, dominoes, including freight	158.07
Alaskan Engineering Commission: Pool and billiard tables, complete, including freight and wharfage	632.78
E. M. Huff, candy	19.30
Cash on hand	236.51
Total	$1264.61

RESOURCES

Cash on hand	$236.51
Balance due on 37 memberships	146.00
Stock of candy, gum, cigars	.....

OUTSTANDING ACCOUNT.

Bowling equipment, plus freight and wharfage....$636.00

The following new members joined the association during the month of January: C. G. Jones, M. H. Baker, C. H. Sheets, H. Hebert, T. Gilleece.

Membership tickets were issued to 110 resident members and to 11 non-resident members. The membership has increased from 136 at the close of the campaign November 24 to 159 on January 31. If each committee member will secure one new member during the month the 200 goal will be very nearly reached. Payments of $3.00 with application and $4.00 within 30 days will pay all dues to February 28, 1918.

The New Year's day open house brought together 125 Commission employees. The occasion was used also for electing the members' council.

The advisory and executive committees had one meeting each during the month, and the members' council two. J. T. Cunningham was elected chairman of the members' council.

The committee room was used by the Anchorage Rifle Club for its annual election of officers.

Ninety-three games of checkers were played by 24 men in the checker tournament, with approximately as many more games played but not recorded. By not registering plays with at least five opponents of three games each, E. Krygier, water service department, playing 17 games with a winning percentage of 823½ per cent, and W. Palmer, foreman in yards, playing 21 games with 714½ per cent, forfeited to P. S. Watts, cold storage department, playing 25 games with 600 per cent. Mr. Watts chose a year's subscription to the Saturday Evening Post as the prize.

The billiard table was used by 132 players, producing a revenue of $11.25. The pool table was used by 172 players, producing a revenue of $25.40. W. G. Wilt, mechanical department, receives the Saturday Evening Post for a year for highest run in straight pool, 18 balls. H. E. Weaver and W. S. Davis each made runs of 14 balls. Candy, gum, and cigar sales totaled $21.65, with a small margin of profit.

The medicine ball, punching bag and boxing gloves prove popular.

Magazines were received from the following persons and forwarded to Turnagain Arm, Matanuska branch and Talkeetna division points: Mr. and Mrs. Manning, 40; E. McPhee, 14; reading room, 65; G. H. Remore, 33; Mr. and Mrs. Donnally, 39. Total 191.

Committee members will receive Association Men (monthly) and Railroad Association Magazine (bi-monthly) through the ensuing year. The latter, the official organ of the railroad associations, will contain our Alaska campaign pictures in the issue of February 17, per advice received from the New York office. Kindly advise if copies are not at hand within four weeks.

The November-December issue of the Railroad Association Magazine, now in the reading room, contains interesting information and pictures of the big membership campaign which resulted in adding 38,542 new members in ten days.

Of especial importance is an article in the recent issue of Association Men, the annual review number, entitled "What Is Back of It All" by John R. Mott, pages 181 and 182. To be fully appreciated the entire article should be read. Pages 217 to 223 of the same issue show views of the new buildings erected during 1916.

A tentative outline of local activities for February follows: Appoint committee groups for definite service; continue checker and pool tournaments (nominal prizes to winners); recruit players for the chess tournament (nominal prizes to winners); start circulating library; plan activities for boys for 9:30 to 11:30 Saturday forenoons.

Your cordial co-operation is appreciated.

O. A. KENYON, Secretary.

CONTRACT SETTLEMENTS.

The total amount paid to construction contractors by the Anchorage Disbursing Office during the period February 1 to February 7, 1917, was $7388.61, as follows:

Bailos & Finos	$ 128.65
Moore & McFail	298.19
James O'Neil	25.00
James O'Neil	234.00
Lauritz & Frisk	125.10
Doherty & Co.	6397.67
Weiss & Co.	180.00

CHECKS ESTOPPED FROM PAYMENT.

Request has been filed with the Anchorage Disbursing Office for stoppage of payment on the following checks lost in the mails:

No. 40417, favor Pacific Alaska Navigation Co., dated Dec. 11, 1916, for $17.50.

No. 40424, favor Pacific Alaska Navigation Co., dated Dec. 11, 1916, for $15.75.

Both of the above checks are signed by G. C. Hammond, special disbursing agent.

C. W. DONNALLY, Special Disbursing Agent.

ROAD WORK DONE DURING 1916.

Following is an excerpt from the report of the Alaska Road Commission for 1916, showing the work done in the vicinity of the Government railroad route during the year:

Seward-Kenai Lake Road (14 miles).—Maintenance work by the board on this route was confined to the early part of the year, and included minor repairs to bridges, removing driftwood from bridges, and repairing corduroy.

During October and November, 1915, $3,400 was expended on this route by the Territorial road commissioner for the third judicial division, under the immediate supervision of Mr. Eide. The work was done by contract, and embraced relocating on the right-of-way of the Government railroad, approximately 1.8 miles of the road between mileposts 1 and 3, and straightening, widening, and repairing the old road between mileposts 3 and 5.

In May of this year the work of reconstructing the pile bridge over Resurrection River was commenced. Three 75-foot truss spans were erected over the main stream, and the south pile trestle approach was extended 200 feet. The cost of this work to June 30 was $2,616.10. The bridge was completed in August at a total cost of approximately $4,700.

Mile 34 A. N. R. R.-Hope Road (31 miles road, 9 miles sled road).—The year's work on this route was entirely maintenance, and comprised the removal of fallen trees, repairing culverts and corduroy, and cleaning out cuts.

Kern Creek-Knik Trail (86 miles).—About 13 miles of this trail, following the steep slopes of the mountains along Turnagain Arm, through heavy vegetation, was seriously damaged during the summer of 1915 by forest fires, which destroyed the greater part of the retaining walls and bridges. The work of repair was carried on during September and October, 1915, at an average cost of $178.26 per mile for the 13 miles covered.

Travel over this route during the past winter was unusually heavy, owing to increase in the mail service and in the activities of the Alaskan Engineering Commission, making some additional work necessary to improve the trail, and keep it free from snowslides and dangerous ice formations. This work covered 34 miles and cost $30.41 per mile.

Knik-Susitna Trail (30 miles).—The work done on this route covered 15 miles and comprised the removal of windfalls and a small amount of grading. The total expense for the section worked over averaged $13.35 per mile.

Susitna-Rainy Pass Trail (127 miles).—The only work done on this route during the year was the relocation of about 1 mile of trail between Happy River and Rainy Pass to eliminate several severe grades.

Mile 29 A. N. R. R.-Moose Pass Road (15 miles road, 14.5 miles sled road).—The work of the year was devoted to the improvement of the first 15 miles of this route to wagon road standards, at a cost of $520.76 per mile.

Knik-Willow Creek Road (34 miles road, 1½ miles sled road).—The work on this route during the year was limited to necessary maintenance, including cleaning out ditches, constructing new culverts, and laying 1,167 linear feet of corduroy.

An expenditure of $300 was made in constructing a branch road, 1.5 miles long, from mile 32 up the Little Susitna Valley, to serve a number of mines and prospects in process of development in the Archangel Creek Valley.

ALASKA
Railroad Record.

Volume I. ANCHORAGE, ALASKA, TUESDAY, FEBRUARY 20, 1917. 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.

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

PROGRESS SUMMARY OF THE FAIRBANKS DIVISION.

(By Thomas Riggs, Jr., Commissioner)

In reviewing the operations for 1916, it must be borne in mind that practically nothing was started in the way of construction until July 15, and that little material could be ordered until funds were made available on July 1.

Practically no supplies were purchased until July 20, with shipments from July 20 to August 30, which brought such supplies to Nenana in the latter part of September and the first part of October, just before the freeze-up. In the meantime, what construction was accomplished was with make-shift outfit, and with material purchased in the local market at a price higher than the cost of material purchased in Seattle and shipped direct to the Commission.

Organization.

To reduce overhead expense and to allow as much construction as possible within the allotment of $1,075,000.00, the overhead organization was cut to an absolute minimum.

Engineering.

Mr. F. H. Bailey, the one district engineer on the Division, supervised the construction of all Commission building at Nenana, and the engineering in the Nenana and Goldstream Districts. Three resident engineers covered over 100 miles of line. Superintendents of construction were dispensed with and but one assistant superintendent employed.

In the Fairbanks District the member of the Commission acted also as district engineer and superintendent of construction.

Clerical Force.

A total number of 33 constitute the clerical force for the Division, including the timekeeping, accounting, disbursing and store departments. The work handled has been enormous, not so much on account of the amount of construction accomplished as on account of the multiplicity of detail necessitated by small purchases where supplies were found to be available, transfer of men and material, and the long stretches to be covered.

Nenana.

In June, Nenana was a wilderness; at the end of December, Nenana is a well-arranged and well-ordered town. A census taken by the townsite manager showed 616 people having Nenana as their headquarters. The business section shows permanency of buildings; the streets are well lighted and excellent order is maintained by a fearless marshal and determined U. S. commissioner. The jail has so far never been occupied by a prisoner.

There has been little illicit selling of liquor, although freighters have brought in a quantity for individuals, and there has been some drunkenness. This prompted the now famous "Circular 26," which provides that any employee of the Fairbanks Division who becomes intoxicated either on or off duty will be summarily dismissed.

Buildings.

Nenana having been early selected as a division point, it has been the aim of the Commission to erect buildings which will not become obsolete and which will always serve a useful purpose. The severity of the winter climate has been particularly considered and suitable buildings designed. There have been no troubles of moment resulting from frost. The following new buildings were erected during the year.

At Nenana—Office building, three stories; bachelor quarters, three stories; mess house, two stories, with attic; hospital, two stories; cottages Nos. 1, 2, 3, 4 and 5, all of one story; commissary, two stories; boiler room, power house, shops, in one-story building; meat house, one story; warehouse No. 1, one story; barn, two stories; oil house, one story; teamsters' cabin, one story; farriers' shop, one story; iron house, one story; powder houses Nos. 1 and 2, one story.

Steam Shovel Camp—Mess house, one story, with kitchen; two bunk houses of one story each; barn, one story; office, one story.

Twenty-Mile Camp—Commissary, one story; barn, story and a half.

The following old buildings were repaired and rearranged:

Warehouse No. 3, one story; cottage No. 7, one story; cottage No. 6, one story; bunk house, one story; cottage No. 8, one story; warehouse No. 2, one story; warehouse No. 4, one story; barn one story; pump house, one story; cabin (in woods), one story; Happy Station warehouse, one story.

Construction.

The first considerations in building a railroad in the interior of Alaska are local conditions of underlying frost.

To enable the sun to thaw the soil as deeply as possible in advance of grading, the line is now practically cleared from Happy Station near Fairbanks to the coal fields.

In certain places the borrow pits have been stripped of the heavy overlying moss. Wagon roads to meet the demands of construction are far advanced.

Grading has been well started and a small supply of rails is on hand with which to lay track over the completed embankments.

On account of river bank erosion, a large amount of piling and back-filling had to be placed along the Tanana River in front of the reservation and the town. It may be necessary to extend this bank protection as far as the Mission.

The following tables show a summary of the main construction results for the season. If such results merit a favorable consideration, it is due to an energetic, loyal and efficient organization:

Clearing.

District	Acres to Dec. 31	Feet	Miles
Nenana	816.8	212,376	40.21
Goldstream	528.6	142,459	27.00
Fairbanks	369.27	96,400	18.26
Totals	1714.67	451,235	85.47

Grubbing and Stripping.

Total for all Districts ..... 51.01 acres

Grading.

District	Cu. Yds to Dec. 31.
Nenana	66,019
Goldstream	15,809
Fairbanks	15,886
Totals	97,714
Excavation in foundation	233
Total	94,947

Trestles and Culverts.

Nenana District

Trestle, lineal feet	276
Number of piles	160
Piles, lineal feet	3202
Caps in place, lineal feet	308
Iron, pounds	308

Goldstream District.

Iron, pounds	3161
Logs, in place, lineal feet	9412
Excavation, in foundation, cubic yards	233

Wagon Roads.

Construction in all Districts ..... 76.57 miles

Permanent Track.

Lineal feet laid on dock and approach 350

Telephones.

Temporary line in use, 26 miles; telephones installed for Commission purposes, 27; telegraphones over line of U. S. Signal Corps from Nenana to Fairbanks, 2.

Ties, Cordwood, Logs, Etc.

The following material was acquired during the year: Cordwood, 3143 cords; construction ties, 2016; No. 1 ties, 106,547; No. 2 ties, 1610; cabin logs, 11,124 lineal feet; logs for general purposes, 8066 lineal feet; piles, 47,964 lineal feet; logs for round bridge timbers, 4190; logs for hewed bridge timbers, 1812; saw logs, 611,000 feet; telephone and light poles, 155.

Sewers.

Eleven hundred feet of main sewer and 11 connections of 4-inch vitrified pipe.

Water Mains.

Fifteen hundred lineal feet.

Electric Light and Power.

Light—Furnished to 28 Commission buildings, 28 private buildings, 12 street lamps for the town, and eight street lamps for the Commission.

Power—Furnished for four motors for Commission use, and for one motor for private use.

Steam Heat—Furnished to eight Commission buildings.

Water—Furnished to 15 Commission buildings.

Work Equipment.

The work equipment on hand includes steam shovel, locomotive crane, calyx core drill, pile-driver, fresnos, wheel scrapers, slips, graders, wheelbarrows, car wheels, track, power freight boat, launches, barges, gasoline saws, dinkey locomotives, Western dump cars, stiff leg derrick, clam shell and orange peel buckets, tools, horses, wagons, sleds, dog team, saw mill machinery, etc.

Unapplied Construction Material.

In addition to ties, timber, commissaries, etc., there are 27 miles of 70-pound rail with fixtures in the material yards.

Docks and Embankment.

Dock—33 x 192 feet, containing 7052 lineal feet in 300 piles. Bank protection—1600 lineal feet, containing 5813 lineal feet in 251 piles. Railroad Approach—168 lineal feet, containing 1778 lineal feet in 75 piles.

One thousand feet of bank protection is back-filled with diagonally placed logs to a depth averaging eight feet and 16 feet in width, to prevent heavy ice runs from tearing out the piling and washing the banks.

Hospital.

From the period May 26 to December 31, there were 492 patients under treatment in the hospital and dispensary, as follows:

Employees	382
Stationmen	69
Non-employees	41
Total	492

No record is kept of non-employees receiving dispensary treatment, as a charge is made for medicines furnished, which is transmitted to the disbursing officer.

Station Contracts.

Of seventy completed contracts, the average hourly return per man was 68.9 cents. This does not include several contractors who hired all their labor. Thirty-five of the completed contracts were for grading, the average hourly earning being 48 cents. The lowest hourly earning was 6 cents and the highest $1.83. It must be noted, however, that the contractor receiving only six cents per hour had charged up against this contract all equipment and supplies on another contract in which he earned $1.22 per hour. The next lowest earning was 23 cents per hour. These earnings include all deductions for commissary, labor and material used in the contract. The prices paid per unit were practically the same as obtaining in other divisions.

Development of Resources.

The outlook for the commercial development of the contiguous resources is most encouraging. I firmly believe that the Fairbanks District will become one of the great lode districts of Alaska, but not until the almost exhausted fuel wood supply is supplanted by coal, for the mine development of which a company is now being formed.

With the prospect of a means of transportation for their products the farmers are devoting all their energies toward opening up new ground to cultivation. There is a steadily-increasing demand for local farm products.

The Tolovana and Kantishna districts are receiving renewed attention. The Kantishna district particularly has bright prospects for lode and placer when heavy machinery can be placed on the ground at a cost which is not prohibitive, as at present. Too much credit cannot be given to the Geological Survey for their explorations, which have resulted in so much benefit to the country.

The employees at Nenana have organized a volunteer fire department. Mr. H. P. Curtis, general storekeeper, has been appointed chief, and Mr. J. J. O'Neill, assistant chief. Apparatus for fighting fire has been distributed among the Commission buildings and a system of fire alarms installed.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending February 10, 1917:

MAINTENANCE OF WAY.

Water Service and Plumbing.

The maintenance force in this department did the usual amount of repair work necessitated by freeze-ups.

Eklutna River Protection.

Good progress was made on this work during the past week and it will be completed within a few days.

Miscellaneous

The location of the Eska Creek coal branch was completed during the week. The alignment on this branch is very good but it will require a five per cent grade. Grading and bridging will be very light. Construction work on this branch will be started next week.

Piling is now being delivered for the extension to Dock No. 2.

Mechanical Department.

A band saw has been placed in the machine shop. Light repairs were made to engines Nos. 280, 221 and 225. The installation of the plate rolls in the blacksmith shop is now completed. The usual amount of miscellaneous work was performed for the store and construction departments.

MATANUSKA DISTRICT.

Matanuska Branch.

The weather conditions during the past week have been favorable for construction work, and good progress has been made in consequence.

A coyote shot by Pete Iverson & Company at Hole-in-the-Wall brought down approximately 10,000 cubic yards of material, proving unusually successful. The coyote was loaded with about 6400 pounds of powder. A number of smaller shots have been fired successfully by various other stationmen during the period.

Freighting on the Branch is practically finished, and the teams are now engaged principally in hauling blacksmith coal from Chickaloon.

Main Line.

Freighting on the Main Line is going ahead so favorably that it is probable that all rail and cars required south of the Kashwitna can be hauled, and the caches of provisions established in the various camps between Little Susitna and Kashwitna, before the spring break-up. All cars required for the section between Willow Creek and Kashwitna have been hauled, and about 1000 rails spotted, and the distribution of rails and cars required north of Willow Creek will be commenced within the next few days.

Johnson & Company and Anderson & Company, right-of-way contractors, are making good progress between Willow Creek and Sheep Creek. The former have already cut three and one-half miles.

All structures have been driven by the piledriver crew as far as Station 6225, and they will move to the Little Susitna camp early in the week.

Rice & Company and Plackus & Company have finished their grading contracts, and the only remaining contractors south of the Little Susitna, Olson & Company, will finish about February 20.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

About 35 per cent of the clearing is finished between Indian Creek and one mile north of Glacier. The clearing north of Indian Creek to Anchorage is completed, except about 1000 feet just north of Indian Creek.

Grading.

Five, and possibly six, contractors will have their coyote holes and pockets made, loaded and shot during the coming week. The shots will move from 2000 to 15,000 cubic yards of rock each.

J. Bordin put off a shot at Station 2276, south of Rainbow Creek, moving 2000 cubic yards of rock with 1000 pounds of black powder. C. Brudie & Co. moved 7000 cubic yards with 10,000 pounds of powder at Station 2661, one mile south of Potter Creek. At Station 2527 another successful shot was made, Charles Larson & Company moving 8000 cubic yards of rock with 10,000 pounds of powder. All the other contractors are making good progress, as is the Commission force using jack hammers in the large cut south of Potter Creek.

Miscellaneous.

The thaw of last week has made it impossible to haul from Rainbow to Falls Creek. Practically all the snow has disappeared from the grade between Potter Creek and Falls Creek. Turnagain Arm is open and there is clear water up to the Rainbow dock.

The force on the District the past week numbered 804, consisting of 573 stationmen, 42 stationmen's laborers and 189 Commission force.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

The temporary construction on the Main Line has reached Kashwitna, and a telephone with switching arrangements has been installed at that place.

The Seward-Anchorage telegraph circuit now runs via Potter Creek and Turnagain Arm. The line over the summit is now used exclusively for telephone, and is to be abandoned as soon as the trail across there is no longer in use.

A small force at Potter Creek has about completed switchboard installation at that point, and will be sent to the Matanuska Branch to improve the service to that District. It will be necessary to cut the line at Kings River and install switching arrangements.

In the townsite, a 200-pair cable has been hung between the central office and C street on the alley between Third and Fourth streets, and a 100-pair cable from the alley between Third and Fourth Streets on C to the terminal yards. When connected these cables will care for the Commission telephones in the yards and eliminate the 60-wire open lead now in use.

Electric Light and Power.

During the mild weather the work of cross-arming poles for service distribution has been in progress.

The meters installed now number 188. There were 5467 metered k. w. hours delivered during the month of January.

Supplement No. 1 to Local Freight Tariff No. 6 has been issued by the Anchorage office of the Commission. The supplement applies to the shipment of material, outfits, tools and supplies for contractors on railroad construction and repair work, and is effective February 14. Copies may be obtained by those concerned by addressing the Commissioner's Office, Anchorage.

Seward Division Notes.

Following are the progress reports of the various departments of Seward Division for the week ending February 10:

Seward Dock.

The west approach to the Seward dock, with a frontage of 500 feet, has been completed. The warm storage plant, adjoining the present warehouse on the dock, was finished during the week.

Grading.

The large cut and fill at Mile 9 has been finished, and the steam shovel has been returned to the machine shop for overhauling and repairs. Work on the Snow River line change at Mile 14, which is being done by Sam Radish & Company, is well under way. Excellent progress is being made at Mile 34 by Nelson & Company, and E. C. Larson & Company are doing good work at Mile 45 on the Spencer Glacier wing dam. The enlarging of Tunnel No. 3 is progressing favorably.

Bridges.

Bridge material is being distributed along the Alaska Northern railway preparatory to the season's work. The framing of the Kern Creek structure has been discontinued until spring, the piledriver having been removed from Kern Creek to Glacier Creek for the purpose of driving pile trestles in that vicinity.

Contracts.

The following contracts for work on Seward Division have been awarded: Stalder & Jackson, for peeled piling; Louis Nissen, peeled piling; Ramus & Johnson, cutting firewood; Sam Radish & Company, grading; Hugo Fels & Company, peeled piling; Frank Polich & Company, grading; Lindsey & Chase, peeled piling; Charles Helmer & Company, grading.

Contract Settlements.

The following settlements were made with contractors during the period: Dán Agdaba & Company, $9255.54; Erick Nelson, $6840.60; E. R. Peterson, $10,066.80.

Disbursements.

The total disbursements of the Seward office for the period ending February 14 were $7300.75.

Force Report.

The total number of employees on the Division February 10 was 495, as follows: Headquarters office 15, engineering 22, shop and yards 37, stores and docks 27, track, grade and ballast 123, bridges 22, stationmen 194, stationmen's laborers 55.

YARD AND STREET LIGHTS PLACED.

Pending the installation of a permanent system of yard and street lighting in the spring, the Commission has placed six lamps of 500 candle-power each about the terminal yards and in the vicinity of the Commission cottages on Government Hill and Anchorage Townsite. The lights are installed on high poles which are so distributed as to illuminate a wide expanse of territory.

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

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

PANAMA EQUIPMENT FOR RAILROAD.

(From The Panama Canal Record, Jan. 17, 1917.)

The cargo of equipment formerly used on the Canal which has been prepared for shipment to the Alaskan Engineering Commission, as noted in the Canal Record of June 14, 1916, is still awaiting transportation. It is stored on the old French pier at Balboa. It is expected, however, that it will be lifted some time in February by the steamship Turret Crown, which is due February 15. The only material which has gone forward from the Canal for the Alaskan Engineering Commission is a shipment of 47,000 pounds of copper wire, which was forwarded to San Francisco on September 21 on the steamship San Juan of the Pacific Mail Steamship Company.

The material waiting on the pier consists of 50 Lidgerwood flat cars, 11 locomotives, 2 steam shovels, and 5 dump cars. The Commission has sent in an order for four large locomotives in addition to the above, 50 flat cars, and 45 dump cars, and it is expected to have them ready for the Turret Crown.

Of the material which has been in readiness under the previous order, four of the locomotives are of the kind known on the Isthmus as the 201-type, which is a mogul type, class 2-6-0, weighing 112½ tons with the tender and having a length over all of 62 feet 2 inches; one is of the 301-type, essentially the type of the 201 but smaller, having a weight of 105 tons and length over all of 59 feet 2 inches; and six are 42-inch gauge engines carrying all weight on the drivers (type 0-6-0) for hauling on steep grades, with a weight of 33.4 tons and length over all of 28 feet 11 inches. The two steam shovels are 70-ton Bucyrus. The dump cars are 12-yard Oliver. All of the rolling stock except the narrow gauge locomotives have been changed from the Isthmian standard gauge of 5 feet to the United States standard of 4 feet 8½ inches.

WEEKLY FORCE REPORT.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, February 3, 1917, was as follows:

Commissioner's Office	36
Shops and Yards	112
Transportation Department	16
Store and Dock Department	103
Accounting Department	20
Disbursing Office	4
Townsite Department	21
Steward's Department	10
Hospital Department	24
Telegraph and Telephone Department	63
Track, Bridge and Ballast—Main Line	52
Turnagain Arm District	190
Matanuska District	195
Talkeetna District	164
	1010
Stationmen and Laborers—All Districts	1009
Grand total all employees Anchorage Division	2019

During the month of January, 1917, thirty accidents occurred on Anchorage Division, classified as follows: Minor accidents (disability 3 days or less), 17; caused by use of hand tools, 1; by flying particles, 1; by explosives, 1; by collapse through falls of objects, 2; falls of persons, 4; miscellaneous, 3; train service accidents, 1.

RAILROAD TRAIN SCHEDULE.

Anchorage, Alaska, Dec. 18, 1916.

Transportation Circular No. 31.

(Supersedes Transportation Circular No. 19, dated November 18, 1916.)

Effective 12:01 a. m. Thursday, December 21, 1916, a mixed passenger and freight train will be run between Anchorage and Matanuska, Matanuska and King and between Anchorage and Rabbit on the following schedule:

NORTHBOUND Monday, Wednesday and Friday, only.	MAIN LINE	SOUTHBOUND Tuesday, Thursday and Saturday, only.
Leave 9:00 a. m.	0.0 Anchorage	Arrive 3:00 p. m.
	4.9	
9:25	4.9 Whitney.	2:40
	7.3	
9:55	12.2 Kuney	2:20
	9.7	
10:40	21.9 Birchwood	1:45
	5.6	
11:10	27.5 Eklutna	1:15
	9.0	
Arrive 11:40 a. m.	36.5 Matanuska.	Leave 12:40 p. m.

NORTHBOUND Monday Wednesday and Friday, only.	MATANUSKA BRANCH	SOUTHBOUND Tuesday, Thursday and Saturday, only.
Leave 12:45 p. m.	36.5 Matanuska	Arrive 11:40 a. m.
	6.4	
1:20	42.9 Palmer	11:10
	6.6	
2:20	49.5 Moose Creek	10:30
	9.2	
3:00	58.7 Granite	9:08
	1.9	
Arrive 3:30 p. m.	60.6 King.	Leave 9:00 a. m.

SOUTHBOUND Tuesday, Thursday and Saturday, Only.	MAIN LINE	NORTHBOUND Tuesday, Thursday and Saturday, Only.
Leave 9:00 a. m.	0.0 Anchorage.	Arrive 10:45 a. m.
	5.0	
9:20	5.0 Campbell.	10:25
	5.4	
Arrive 9:45 a. m.	10.4 Rabbit.	Leave 10:00 a. m.

Mixed train leaving Anchorage northbound will stop just North of road crossing, Terminal Yard, Anchorage.

This schedule is NOT in effect as a time card authorizing the movement of trains, and all trains will continue to run extra as heretofore. However, for the information and guidance of all concerned, the trains covered by this schedule will not leave any station at which time is shown ahead of the designated time.

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

H. F. DOSE, Acting Division Engineer.

DAILY WEATHER DATA.

Following is the report of weather conditions prevailing at Anchorage for the period February 7 to February 13, inclusive:

DATE	TEMPERATURE Max.	TEMPERATURE Min.	PRECIPITATION Snowfall	PRECIPITATION Snow on Ground	WIND Aver. Miles per Hour	CONDITION OF HARBOR
Feb. 7	40	26	none	7.0	4.7	Clear in afternoon.
Feb. 8	44	28	none	6.0	10.6	Filled with ice.
Feb. 9	34	19	none	6.0	3.9	Filled with ice.
Feb. 10	32	27	none	6.0	3.0	Filled with ice.
Feb. 11	34	17	trace	6.0	3.3	Filled with ice.
Feb. 12	44	31	none	5.5	6.2	Clear in afternoon.
Feb. 13	44	15	none	5.0	6.7	Filled with ice.

NENANA WEATHER OBSERVATIONS.

During the month of December, 1916, the maximum temperature noted at Nenana was 25 degrees F.; the minimum 51.75 degrees below zero. The average maximum was 14.93 below, and the average minimum 25.16 below. The general average for the month was 20.045 degrees below zero. Light snow fell on ten days of the month, and the average depth of snow on the ground was five inches. Only one windy day was experienced during the month. On December 10, about 11:15 p. m., two slight earthquake shocks were felt, but no damage to any structure occurred.

The total amount paid to construction contractors by the Anchorage disbursing office during the period February 8 to February 14, 1917, was $14,242.40, as follows:

Chas. Skogland & Co.	$4934.46
P. F. Moran & Co.	75.80
Rice & Co.	8568.27
W. R. Thomas & Co.	663.87

OFFICIAL CIRCULARS.

OPERATION OF GASOLINE CARS.

(Reprint.)

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Sept. 6, 1916.

Circular No. 104:

TO ALL CONCERNED:

For the information and guidance of all employees of the Commission whose duties require them to operate gasoline cars, it is desired that the following regulations be followed out:

No gasoline cars of any kind shall be run over the track during hours when dispatchers are on duty until a lineup has been secured from the dispatcher. Parties securing such lineup must advise the dispatcher from the first available telephone, or telegraph office, of their arrival at the end of their trip.

The above does not apply to section and other gangs going to work, but such gangs must flag all bad curves and proceed at all times under full control.

In all cases gasoline cars should be run around blind curves under full control in order to stop without accident in case there is an unforeseen obstruction on the track.

Failure on the part of any employee to comply with the above regulations will result in severe discipline. These instructions are imperative.

F. MEARS, Commissioner.

GRADING EQUIPMENT ACCOUNT.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Feb. 15, 1917.

Accounting Department Circular No. 36:

TO DISTRICT ACCOUNTANTS AND TIMEKEEPERS:

The following instructions will, in future, govern the accounting of grading equipment:

The accountant in each district office will maintain an account entitled "Grading Equipment," to which will be charged the following items:

Track,
Track Splices,
Frogs and Switches,
Cars and Car Fittings,
Track Bolts and Spikes.

This account will be a general account for the whole District and will not be divided by charging to different camps. The account will be represented by inventories in the different camps prepared by timekeepers (or others in charge) under the direction of the district accountant. The sum of all inventories so kept will represent the total charge to "Grading Equipment" for the District.

Any of the items noted above, such as track bolts and spikes, which are carried in camp stores accounts will continue to be carried in those accounts until issued for grading equipment purposes. When so issued they will be charged on camp invoice to "Grading Equipment" and "Stores" will be credited. Items so charged will be added to grading equipment inventories and will remain on such inventories whether idle, or in use by Commission or station men.

Timekeepers will maintain separate inventories for all grading equipment delivered to each contractor. Receipts must be taken from same and at the termination of contract all shortages will be charged to the contractor at prices to be fixed by the district engineer. These charges will be made on sales slips and collected for by coupons, "Grading Equipment" being credited with the amount.

Grading equipment returned by contractors or others will not be taken back into "Stores" account or "Second-Hand Tools and Supplies" accounts, but will be transferred to proper inventory.

Transfers of grading equipment will be made out in triplicate, one copy for party in general charge of grading equipment for the District, one copy for district accountant and one copy for file. Items transferred will be deducted from and added to the inventories concerned in the transfer.

"Grading Equipment" account will not appear on Form 368.

H. B. WILKINSON, Chief Accountant.

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

GRADING EQUIPMENT ACCOUNT.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Feb. 15, 1917.

Accounting Department Circular No. 37:

TO TIMEKEEPERS AND ALL CONCERNED:

In some cases track bolts and spikes are being sold to stationmen at the time of issue to them. This must be discontinued. All concerned will be governed by instructions contained in Accounting Department Circular No. 36.

H. B. WILKINSON, Chief Accountant.

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

OMITTED TIME.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Feb. 15, 1917.

Accounting Department Circular No. 38:

TO TIMEKEEPERS AND ALL CONCERNED:

Accounting Department Circular No. 10 of March 25, 1916, specifically called attention to items of omitted time which were appearing on current time rolls and included instructions excluding such items. In spite of this, however, such items are still appearing occasionally on current time rolls.

The following instructions govern the handling of omitted time and must be rigidly adhered to:

1. Where, for any reason, time actually earned previous to current month has been omitted from the previous month's rolls, such time will not be included in the current month's rolls but will be included in a separate roll entitled "Omitted Time Roll."

2. Omitted time rolls must show in detail the days and fractions, or hours, worked for which time has not already been allowed, the designations and rates under which time was earned, and deductions if any. These details must be shown for each employee separately, just the same as on regular time rolls.

3. With each omitted time roll must be prepared and forwarded a separate detailed statement showing the kinds or classifications of work to which the time allowed is to be charged and the amount chargeable to each classification (the same classifications being used as in preparing Form 138 for regular time rolls). This statement must be certified and approved, as follows:

(a) The foreman in charge of the crew when omitted

time occurred certifying that "the work stated was actually performed at the time and place and for the classifications specified."

(b) The timekeeper in charge of the time records of the individuals at the time of omission of time, stating "the time included in Omitted Time Roll.....was not included in regular time rolls for the following reason: ....."

(c) The district engineer in charge, stating "Examined and approved for payment."

4. Time checks will not be issued by timekeepers for omitted time. Where a time check is desired, the timekeeper will furnish the employee with an identification slip which the employee will present to the district timekeeper. If approved by the district engineer, or his representative, the district timekeeper will issue time check, marking same plainly "Omitted Time Roll ..... Camp ....., ... 191.." The district timekeeper will notify the camp timekeeper, who will note same on omitted roll.

H. B. WILKINSON, Chief Accountant.
Approved: H. F. DOSE, Acting Division Engineer.

SHIPMENT OF EXPLOSIVES, ETC.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Feb. 13, 1917.

Transportation Circular No. 50:

TO ALL CONCERNED:

The Interstate Commerce Commission's rules and regulations governing the transportation of explosives and other dangerous articles by freight and express have been forwarded to agents and other employees concerned in the transportation of such articles, and it is desired that these regulations be strictly complied with in transporting such shipments over the line of the Alaskan Engineering Commission.

H. F. DOSE, Acting Division Engineer.

COLLECTION OF PUBLIC SERVICE BILLS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Feb. 14, 1917.

Telegraph & Telephone Department.

Telegraph & Telephone Circular (No. 19):

The attention of the patrons of the telephone, electric light and power service is invited to the fact that no collectors are employed by the Telegraph & Telephone Department.

As announced in the Anchorage Telephone Directory, all bills for these services are payable at the Telegraph & Telephone building on or before the tenth of each month for which service is rendered for telephone rentals and tolls, and on or before the tenth of each month for electric energy consumed in the preceding month.

Employees of this Department are not permitted to deviate from this regulation, and the public should be governed accordingly, to avoid the confusion incident to disconnected service and the additional charge which it will be necessary to make should connections again be made.

E. R. McFARLAND, Superintendent.
Approved: H. F. DOSE, Acting Division Engineer.

TIME SLIP REGULATIONS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Feb. 19, 1917.

Circular No. 167:

TO ALL CONCERNED:

In the future all time slips issued to employees in this Division must be submitted to the Chief Timekeeper's Office, to be checked and certified to by the chief accountant or timekeeper. If the holder of a time slip desires payment on same made at any point not in this Division, the chief accountant will transmit the necessary information to this office, where authorization will be given and orders issued to secure payment on the time slip, provided it is found that under the circumstances it is just and proper to do so.

H. F. DOSE, Acting Division Engineer.

INFORMATION SLIP—FORM 120.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Feb. 19, 1917.

Circular No. 168:

TO ALL CONCERNED:

Attention is called to Form 120, Information Slip. This form is being received without full information being shown, and it is desired that care be taken by all concerned in having applicant answer the following questions:

Have you been previously employed by the Alaskan Engineering Commission?

Have you been previously employed by this Division?

The above two questions must be answered fully, as well as position held, salary and place of employment.

H. F. DOSE, Acting Division Engineer.

DISCHARGE CERTIFICATE—FORM 12.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Feb. 19, 1917.

Circular No. 169:

TO ALL CONCERNED:

Your attention is called to the fact that Discharge Certificates, Form 12, are not being prepared promptly covering employees leaving the service. It is requested that all concerned give this their attention and prepare Certificates of Discharge promptly.

H. F. DOSE, Acting Division Engineer.

A CORRECTION.

Transportation Circular No. 48, published in No. 14 issue of the Alaska Railroad Record, relative to annual pass lost by D. E. Moxham, should be corrected to read "Annual Pass No. 68," instead of "Annual Pass No. 168," as printed.

The total dsbursements of the office at Anchorage for the period February 8 to February 14 were $38,830.07. The payment of salaries and wages amounted to $22,-181.26; for local purchases $1726.01; to contractors, $14,-242.40; other expenditures, $627.00; dock claims, $53.41.

ALASKA NORTHERN SCHEDULE.

A mixed passenger and freight train leaves Seward for Mile 40 and way stations every Monday, Thursday and Saturday at 8:30 a. m.; returning leaves Mile 40 for Seward the same day at 1 p. m.

LAND AND INDUSTRIAL DEPARTMENT.

NOTICE.

In connection with the right-of-way for the Government railroad through public lands in Alaska, attention is invited to the following provision contained in the Railroad Act of March 12, 1914:

"Terminal and station grounds and rights-of-way through the lands of the United States in the Territory of Alaska are hereby granted for the construction of railroads, telegraph and telephone lines authorized by this act, and in all patents for lands hereafter taken up, entered or located in the Territory of Alaska there shall be expressed that there is reserved to the United States a right-of-way for the construction of railroads, telegraph and telephone lines to the extent of one hundred feet on either side of the center line of any such road and twenty-five feet on either side of the center line of any such telegraph or telephone lines, and the President may, in such manner as he deems advisable, make reservation of such lands as are or may be useful for furnishing materials for construction and for stations, terminals, docks and for such other purposes in connection with the construction and operation of such railroad lines as he may deem necessary and desirable."

It will be observed that the above provision states that rights-of-way are are "hereby granted," which means the rights vested in the Government at the date of the act, and that all lands located, settled or filed upon after March 12, 1914, are subject to reserve by the Government for terminal and station grounds and rights-of-way for the construction of the Government railroad. Any person who settles, locates or files upon or in any way attempts to acquire title to public lands in Alaska after the date of said act (March 12, 1914), does so subject to the provisions of the act, and any improvements made on such land that may later be needed for right-of-way, station and terminal grounds, are made at the risk and hazard of the owner; and such person is liable to be required to move or vacate from such terminal, station grounds or right-of-way without any compensation for damages or otherwise, for the work performed or improvements made.

This notice is given at this time for the information of all concerned so that all public land claimants may be informed that they should not make improvements upon lands which they know, or are reasonably well satisfied, will be taken by the Government for railroad purposes.

A. CHRISTENSEN, Manager.

Anchorage, Alaska, Feb. 15, 1917.

ANCHORAGE PUBLIC SCHOOL.

Since the commencement of the current school year, 206 pupils have been enrolled at the Anchorage public schools, the attendance on Febraury 1 being 186. The work of the school is divided into three departments: primary, intermediate and high school.

The primary department comprises the first two grades with 82 pupils. Prior to January 29 there was but one teacher, Mrs. Vint, for these two grades. Manifestly, it was impossible for one teacher to devote much time to the individual pupil, or to give the class that attention requisite to attain the best results. To relieve the situation it became necessary to employ another teacher and to divide the class work. Accordingly, Mrs. Wagner was appointed to instruct the second grade and take over a part of the work of the intermediate department, having in all 36 pupils under her direction. Mrs. Vint continued to preside over the first grade, with 46 pupils in her class.

In the intermediate department, comprising the third to the sixth grades, Miss Reat has charge over the third and fourth grades with an enrollment of 34. The fifth and sixth grades are directed by Miss Bennett, who has 32 students in the two classes.

The high school department has 38 pupils in attendance. The work is divided into ten classes. Miss Record teaches reading, Latin, German and spelling; Miss Clark English and history, and Superintendent Sheets algebra and arithmetic.

On January 29 the new school building was occupied, and the students and faculty are now comfortably housed and in position to do efficient work. The Parents'-Teachers' Association, on the evening of January 26, at a public "house warming" raised a fund of about $300 for the purchase of a piano and playground equipment. The affair was very generally attended by the people of Anchorage, and the occasion elicited much favorable comment on the substantial appearance of the school building and its facilities.

CHECKS ESTOPPED FROM PAYMENT.

Request has been filed with the Anchorage disbursing office for stoppage of payment on the following unendorsed checks, drawn in favor of Gust Erickson, who claims they were stolen from him on February 9:

No. 24212, dated August 9, 1916, for .....$ 3.60
No. 28536, dated September 13, 1916, for $39.60
No. 29683, dated September 18, 1916, for $34.00
No. 32707, dated October 12, 1916, for $85.00
No. 37537, dated November 14, 1916, for $91.00
No. 42785, dated January 10, 1917, for $51.20

PERSONAL

F. W. Mitchell, clerk to the district engineer at Talkeetna, is in Anchorage for a few days' visit.

* * * *

Clyde D. Moyer, district storekeeper at Seward, is visiting his brother, R. N. Moyer, assistant chief clerk at Anchorage.

* * * *

E. T. Howe of San Francisco arrived on the last trip of the S. S. Admiral Evans to accept a position as draftsman in the Seward office.

* * * *

Commissioner Mears left Seattle on the steamship Alaska on February 16 on his way to Anchorage. The Alaska is due to arrive in Seward February 22.

* * * *

M. P. Cotter of the Anchorage disbursing office has been designated a Special Disbursing Agent of the Commission by the Secretary of the Interior. He has been assigned Symbol, 69033 by the Treasury Department, which will appear on all checks issued by him.

OBITUARY.

Alfred C. Nelson, assistant chief timekeeper of Fairbanks Division, died at Nenana February 15, according to a telegram received from Commissioner Riggs on February 16. Mr. Nelson entered the employ of Anchorage Division on February 2, 1916, as teamster, later working as sub-foreman in the material yards. On May 21 he resigned and went to Fairbanks, where he secured employment in that Division. He was 41 years old, single, and a native of Minnesota. His nearest surviving relative is a brother, M. L. Nelson, an employee of the U. S. Railway Mail Service at Spokane, Washington.

ALASKA
Railroad Record.

Volume I. ANCHORAGE, ALASKA, TUESDAY, FEBRUARY 27, 1917. No. 16

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

ANCHORAGE HOSPITAL.

The new Anchorage hospital, recently completed by the Commission at a cost of approximately $35,000, is probably the largest building of its kind, and the best equipped, in the Territory of Alaska. It is a frame structure of two stories, attic and basement, 42 feet by 100, and is designed to accommodate fifty patients. Work on the building was begun on August 12, last year, and it was occupied by the medical staff and patients on December 1.

The hospital is ideally situated, occupying an elevated block of ground on Third avenue, between A and B Streets, Anchorage Townsite. The location affords an excellent view of the Commission terminals, the harbor and Cook Inlet, and is far enough removed from the business section of the town to insure that isolation from activity and noise so essential to the welfare of the patients of the institution.

On the basement floor are located the general kitchens, refrigerators, storerooms, dining room for hospital employees, the boiler and fuel rooms, laundry, an X-ray room, and morgue. There are two outside entrances leading to this floor, one for the receiving of supplies, and the other for the reception of patients brought by ambulance.

The main floor provides accommodations for the chief surgeon's suite of offices, the business office, patients' waiting room, house surgeon's office, one large ward, 30 feet by 40, capable of caring for about 20 patients, a diet kitchen, utility room, dispensary, one small ward and one private room.

On the second floor are located the preparatory, operating and sterilizing rooms, a diet kitchen, an utility room, linen room, one large and two small wards, and four small and one large private rooms.

The attic has four sleeping rooms for employees, and one room, 21 feet by 55, at present used for storage purposes.

Each floor has been provided with ample bath and toilet facilities, hot and cold water, steam heat, electric light and elevator service. A dumb-waiter system for the distribution of meals has also been installed. Particular care has been taken in the construction of the hospital to insure an abundant supply of light and sunshine for the wards and operating rooms.

The force employed at the hospital comprises 17 persons, and includes one chief surgeon, one house surgeon, clerk, steward, matron, two matron's assistants, four nurses, three orderlies, cook, heating plant engineer and stenographer.

The Anchorage institution is the base hospital of the medical department of the Anchorage Division. Field hospitals, in charge of competent surgeons and assistants, are centrally located along the construction line at the following places: Potter Creek, Talkeetna, Matanuska and Kings River. All camp and station contractors are furnished with first aid outfits and medicines, and are visited periodically by Commission physicians, not only in the interest of the health of the employees, but also for the purpose of seeing that the sanitary regulations, as prescribed, are being observed throughout the Division.

COMMISSIONER MEARS RETURNS.

Commissioner F. Mears returned to Anchorage last night after a two months' business trip to Washington, D. C. and Pacific coast points. The trip overland from Seward was made in the remarkable time of 35½ hours, probably a record for the 114 miles traveled. Fifty miles of the distance was covered by rail and 64 by double-ender and dog team.

TUG ROSCOE SAILS FOR SEATTLE.

The tug L. Roscoe, after convoying the tug Anne W. and the barge Lawrence from Seward to Seldovia, returned to Seward, and on the morning of February 19 left for Seattle for repairs. The Anne W. and the Lawrence will remain in Seldovia until navigation opens at Anchorage.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending February 17, 1917:

MAINTENANCE OF WAY.

Water Service and Plumbing.

The forces of this department were engaged during the week on the usual repair and maintenance work around the Terminal, principally in thawing out frozen water pipes and fire hydrants.

Eklutna Bank Protection.

H. Challstorp & Company, the contractors on this project, finished the work during the period and transferred their outfit to Anchorage.

Eska Creek Coal Spur.

Contracts for clearing and grubbing right-of-way for the Eska Creek coal branch have been awarded, each gang, which comprises ten men each, being given seventy stations of this work. As soon as sufficient land has been cleared the work of grading will be begun.

Bridge and Building Department.

During the past week the forces of this department have been engaged in placing foundations for various machines in the machine shop at Anchorage. Work was also started on the construction of twelve outfit car bodies, which are being made so they can be removed from the flat cars on which they will be placed and set up on blocking along the track.

Mechanical Department.

Heavy repairs are being made to engine 265. Light repairs were made to engines 221 and 280. Minor equipment repair work also occupied considerable time of the shop force during the period. The jib crane in the blacksmith shop has been completed and is ready for operation. At the power plant two boilers are in continuous operation, the third being used as an auxiliary. The fourth boiler is not yet in service.

MATANUSKA DISTRICT.

Matanuska Branch.

Work on the Matanuska Branch is progressing rapidly under the present favorable weather conditions. The only difficulty other than those usually encountered is in the removal of ice to permit fills to settle to the bottom of the river at points where the river channel is close to the center line. A steam boiler with hose and thawing points are being used on this work successfully.

There are at present 77 Commission employees on the Matanuska Branch above Kings River, and 299 stationmen.

The number of head of stock on the Matanuska Branch has been reduced to 36, though in the near future when the stationmen's hauls become longer the number will necessarily be increased.

Main Line.

On the Main Line freighting and camp building is going ahead satisfactorily. The roads are in excellent shape for hauling heavy loads.

All the bridges have been driven as far north as the flats of the Little Susitna, and in the course of ten days the piledriver crew should be ready to commence the Little Susitna structure.

It is planned to put on a small crew of bridge carpenters during the course of the coming week to complete the decking of the structures between Matanuska and the Little Susitna.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

Good progress is being made clearing right-of-way between Indian Creek and one mile north of Glacier Creek.

Grading.

All grading contractors are doing satisfactory work. Rasmunson & Company put off a coyote shot at Station 2398, between Rainbow and McHugh Creeks, which moved 2500 cubic yards of rock with 3500 pounds of black powder. Bernard Nelson & Company, at Station 2400, moved 13,000 cubic yards of rock with 18,750 pounds of powder. Another successful coyote shot was made by John Gustafson & Company at Station 2587, between Sheep and Potter Creeks, who took out 6000 yards of rock with 8750 pounds of black powder.

The Commission forces working in the large cut one and one-half miles south of Potter Creek are making effective progress. Two jack hammers are being used on this work driving coyote holes.

Force Report.

There were 786 employees on the District at the close of the period, classified as follows: Commission force 191, stationmen 573, and stationmen's laborers 22.

Miscellaneous.

The recent snow has placed the trail in excellent condition for hauling material and supplies.

The logs for the mess house and bunk house at the new camp at Bird Point, No. 83, have been cut, and the walls are partly in place.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

A small force is now engaged in improving the service on the Matanuska Branch. Standard cross-arms and a pair of copper-clad wires are being installed between Matanuska and Palmer, on poles that were set at the close of last construction season. This will do away with much of the small No. 14 iron wire, and lessen the resistance considerably. The work of closing the gap between the Matanuska and Talkeetna districts is nearing completion.

The telephone switchboard at Potter Creek is now in operation.

There is no work going on in the other districts except the routine maintenance and operation.

Electric Light and Power.

One Commission and sixteen commercial meters were installed during the week. There will be no more commercial lighting connected until additional plant facilities are provided.

Five street light fixtures with 500-watt lamps have been installed in the terminal yards, and one on Christensen's Road in the townsite. Another 15 h. p. motor has been installed in the machine shop.

ALASKA COAL MINING PERMITS.

The following regulations govern the issuance of permits for the free use of coal in the unreserved lands in Alaska, as provided under Section 10 of the Act of October 20, 1914 (Public 216):

That in order to provide for the supply of strictly local and domestic needs for fuel the Secretary of the Interior may, under such rules and regulations as he may prescribe in advance, issue to any applicant qualified under section three of this act a limited license or permit granting the right to prospect for, mine, and dispose of coal belonging to the United States on specified tracts not to exceed ten acres to any one person or association of persons in any one coal field for a period not exceeding ten years, on such conditions not inconsistent with this act as in his opinion will safeguard the public interest without payment of royalty for the coal mined or for the land occupied: Provided, That the acquisition or holding of a lease under the preceding sections of this act shall be no bar to the acquisition, holding, or operating under the limited license in this section permitted. And the holding of such license shall be no bar to the acquisition or holding of such a lease or interest therein.

Qualifications.—Under the terms of the act, expressed in section 3 thereof, only citizens of the United States above the age of 21 years, associations of such citizens, corporations, and municipalities organized under the laws of the United States or of any State or Territory thereof, provided the majority of the stock of such corporations shall at all times be owned and held by citizens of the United States, are eligible to receive a permit to prospect for and mine coal from the unreserved public lands in Alaska.

Who May Mine Coal For Sale.—All permittees may mine coal for sale except railroads and common carriers, who by the terms of section 3 of the act are restricted to the acquirement of only such an amount of coal as may be required and used for their own consumption.

Duration of Permits.—Permits will be granted for two years, beginning at date of filing, if filed in person or by attorney, or date of mailing, if sent by registered letter, subject to the approval of the Commissioner of the General Land Office, and upon application and satisfactory showing as to the necessity therefor, may be extended by the commissioner for a longer period, subject to such conditions necessary for the protection of the public interest as may be imposed prior to or at the time of the extension. Misrepresentation, carelessness, waste, injury to property, the charge of unreasonable prices for coal, or material violation of such rules and regulations governing operation as shall have been prescribed in advance of the issuance of a permit, will be deemed sufficient cause for revocation.

Limitation of Area.—The act limits the area to be covered in any one permit to 10 acres. It is not to be inferred from this, however, that the permits granted thereunder shall necessarily cover that area. The ground covered by a permit must be square in form and should be limited to an area reasonably sufficient to supply the quantity of coal needed.

Scope of Permit.—Permits issued under section 10 of the act of October 20, 1914, grant only a license to prospect for, mine, and remove coal free of charge from the unreserved public coal lands in Alaska, and do not authorize the mining of any other form of mineral deposit, nor the cutting or removal of timber.

How to Proceed to Obtain a Permit.—The application should be duly executed on Form 4—020, and the same should be either transmitted by registered mail, or filed in person with, the register and receiver of the United States land office of the district in which the land is situated. Prior to the execution of the application the applicant must have gone upon the land, plainly marked the boundaries thereof by substantial monuments, and posted a notice setting forth his intention of mining coal therefrom. The aplication must contain the statement that these requirements have been complied with and the description of the land as given in the application must correspond with the description as marked on the ground. The permit, if granted, should be recorded with the local mining district recorder, if the land is situated within an organized mining district.

When Coal May Be Mined Before Issuance of a Permit. In view of the fact that by reason of long distances and limited means of transportation many applicants may be unable to appear in person at the United States land office to file their applications, it has been deemed advisable to allow such applicants the privilege of mining coal as soon as their applications have been duly executed and sent by registered mail to the proper United States land office. Should an application be rejected, upon receipt of notice thereof all privileges under this paragraph terminate and the applicant must cease mining the coal.

Action By the Register.—The register will keep a proper record of all applications received and all actions taken thereon in a book provided for that purpose. If there appear no reason why the application should not be allowed, the register will issue a permit on the form provided for that purpose. Should any objection appear either as to the qualifications of the applicant or applicants, or in the substance or sufficiency of the application, the register may reject the application or suspend it for correction or supplemental showing under the usual rules of procedure, subject to appeal to the Commissioner of the General Land Office. Upon the issuance of a permit the register will promptly forward to the Commissioner of the General Land Office, by special letter, the original application and a copy of the permit, and transmit copies thereof to the Chief of the Alaskan Field Division, and to the local representatives of the United States Bureau of Mines, for their information.

Note.—These regulations are intended merely as a temporary arrangement to meet immediate necessities, as authorized by section 10 of the act of October 20, 1914, and are not to be construed as applying to the leasing of public coal lands in Alaska provided in other sections of the act.

NEW CONTRACTS AWARDED.

The following contracts for work on Anchorage Division were approved by the Commission during the period January 1 to February 15, 1917:

Anderson & Company, clearing, Eska Creek coal spur.

Wilson & Company, clearing, Eska Creek coal spur.

Tom Martinovich & Company, grading, Matanuska District.

I. Erickson & Company, grading, Matanuska District.

Christ George & Company, ties, Turnagain Arm and Matanuska Districts.

Oscar Olson & Company, grading, Matanuska Branch.

Emil Nelson & Company, clearing, Matanuska Branch.

Sam Harris & Company, grading, Matanuska Branch.

George Poropat & Company, grading, Matanuska Branch.

John Merrick & Company, grading, Matanuska Branch.

Delich & Company, grading, Matanuska Branch.

Axel S. Johnson & Company, clearing, Matanuska District.

PERSONAL

E. S. Jaccard, district estimator at Seward, has been promoted to the position of chief draftsman of that Division.

* * * *

C. D. Moyer, formerly storekeeper at Seward, has been transferred to Anchorage as clerk of the Steward's Department.

* * * *

Miss Mildred Henthorne, stenographer in the Anchorage accounting department, has resigned and will open a school of stenography in Anchorage.

* * * *

W. J. Hubbach, chief accountant of the Fairbanks Division, arrived in Seward on the steamship Alaska on his way to Anchorage on business connected with the Commission.

* * * *

J. F. Hemenway, line auditor, who has been confined to the Anchorage hospital for some time, has recovered sufficiently to leave the hospital and will be able to resume his duties within a few days.

* * * *

J. M. Steele, district timekeeper at Matanuska, left for Seward Sunday en route to Seattle. He expects to return to Anchorage in April. H. B. Laughlin, assistant line auditor, will fill Mr. Steele's position during his absence.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, February 10, 1917, was as follows:

Commissioner's Office	36
Shops and Yards	114
Transportation Service	16
Store and Dock Department	109
Accounting Department	20
Disbursing Office	5
Townsite Department	21
Steward's Department	10
Hospital Department	24
Telegraph and Telephone Department	59
Track, Bridge and Ballast—Main Line	53
Turnagain Arm District	189
Matanuska District	202
Talkeetna District	161
	1019
Stationmen and Laborers—All Districts	929
Grand total all employees Anchorage Division	1948

NOTICE.

The attention of dog team drivers and the public in general is called to the fact that all sidewalks are constructed and maintained for the use of pedestrians only. The practice of driving dog teams and other conveyances of any form whatever upon the sidewalks causes great inconvenience, and often danger, to pedestrians.

All such drivers are therefore notified to refrain from this practice. A strict compliance with this notice is absolutely necessary.

J. G. WATTS, Manager Anchorage Townsite.

ANCHORAGE HOSPITAL REPORT.

During the month of January 161 dispensary cases were treated by the hospitals of Anchorage division; 401 dispensary treatments were given; 41 private cases were treated; 22 members of employees' families received medical attention; and 65 examinations were made. During the period 38 employees were confined in the hospitals: 31 at Anchorage, 5 at Moose Creek and 2 at Potter Creek.

A CARD.

Mrs. Mears will be at home every Wednesday afternoon from 2 until 5 o'clock at her new residence, Second and G streets. She is most anxious to know personally all the ladies connected with the Commission, and having been unable to call upon all of them since the rolls have grown so large, will greatly appreciate the courtesy if they will waive ceremony and call upon her on the day mentioned.

Anchorage, Alaska, February 26, 1917.

MINE EXPERIMENT STATION.

Fairbanks has been selected as the site of one of the eight mine experiment stations authorized by Congress in 1915. It is planned to have the station ready for service by the end of this year. The establishment of the institution is expected to prove a great stimulus to the mining industry of the Fairbanks district and the territory contiguous to the Alaska railroad route. An effort is being made to have a station located at Juneau, which is the center of a number of the greatest gold lode mines in the world.

ALASKA ROAD COMMISSION.

The Board of Road Commissioners for Alaska is engaged in the construction of wagon roads, bridges, and trails, and of "military and post" roads, bridges and trails in the Territory, under the direction of the Secretary of War, and in conformity with an act of Congress approved January 27, 1905, and subsequent acts amendatory thereto. The board was formally organized on May 15, 1905, and and has been in continuous existence since that date.

The road and trail mileage constructed and maintained to date is in round numbers as follows: Wagon roads, 920 miles; winter sled road, 629 miles; trail, 2210 miles. The wagon roads may be classified as good country highways, intended to meet an all-year-round traffic of considerable tonnage. The winter sled road is an inexpensive form of construction, intended to meet the requirements of winter travel only in certain portions of the winter. The trail differs from the winter sled road only in being narrower and with less attention given to grade and surface inequalities.

There has been expended upon the work up to the close of the fiscal year 1916 a total of $3,390,122.72, of which $1,765,000 has been appropriated by Congress in varying amounts beginning with the fiscal year 1907, and $1,625,122.72 derived from the Alaska fund. The average total cost of the wagon roads has been $3,144 per mile; of winter sled road, $345 per mile; of trail, $106 per mile. The above figures embrace location, construction, and maintenance, and all expenditures by the board.

The Congress at its last session made an appropriation of $500,000, which is the largest that has been made for any single year; principally for the further improvement of the Valdez-Fairbanks military and post road.

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

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

RAILROAD TRAIN SCHEDULE.

Anchorage, Alaska, Dec. 18, 1916.

Transportation Circular No. 31.

(Supersedes Transportation Circular No. 19, dated November 18, 1916.)

Effective 12:01 a. m. Thursday, December 21, 1916, a mixed passenger and freight train will be run between Anchorage and Matanuska, Matanuska and King and between Anchorage and Rabbit on the following schedule:

NORTHBOUND Monday, Wednesday and Friday, only.	MAIN LINE		SOUTHBOUND Tuesday, Thursday and Saturday, only.
Leave 9:00 a. m.	0.0	Anchorage	Arrive 3:00 p. m.
	4.9		
9:25	4.9	Whitney.	2:40
	7.3		
9:55	12.2	Kuney	2:20
	9.7		
10:40	21.9	Birchwood	1:45
	5.6		
11:10	27.5	Eklutna	1:15
	9.0		
Arrive 11:40 a. m.	36.5	Matanuska.	Leave 12:40 p. m.

NORTHBOUND Monday Wednesday and Friday, only.	MATANUSKA BRANCH		SOUTHBOUND Tuesday, Thursday and Saturday, only.
Leave 12:45 p. m.	36.5	Matanuska	Arrive 11:40 a. m.
	6.4		
1:20	42.9	Palmer	11:10
	6.6		
2:20	49.5	Moose Creek	10:30
	9.2		
3:00	58.7	Granite	9:08
	1.9		
Arrive 3:30 p. m.	60.6	King.	Leave 9:00 a. m.

SOUTHBOUND Tuesday, Thursday and Saturday, Only.	MAIN LINE		NORTHBOUND Tuesday, Thursday and Saturday, Only.
Leave 9:00 a. m.	0.0	Anchorage.	Arrive 10:45 a. m.
	5.0		
9:20	5.0	Campbell.	10:25
	5.4		
Arrive 9:45 a. m.	10.4	Rabbit.	Leave 10:00 a. m.

Mixed train leaving Anchorage northbound will stop just North of road crossing, Terminal Yard, Anchorage.

This schedule is NOT in effect as a time card authorizing the movement of trains, and all trains will continue to run extra as heretofore. However, for the information and guidance of all concerned, the trains covered by this schedule will not leave any station at which time is shown ahead of the designated time.

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

H. F. DOSE, Acting Division Engineer.

DAILY WEATHER DATA.

Following is the report of weather conditions prevailing at Anchorage for the period February 14 to February 20, inclusive:

DATE	TEMPERATURE		PRECIPITATION (Inches)		WIND	CONDITION OF HARBOR
	Max.	Min.	Snowfall	Snow on Ground	Aver. Miles per Hour	
Feb. 14	33	23	none	6.0	3.4	Filled with ice.
Feb. 15	36	29	6.0	10.5	5.5	Ice off shore.
Feb. 16	37	13	none	10.0	7.5	Filled with ice
Feb. 17	32	18	5.0	15.0	4.2	Filled with ice.
Feb. 18	32	12	none	15.0	3.0	Filled with ice.
Feb. 19	27	–6	none	15.0	3.5	Filled with ice.
Feb. 20	23	–6	none	14.5	4.3	Filled with ice.

The total amount paid to construction contractors by the Anchorage disbursing office during the period February 15 to February 21, 1917, was $4017.70, as follows:

Jack Bloom & Company ..... $ 283.90
Eska Creek Coal Company 3733.80

The total disbursements of the office at Anchorage for the period February 15 to February 21, were $14,547.99. The payment of salaries and wages amounted to $10,297.88; for local purchases $42.25; to contractors $4017.70; other expenditures $190.16.

The Eska Creek Coal Company, with whom the Commission has a contract for the delivery of 3000 tons of coal, has a force of about 40 miners and laborers employed. The mine is producing about 50 tons a day at present, and the output will be doubled as soon as the mine is developed more fully and the railroad spur now under construction is completed.

OFFICIAL CIRCULARS.

NEW TELEPHONES.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Feb. 20, 1917.

Telegraph & Telephone Department.

Supplement No. 3 to Telegraph & Telephone Tariff Dated Nov. 1, 1916:

New Telephones, Branch:

Camp 27; Hole-in-the-Wall, Camp 33;Mouth of Chickaloon River, Camp 36; Chickaloon, Camp 138: 20 cents additional from Kings River.

New Telephones, Main Line:

Brown's Lake, Camp 180; Willow Creek, Camp 187; Camp 194; Kashwitna, Camp 197; Caswell Creek, Camp 201: 25 cents additional from Little Susitna, Camp 174.

Montana Creek, Camp 207; Talkeetna, Camp 223: 35 cents additional from Little Susitna, Camp 174.

Dead Horse Hill, Camp 245: 50 cents additional from Little Susitna, Camp 174.

25 cents minimum charge for 3 minutes conversation between points.

E. R. McFARLAND, Superintendent.
Approved: H. F. DOSE, Acting Division Engineer.

MARINE TERMINAL CLEARING ACCOUNT.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Feb. 20, 1917.

Accounting Department Circular No. 39:

TO ALL CONCERNED:

Commencing March 1, 1917, the accounting for operations of wharves and docks and of floating equipment at Anchorage Terminal will be handled by the Accounting Department through a clearing account entitled "Marine Terminal Clearing Account No. 6000."

To this account will be charged the following:

1. Gross amount of all pay rolls in connection with the operation of wharves and docks and of floating equipment used in water transfer service of both commercial and Commission business.

2. Invoices for material and supplies in connection with the same service. (Invoices for material and supplies for floating equipment repairs will not be included in this account but will be charged to Marine Ways Clearing Account No. 5000, as provided in Accounting Department Circular No. 40.)

3. Accounting Department bills and other charges for repairs to wharves and docks and to floating equipment used in the service.

4. Accounting charges for depreciation to wharves and docks and to floating equipment used in the service.

This account will be credited with all labor, material and supplies, and other items, expended.

The detail of accounting for labor, material and supplies, and other items expended will be in charge of the office of the receiving and forwarding agent under accounting instructions issued by the Accounting Department. For purposes of record all requisitions will pass through the office of the receiving and forwarding agent for O. K. as to entry before presentation to Stores or other Departments.

H. B. WILKINSON, Chief Accountant.
Approved: H. F. DOSE, Acting Division Engineer.

MARINE WAYS CLEARING ACCOUNT.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Feb. 20, 1917.

Accounting Department Circular No. 40:

TO ALL CONCERNED:

Commencing March 1, 1917, the accounting for operations of marine ways at Anchorage Terminal will be handled by the Accounting Department through a clearing account entitled "Marine Ways Clearing Account No. 5000."

To this account will be charged the following:

1. Gross amount of payrolls in connection with marine ways operations for both commercial and Commission business.

2. Invoices and Department bills for material and supplies and other items of expense for marine ways operations.

3. Accounting charges for depreciation of plant and equipment of marine ways.

This account will be credited with all labor, material and supplies, and other items expended.

The detail of accounting for labor, material and supplies, and other items expended, will be in charge of the office of the receiving and forwarding agent under accounting instructions issued by the Accounting Department. For purposes of record all requisitions will pass through the office of the receiving and forwarding agent for O. K. as to entry before presentation to Stores or other Departments.

H. B. WILKINSON, Chief Accountant.
Approved: H. F. DOSE, Acting Division Engineer.

TERMINAL SWITCHING EXPENSE.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Feb. 23, 1917.

Accounting Department Circular No. 41:

TO ALL CONCERNED:

Commencing March 1, 1917, expenses in connection with switching operations for revenue at Anchorage will be charged to an account entitled "Terminal Switching Expense Account No. 421-1."

To this account will be charged all switching expenses incurred for moving freight by engines and crews between ocean landing dock and store warehouses and material yard, and between ocean landing dock and ocean warehouse at Anchorage railway station.

The expense of so moving both commercial and Commission freight will be included.

H. B. WILKINSON, Chief Accountant.
Approved: H. F. DOSE, Acting Division Engineer.

DEPARTMENT BILL PROCEDURE.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Feb. 23, 1917.

Accounting Department Circular No. 42:

TO ALL HEADS OF DEPARTMENTS:

Attention is called to Accounting Department Circular No. 30 in conection with Department bill procedure. That portion of the instructions reading, "It is necessary that Department bills be itemized and show a segregation of of labor, material and other charges, excepting cases of

charges of a general character" is not being complied with in some cases in sufficient detail to meet the requirements of department cost accounting.

In addition to being segregated as to labor, material and other charges, Department bills must be itemized in each case in sufficient detail to enable the Department receiving same to distribute the amount accurately to the detail cost accounts of the Department.

H. B. WILKINSON, Chief Accountant.

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

TIMBER RESOURCES OF ALASKA.

There are extensive timber resources in Alaska. The heaviest and most accessible timber occurs in southeast Alaska and in the vicinity of Prince William Sound, where the forest is chiefly composed of Sitka spruce and western hemlock. The forests of the interior are of a different type from that on the coast, being mainly white spruce, white birch and cottonwood. The interior forests, though they do not yield large and heavy timber such as occurs in southeast Alaska, are of very great importance locally in furnishing material for construction and for domestic use. Except where the forests have been destroyed by fire, the settler will find timber of useful size and quality to construct his improvements and plenty of it for fuel, except in long-settled districts. In the same way the local timber is of great importance for use in mining development. The coast forests offer an opportunity for the development of wood-using industries. Many saw-mills are now supplying the bulk of the lumber used locally, and with the increased development of the Territory a large lumber industry may be expected. There is an excellent opportunity for the establishment of wood-pulp industries, for timber is plentiful of the right size and quality, accessible to water transportation, and easily logged.

Timber upon the public lands of Alaska not included in national forests may be purchased, upon application to the receiver of the proper United States land office, in quantities limited to actual necessities for consumption in the Territory from year to year, and the prices charged are those fixed by appraisals. However, a settler, resident, individual miner, or prospector for minerals may, without charge, take timber from the public lands for his own use for firewood, fencing, buildings, mining, prospecting, and for other domestic purposes, in an amount not exceeding 30,000 feet b. m., or 60 cords, each.

The coast forests, which comprise the most heavily timbered areas in Alaska, are nearly all included in the Tongass and Chugach National Forests, having a combined area of 20,948,850 acres, or slightly less than 6 per cent of the total area of Alaska. These are under the jurisdiction of the Forest Service of the United States Department of Agriculture. A forest supervisor, with headquarters at Ketchikan, Alaska, is locally in charge of their administration, under the district forester at Portland, Oregon. To expedite the handling of local business on the Chugach, a deputy supervisor, who reports to the supervisor, is stationed at Cordova, Alaska.

The best estimates available place the total stand of merchantable timber on the Tongass National Forest at 70,000,000,000 board feet, and on the Chugach at 8,000,000,000 board feet. This timber consists largely of hemlock and Sitka spruce, although there is considerable western red cedar and some yellow cypress, chiefly on the Tongass. The timber is suitable for construction material, finish, and a very large amount is suitable for paper pulp. The conditions for the manufacture of pulp are very favorable. Logging distances are short, since the great bulk of the timber is situated within a short distance of the shore line. Transportation to the point of manufacture is comparatively cheap. Unlimited water power for purposes of manufacture is available and may be used without charge for the manufacture of national forest products. From points of manufacture, all of which must be situated on tide water, deep-sea transportation is available to the great world markets.

The best data available indicate that approximately 700,000,000 board feet per annum can be cut indefinitely from the Tongass National Forest and approximately 80,000,000 from the Chugach. This will leave a very large surplus for possible export after supplying local needs.

Mature timber on either forest may be purchased on reasonable terms. A sufficient amount of timber will be included in any sale to justify fully the investment required for logging and manufacture. Reasonable cutting periods will be allowed, based upon market demands and the capacity of the plant. Payment is required on the basis of actual or scale measurement in comparatively small amounts immediately in advance of cutting, thus doing away very largely with carrying charges. Sales in which the value of the timber exceeds $100 must be advertised at least 30 days. Settlers, farmers, prospectors, fishermen, and others may take timber from these forests for personal use free of charge and without permit in amounts not exceeding 20,000 board feet, or 25 cords of wood in any one year.

Occupancy of national forest lands is permitted under reasonable restrictions and at low charges. Water powers may be developed under permit at a very moderate charge, or without charge if the power is to be used in the development of national forest products. Lands which are more valuable for agriculture than for other purposes may be acquired under the forest homestead act.

A very large part of the business of the national forests is handled locally. Full information regarding the sale and free use of timber, as well as all other uses of the forests, may be obtained upon request from the forest supervisor, Ketchikan, Alaska, the district forester, Portland, Oregon, the Forester, Forest Service, Washington, D. C., or from any local representative of the Service.

TELEGRAPH & TELEPHONE DATA.

During the month of January, 1917, the Telegraph & Telephone Department of Anchorage Division handled a total of 1658 telegraph messages, of which 1123 were commercial messages and 535 official business.

The chief operator's report of interruptions occurring on the long distance lines during the month shows a total of 10 for the period: two caused by cold-weather breaks, one by kink in wire, four by falling trees during storms, and three by falling trees caused by carelessness of timber cutters.

The total line mileage, exclusive of Townsite, Terminal and small exchanges, was 297, and the total wire mileage on January 31 was 580.

RETAIL STORE CLOSED THURSDAY.

The retail store of the Anchorage Commissary will be closed all day Thursday, March 1, for the purpose of taking inventory.

DIRECTORY OF OFFICIALS.

ALASKAN ENGINEERING COMMISSION.

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

Commissioners.

Wm. C. Edes, chairman, Anchorage, Alaska.
Thomas Riggs, Jr., Nenana, Alaska.
Capt. F. Mears, U. S. A., Anchorage, Alaska.

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

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

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

Land and Industrial Department.

A. Christensen, Manager, Anchorage.
E. T. Lindner, Clerk, Anchorage.

J. G. Watts, Townsite Manager, Anchorage.
Dr. C. C. Benedict, Townsite Health Officer, Anchorage.
C. H. Sheets, Principal Anchorage School.
F. S. Ryus, Townsite Manager, Nenana.

Anchorage Division.

(Headquarters—Anchorage, Alaska)

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

H. F. Dose, Acting Division Engineer.
W. J. H. Fogelstrom, Office and Bridge Engineer.
D. D. Vint, Chief Draftsman.
F. H. Chapin, Assistant Bridge Engineer.

K. K. Kuney, Engineer Maintenance of Way.
A. Haag, Clerk.

F. U. Mayhew, Assistant Engineer.
C. D. Pollock, Resident Engineer.

C. G. Jones, Roadmaster.
L. C. McCoy, Superintendent Bridge and Building Dept.

E. P. Hedberg, Master Mechanic.
W. G. Wilt, Clerk.

Herbert Gaytes, Electrical Engineer.

E. R. McFarland, Superintendent Telegraph and Telephone.
George D. Beaumont, Clerk.

C. T. Boyles, Accountant Telegraph and Telephone Dept.
H. B. Noble, Manager, Townsite Telephone Exchange.

C. W. Donnally, Special Disbursing Agent.

H. B. Wilkinson, Chief Accountant.
H. R. Munson, Chief Timekeeper.
J. F. Hemenway, Line Auditor.
E. F. Cassel, Line Auditor.
J. C. Seeley, District Accountant.
E. O. Arbuckle, Coupon Accountant.

T. L. Murphy, Receiving and Forwarding Agent.
H. G. Locke, Port Engineer.
C. Watson, Trainmaster.
L. R. Moses, Chief Dispatcher.
Fred Lilyman, Superintendent Employment Bureau.
Charles W. Jones, Editor Alaska Railroad Record.
P. S. Hunt, Official Photographer.
J. H. Robinson, Special Inspector.

J. H. Morton, Chief Steward.
C. D. Moyer, Clerk.

Stores Department.

W. DeLong, General Storekeeper.
A. H. Schaefer, Storekeeper, Anchorage.
H. B. Wells, Clerk.
Wm. Peltier, Storekeeper, Potter Creek.
R. S. Donaldson, Storekeeper, Talkeetna.
F. C. Kobely, Property Clerk.
M. H. Baker, Accountant.

Hospital Department.

Dr. E. S. Reedy, Chief Surgeon, Anchorage.
W. T. C. Smith, Clerk.

Dr. J. B. Beeson, House Surgeon, Anchorage.
Dr. H. W. Stoughton, Surgeon, Moose Creek.
Dr. H. O. Schaleben, Surgeon, Potter Creek.
Dr. A. L. Drtina, Surgeon, Camp 245.

MATANUSKA DISTRICT.

(Headquarters—Matanuska, Alaska.)

C. R. Breck, Jr., District Engineer.

L. F. Vaile, Assistant Engineer.
E. O. Archibald, Assistant Engineer.
E. J. Pendergast, Resident Engineer.
F. T. Young, Resident Engineer.
G. A. Spangler, Resident Engineer.
Boyd Leedy, Resident Engineer.
R. M. McLean, Assistant Superintendent of Construction.
H. A. McClure, Assistant Superintendent of Construction.
A. W. Peck, District Accountant.

TURNAGAIN ARM DISTRICT.

(Headquarters—Potter Creek, Alaska.)

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

TALKEETNA DISTRICT.

(Headquarters—Camp 245.)

H. F. Dose, District Engineer.
C. H. Bennett, Superintendent of Construction.
F. W. Mitchell, Clerk.

R. L. Kuney, Assistant Engineer.
F. S. Wilson, Resident Engineer.
L. C. Porter, Resident Engineer.
P. H. Canty, Resident Engineer.
M. S. Johnstone, District Accountant.
F. M. Daniels, District Timekeeper.
M. H. Healey, Special Inspector.

Seward Division.

(Headquarters—Seward, Alaska.)

R. J. Weir, Engineer in Charge.
T. M. Ward, Engineer Bridges and Building.
George W. Colwell, Assistant Superintendent Construction.
A. L. Tickner, Assistant Superintendent Construction.
Frank Waller, Resident Engineer.
A. W. Monroe, Resident Engineer.
A. D. Estes, Resident Engineer.
J. W. Keller, Resident Engineer.
E. R. Tarwater, Special Disbursing Agent.
T. M. Harr, District Accountant.
George Switzer, Chief Timekeeper.
D. E. Large, Wharfinger.

Fairbanks Division.

(Headquarters—Nenana, Alaska)

Thomas Riggs, Jr., Commissioner.
J. B. Bickford, Chief Clerk.
Frank H. Bailey, District Engineer.
J. J. Fallon, Resident Engineer.
F. D. Hayden, Resident Engineer.
Stephan Shuman, Resident Engineer.
G. B. Richardson, Resident Engineer.
H. P. Curtis, General Storekeeper.
G. Fenton Cramer, Special Disbursing Agent.
J. C. Williams, Special Disbursing Agent.
W. J. Hubbach, Chief Accountant.
Frank Doner, Chief Timekeeper.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, MARCH 6, 1917. 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.

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

FUNDS AUTHORIZED FOR RAILROAD.

Just previous to the adjournment of Congress on March 3, a joint resolution was passed authorizing an emergency appropriation of $3,000,000 for the continuance of railroad work in Alaska. These funds are available immediately. The sundry civil appropriations bill, the administration measure which included this appropriation, failed to pass, thus making necessary the joint resolution.

ANCHORAGE LOT INSTALLMENTS DUE.

Notices have been sent out by the Receiver of the U. S. Land Office at Juneau, Alaska, by registered mail, to the parties listed below, under date of Feb. 13, 1917, notifying them that the first annual installment on the lot and block shown, in the amount shown, has not been paid. If not paid within thirty days from the receipt of the notice the case will be reported to the Commissioner of the General Land Office for appropriate action under the regulations.

Block	Lot	Name	Amount
4	10	Frank G. Johannson	$16.60
22	6	M. W. Diedrick	13.30
22	5	M. W. Diedrick,	11.30
48	4	Thomas A. Brown	35.30
50	6	Alice G. Jamison	66.60
41	12	T. P. Howard	20.00
41	11	T. P. Howard	13.30
41	9	Laura M. Goldfinch	74.00
56	12	Thomas A. Brown	35.30
76	6	Fannie E. Fowler	13.30
115	6	M. W. Diedrick	12.60
109	6	Arthur McCann	5.00
79	1	Nicholas Erdelatz	20.60
80	8	Ben N. Weaver	10.00
84	9	James M. Patchell and Peter Herbert	5.00
104	7	Anna E. Miller	50.00
12	7	John J. Grady	13.30
72	10	Carl J. M. Lind	10.00
66	11	Metcalf L. Peters	14.00
72	9	G. F. McDonald and J. Lescher	14.00
78	12	William G. Stevens	16.65
79	8	H. J. Emard	13.30
79	10	Gust Kindland	13.30
83	3	A. W. Balzimer and Victor Stewart	15.30
83	12	Addison F. Stowe	13.30
85	8	W. B. Dean and John M. Reid	10.00
94	1	Shirley D. Rice	15.30
94	2	George Wilson	12.65
96	5	Frank Cobbs	12.65
105	8	R. Smith and Alex Gillesson	5.00
121	11	Valentine F. Fischer	10.00
110	9	Sam Bashoff	8.00
31	10	George M. Campbell	28.60

J. G. WATTS, Townsite Manager.

ALASKA COAL LEASES.

The Act of October 20, 1914, authorizes the leasing of the coal lands in Alaska, under such regulations as the Secretary of the Interior may prescribe. During the year 1916, there were six applications filed for coal leases in the Matanuska field and two in the Bering River field. The Eska Creek Coal Company has been granted a lease of Unit No. 7 in the Matanuska field, and the other applications are still pending before the Department at Washington.

The Commission tug L. Roscoe arrived in Seattle, from Seward, on March 1 after an uneventful voyage of 13 days.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending February 24, 1917:

MAINTENANCE OF WAY.

Eska Creek Coal Spur.

The stationmen clearing right-of-way on the Eska Creek coal spur have made excellent progress. The clearing and grubbing is now 50 per cent complete.

A contract was let during the week to Milo Jonovich for the ties for this branch. Grading will be started the first part of next week.

Bridge and Building Department.

During the week a small force continued work on concrete foundations for machinery in the machine shop.

One outfit bunk car was completed and three were 50 per cent complete at the end of the period.

Water Service and Plumbing.

This force was engaged in the usual routine repair work. No special work was undertaken.

Mechanical Department.

A Westinghouse triple-valve test rack has been installed in the machine shop, as well as an extension to the machine shop air line.

Light repairs were made to engines 221 and 280. Heavy repairs to engine 265 still continue.

Work was begun on the overhauling and repairing of engine No. 1.

The 2000-lb. steam hammer has been set up and is in operation. The foundation for the punch and shears is now in and machinery placed. One new blacksmith forge has been constructed and installed.

MATANUSKA DISTRICT.

Matanuska Branch.

The weather conditions during the past week have been particularly favorable for the work on the branch line. The freighting of supplies is practically completed for the season. Heavy hauling is still possible over the ice on the Matanuska. The Commission teams are continuing to haul blacksmith coal south from the Chickaloon, and will have finished this work within ten days.

The construction of a wagon road from Hole-in-the-Wall to Camp 32 will probably be commenced next week.

Main Line.

Construction material and supplies are being moved ahead rapidly along the route. The freight teams are hauling ties on the return trip south from Little Susitna River to Cottonwood, distributing them at the points needed.

The bridge crew has moved to Little Susitna Flat and commenced work on the structures in that section. The decking of the Wassilla Creek bridge has been finished and the crew is at work on the Cottonwood trestle.

Axel S. Johnson & Company, who had a clearing contract from a point near Willow Creek to the vicinity of Kashwitna, have abandoned their contract and will be replaced by another outfit as soon as the snow has melted somewhat.

Resident Engineer Prendergast has moved from Camp 166 to the Little Susitna River.

L. F. Vaile, assistant engineer, has moved his headquarters from Little Susitna to Camp 187.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telephone connection between Anchorage and Dead Horse Hill, Mile 245, was made on February 21. A branch from this line has been run to a point on the Susitna River, a mile or so below the mouth of the Kashwitna, where a booth will be installed at the opening of navigation, and boats plying between Anchorage and the upper Susitna may get in communication with Commission officials at both Anchorage and Talkeetna.

In the Matanuska Branch a few changes in instruments have been made and a wire is being hung along the track with a view of abandoning a small high resistance wire now passing over the mountains, and which is subject to delays occasioned by storms and falling timber.

No work, except maintenance and operation, is in progress elsewhere.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

Satisfactory progress is being made in the heavy clearing in the vicinity of Bird Point.

Grading.

The following coyote shots were made on the District during the period:

Moen & Company at Station 2235, Falls Creek, moved 15,000 cubic yards of material with 26,000 pounds of black powder; Nickolson & Company at Station 2455, McHugh Creek, moved 4000 yards with 6800 pounds of powder; Chalman & Company at Station 2468, north of McHugh Creek, moved 3500 cubic yards of rock with 6000 pounds; and Anderson & Company at Station 2500, between McHugh and Sheep Creeks, moved 2500 cubic yards of rock with 3100 pounds of black powder. A number of small shots, with from 400 pounds to 1000 pounds in each shot, were also put off during the week.

The jack hammers are making good headway driving coyote holes in the cut at Station 2635, south of Potter Creek.

Miscellaneous

The trail is now in excellent shape for travel.

The mess house at the new camp at Mile 83 is about 75 per cent completed, and the bunk house 20 per cent completed. Construction work will be commenced at that point as soon as supplies are received.

NOTICE.

TO ALL EMPLOYEES ON THE MATANUSKA DISTRICT:

The District Engineer will cover the work on the Matanuska District usually once each week, and employees having complaints to make as regards either camp food or quarters, or having other grievances, are earnestly requested to take the matter up with the District Engineer during the course of these trips.

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

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

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

OFFICIAL CIRCULARS.

COMMISSIONER RESUMES CHARGE.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Feb. 28, 1917.

Circular No. 170:

TO ALL CONCERNED:

Effective March 1, the undersigned will resume charge of all work in this Division.

F. MEARS, Commissioner.

HIRING EMPLOYEES IN THE U. S.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Feb. 28, 1917.

Circular No. 171:

TO ALL CONCERNED:

Misunderstandings arose last season due to the action on the part of some of the department heads in attempting to make special and personal arrangements for hiring new employees in the United States to come to Anchorage at the opening of navigation.

With a desire to avoid any of these difficulties this season, it is announced that all arrangements for the employment of persons in the United States will be made by this office. All department and district heads will avoid, as far as possible, direct correspondence with persons in the United States in reference to employment on the Alaska railroad work. All communications of such nature should be addressed through this office, where they will be handled in turn through the newly established employment office in Seattle.

F. MEARS, Commissioner.

ORDER.

Department of the Interior
Alaskan Engineering Commission
Washington, D. C., Jan. 29, 1917.

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, 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.

WM. C. EDES, Chairman.

Approved: FRANKLIN K. LANE, Secretary.

MONTHLY REPORT OF CLASSIFICATION OF EMPLOYEES AND THEIR CLASSIFICATION.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Feb. 28, 1917.

Accounting Department Circular No. 43:

TO ALL CONCERNED:

To comply with the requirements of the Interstate Commerce Commission regarding employees and their compensation, all district engineers and heads of departments will prepare a statement on Form 598 giving all information as indicated on such form.

To temporarily take care of this report the chief timekeeper has prepared a typewritten sample for the guidance of all concerned. Printed forms will be mailed to all parties whose duties require them to submit this statement, as soon as same have been received from the printer.

This report should be compiled and mailed to the office of the chief timekeeper so as to arrive not later than the 10th of the month following the month for which the report is made. The total sum of this report must agree with the total gross Commission pay roll for the month. Pay rolls covering contractors' laborers are not to be included or considered a factor in this report.

H. B. WILKINSON, Chief Accountant.

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

WAGE SCHEDULE CHANGES.

Department of the Interior
Alaskan Engineering Commission

Supplement No. 32 to Wage Schedule No. 2:

The following rate is authorized for work in this Division:

Foreman, Painter, $150.00.

Issued February 28, 1917. Effective March 1, 1917.

F. MEARS, Commissioner.

NOTICE TO WATER USERS.

The attention of water users is called to the fact that water rentals are due and payable on or before the 10th of the month next following service. It is requested that payment be made at the Townsite Office; otherwise it will be necessary to put on a collector at an added expense.

J. G. WATTS, Townsite Manager.

SMALL FIRE AT ANCHORAGE.

A fire occurred at the Anchorage mess hall on the afternoon of February 27, resulting in nominal damage estimated at less than $10. The blaze was discovered near the ventilator directly over the kitchen, and was probably caused by sparks dropping from the flue to the roof of the building. Effective service was rendered by the fire department and mess hall employees in extinguishing the blaze.

UNDELIVERED CHECKS.

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

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

The following checks were undelivered on March 1, 1917:

Aamot, T. (2)
Aboff, Alex
Abraham, Chas. (2)
Akoff, Harry
Akoff, Nick
Alexson, H.
Alla, John
Aloff, A.
Anderson, A. T.
Anderson, Alfred
Anderson, Chas.
Anderson, E.
Anderson, Ed.
Anderson, James.
Anderson, Joe
Anderson, Lars
Anderson, Nels
Anderson, Otto
Anderson, Pete
Angelo M.
Aniatas, Philip
Antinucci, D.
Antomez, Felix
Antonio, N.
Antonocci, D.
Antinuccio, Frank (2)
Apror, Mike
Archigoff, B.
Argins, S.
Argrvich, Chris.
Aronson, Arne
Aronson, Olaf
Austel, Chas.
Axon, John
Azzola, Lino
Backlund, Albert
Backstrom, Gust
Bailey, Al. C.
Barnes, H. M.
Barnhill, W. H.
Barshoff, Harry
Basoff, Pete
Bazinet, Ed.
Bell, R.
Bellew, R.
Berg, Leonard
Bergstrom, S.
Bernard, O. S.
Bersch, John
Berta, John
Bertelson, V.
Beton, Mike (2)
Betros, Louis
Bezates, Gust
Bibble, L.
Bibby, J. S.
Bieler, A.
Bigoff, Mike.
Bill George.
Bitoff, Alek
Blackfold, Geo.
Bodin, Albert
Bogg, J.
Bokoff, B.
Boles, Nick
Borg, Ole
Boscoff, Alek
Bosoff, Harry
Bostrom, Chas.
Brash, Mike
Bratt, G.
Brock, Thos.
Brock, W.
Brown, A. S.
Brown, Ephraim A.
Brown, Jim
Brown, R.
Burg, John
Burman, Erick
Butkovich Bob
Callas, George
Canale, Mike
Canoff, John
Carlson, A.
Carlson, C.
Carlson, H.
Carlson, J.
Carlson, Jack
Carlson, John
Carpenter, W. T.
Carrel, Mike
Carrier, Dan
Carter, Geo.
Challstorp, Harry
Chambers, Elijah
Cherboff, Nick
Chikvilo, Bill
Chilovich, Pete
Chrissagis, A.
Churich, Mike.
Cisoff, M.
Clark, C. F.
Clark, William A.
Clem, J. W.
Colchak, Anton
Collins, J.
Coloff, Gus
Corak, Mike
Cornell, Henry (2)
Cornin, M.
Cornovale, B.
Corrigan, Bert
Cottle, V. H.
Coukes, George
Coulston, Thomas M.
Craighead, T. G.
Crosara, G.
Dahl, Oscar
Daniels, F.
David, D.
Davolgus, Pete
Deboff, Bill
Degoff, Dan
Delebosich, Andry
DeLong, Earl
Del Piero, Marino
De Marchi, S.
Dewey, Chas.
Dinovich, G.
Donahue, J.
Donnelly, D.
Doszh, Tony
Dougherty, J.
Drashoff, L.
Duffy, Pat.
Eastman, Peter
Edin, A.
Edwards, M. Y.
Edstrom, Emil
Eevaerts, T.
Eggert, H. L.
Eklund, P.
Ellis, Jas (2).
Ellison, Henry
Elving, C. E.
Emerzos, Aristos
Ender, A.
Erickson, A.
Erickson, Gus
Erickson, Gust
Erickson, John
Erickson, Sam
Ethanos, George
Evans, Mike
Ezoff, George
Farr, Jim
Farrer, P. M. (2)
Ferro, J.
Finderli, Tony
Fitzpatrick, J. W.
Florianowicz, J.
Forbes, A. H.
Foribi, Geo.
Frank, Frank (2)
Frank, Joe (2)
Franklin, C. A.
French, Joe.
Friend, J. L. (3)
Fries, Ed.
Fundahn, Ed.
Furrer, Jacob
Gamatt, George
Gank, Don
Garson, Alec
Garthoff, Jim
Gates, Fred
Gatoff, Jim (2)
Gauthier, Burt (3)
Gavazzi, A.
Geoff, Harry
Germain, A. (2)
Gets, Joe
Gezoff, Mike
Ghylin, Emil
Giaz, Frank
Gilbertson, N. T.
Giles, Sol
Gilovich, P.
Gkoff, Geo.
Glass, Alber
Glumac, Nick
Gogoff, Pete
Goodin, Joe
Gorman, H. W. (2)
Goumans, Louis
Grew, Harry
Green, Fred W.
Gronset, Christ
Gross, Nick
Grossley, A. (2)
Gunderson, H.
Gurst, Mike
Haas, William
Hair, William L.
Hale, Fred (2)
Halthorn, Paul
Hancock, Richard
Hangave, Nels
Hansen, Paul
Hansen, William
Happersett, Wm. P.
Harbell, N. (3)
Harding, W. D.
Harstad, Ed.
Harwood, G.
Headlund, K.
Headlund, P.
Healy, Francis
Heanas, John
Hedberg, Gust
Hedlund, K.
Hempler, A.
Hendrickson, G.
Hedquist, Alex.
Henthorne, M. E.
Hinde, Edwin G.
Hirvela, Matt
Hoaglund, Oskar
Hoefel, F. W.
Holm, A. (2)
Holm, E.
Holstrom Arvid
Howard, Henry
Hugh, Hans
Hunt, W. C.
Hunter, H. E.
Husberg, Axel
Irvine, Sep
Isakson, H.
Jackis, George
Jackoff, Jim
Jackson, Ed.
Jackson, W. M.
Jarich, L. (2)
Jean, Frank
Jeckus, George
Jenkins, Geo. L.
Jenson, S. P.
John, Conny
John, Jim
John, Tony
Johnson, Carl S.
Johnson, Dick
Johnson, Ed. (3)
Johnson, Erland
Johnson, Fred
Johnson, Gust
Johnson, Nels A. (2)
Johnson, Nels
Johnson, Ole
Johnson, Ole J.
Johnson, Oscar
Johnston, Ed.
Johnston, George E.
Jones, Johnson
Joyce, Joe
Jukur, George
Kaest, Henry (2)
Kagof, Roman
Kalestad, E.
Kalloch, L. B. (2)
Karginoff, Nick
Karlin, Joe (3)
Kallas, George
Karoff, Mike
Karonoff, Frank
Kasser, Alec
Kastner, Joe
Katzoff, Aleck
Kearns, G. P.
Kennedy, Clem
Kern, Joe
Ketoff, John
Kettler, Wm. J.
Kinda, John
Kindland, Gust
King, George
Kingdon, E.
Kingsberry, Harry
Kleiser, A.
Koloff, Alec
Komadina, Steve
Korsak, G.
Kosoff, B.
Kosoff, John
Kottoff, Will
Kowals, George
Kozick, Andrew
Kristoff, Ordun
Kukugan, Frank

Kulin, Otto
Kuloff, Jim
Lagerburg, N.
Laich, Mike
Larson, A.
Larson, B.
Larson, Charles
Larson, Chas. (2)
Larson, Carl
Larson, K. (3)
Larson, Louis (2)
Lawn, James
Lazoff, Jack
Leberman, J.
Lee, Joseph R. (2)
Lewis, G.
Libbey, E. A.
Libby, J.
Lilwall, L. B.
Limberg, E.
Lind, Fred
Linquist, Gust (2)
Lovett, Pat
Lucas, Ben
Lugi, Bentella
Lund, John
Lundberg, Ed.
Lundgren, Carl
Lyall, Andrew
Lysen, E.
MacPhersan, C. A.
Mafrica, Joseph
Magus, Tom
Maki, John
Makoff, Alec
Makoff, Tom
Mammary, Chas. M.
Marcorin, A.
Margoff, Harry
Marrion, James
Martin, Alfonso
Martin, Robert
Matich, Geo. (2)
Matson, Louis
Matson, M.
Mavenne, Carl
Meacham, J. D.
Measoff, L.
Menzaeff, Dan
Meyer, Nels
Michalec, Stanley (2)
Mikoff, Pete
Milan, J.
Miles, John
Milkovia, George.
Milkovich, George
Miller, A.
Miller, Charles H.
Missoff, George
Moquist, Frank
Moroff, Alex
Morris, J. J.
Morse, A.
Murphy, Pat (2)
Murray, Claude M.
Mussoff, Aleck
McCormack, Patt
McDonald, M.
McDonald, Martin
McGatty, W.
McIver, H. J.
McKenney, F.
McLoughlin, J. A.
McLaughlin, Leo
Nakki, Robert
Nelson, A.
Nelson, A. E.
Nelson, Axel
Nelson, Ben
Nelson, Chas.
Nelson, Ed. (2)
Nelson, L.
Nelson, Manne
Nelson, Mathew
Nelson, Oscar
Noftsyer, A. P.
Norlin, A.
Norman, Gus
Novich, John
Nyberg, Gust
Olinto, T.
Olsen, A. E.
Olsen, Olaf.
Olson, Andrew (2)
Olson, Chas.
Olson, Chris
Olson, E.
Olson, Knute
Olson, M.
Olson, Olaf
Olsson, Fred
Oxby, John (2)
Palmer, W.
Pappas, Tom
Parie, Joe
Parmenter, L.
Parpich, Tom
Parsons, Fred
Patzack, Adolph
Paulos, T.
Petardi, Angelo
Peters, Chas.
Peterson, Charley
Peterson, Chas.
Peterson, Henry
Peterson, John
Peterson, O.
Peterson, Robert (2)
Phillips, Roy
Pihl, Albert
Pilard, Angelo
Polyzogas, Andy
Popos, John
Popp, Geo.
Poulas, Tom
Price, M.
Probst, John C.
Pylant, Ed.
Quinn, Robert
Raikovic, Joe
Raoff, George
Rapach, Eli
Rawtek, John
Reede, Ralph
Reese, D. T.
Reising, Abe
Reoff, Maken
Repeto, Tom
Richards, W. H.
Richmond, Ed.
Rickart, E. G. (2)
Rider, Fred
Roden, Charles
Roger, W. H. (2)
Rogers, F. B.
Roman, Sam
Romani, Sam
Romoff, Bill
Rosengren, Sam
Roslund, Chas.
Ross, J.
Rothstrom, L. G.
Rotkovich, J.
Ryan, Edward (3)
Sackoff, Alex
Sagoff, Jim (2)
Samac, John
Samis, S.
Sarnovsky, J.
Sanden, Ole
Santman, John
Santo, A. D.
Sandona, Joe
Savich, Nick
Savich, Tony
Savoff, Sam
Scaoff, John
Schatz, A. E.
Schedin, Albert
Schedin, Erne
Schedin, Erick
Schenkel, Robt. L.
Scocos, Chas.
Seaburg, Guss
Shakir, Alle
Sharpe, Chas.
Sharpe, Clifford
Shergren, Chas
Skands, Andrew
Skarsted, Dave (2)
Skolis, Steve
Sloan, Dan
Smith, Marcus
Smith, Norman
Soime, Mike
Soldini, G.
Soloff, Mike
Sonoff, Sam
Sopich, J.
Spithill, Joe (2)
Stamos, Dan
Standerson, A. (2)
Stanoff, Vic
Starquist, Frank
St. Clair, Fred A.
Steinberg, John
Stennes, M. (2)
Stephens, George (2)
Stinson, Al. (2)
Stoker, Alec
Stonas, Gust
Stone, Albert (2)
Strandberg, Alfred (2)
Sueff, J.
Sullivan, Jack
Summers, Tom
Sundberg, Ole
Sundholm, Thomas
Svarka, Frank
Swan, Lind
Swanson, Charles
Swanson, D.
Swanson, Gust (2)
Swanson, Pete
Swanson, Roy
Swanson, Swan
Swich, George
Tagoff, Jim
Tagoff, John
Taroff, B.
Tatonoff, Sam
Telechuch, Anton
Temeroll, Alec
Thanous, Gus
Thomas, John
Thompson, F. O.
Thompson, Fred
Thompson, R. B. (2)
Thurston, Chas. (2)
Tomovich, Z.
Tonis, Jim
Tulgazi, Andra
Valendia, Billie
Vallakostas, Geo.
Verna, L. A.
Vold, Ole
Volkman, Emil
Voros, A. S.
Voros, James
Walsh, Ed.
Wanag, August
Weidenbacker, C. J.
Weir, Bert
Weklin, Jack
Welton, D.
Widell, Alfred
Willert, Orin
Williams, W. A.
Wilmount, M. S.
Wilson, A.
Wilson, Oscar
Wilson, Wm.
Winsted, L.
Wollum, Harry
Worden, W. W.
Wright, J. W.
Youmans, I. G. (3)
Zarwell, Edward (3)
Zeetez, Frank
Zigulis, Anthony
Ziloff, Bill
Zoloff, Mike.

WINTER MAIL SCHEDULE.

The following schedule will be in effect at Anchorage Post Office during the present season of closed navigation:

Outgoing mail for Seward and the States closes every Tuesday and Saturday at 9 a. m.

Mail from Seward and the States is due to arrive every Monday and Thursday night.

The Commission bowling team of Anchorage, composed of H. R. Munson, captain; Chas. W. Donnally, M. P. Cotter, Ed. Oldfin and L. R. Moses, won all three games in the scheduled match with the Municipal team Monday night. The total pins were: Commission 2435, Municipals 2249.

The steamer Turret Crown, now loading equipment for the Alaska railroad at Balboa, Canal Zone, is scheduled to sail from that port for Alaska on March 7. The cargo includes 145 flat cars, which will be distributed to the Seward, Fairbanks and Anchorage Divisions.

The total disbursements of the office at Anchorage for the period February 22 to February 28 were $16,830.45. The payment of salaries and wages amounted to $1851.48; for local purchases $1874.60; to contractors $12,639.38; other expenditures $360.64; dock claims $104.35.

BUREAU OF MINES.

Extract From Report of 1916.

The Bureau of Mines was established by an act of Congress (36 Stat., 369), amended February 25, 1913 (37 Stat., 681), in recognition of the need of a Federal bureau that should seek to prevent accidents and bring about safer and more healthful conditions among workers in the mineral industries and to lessen waste and increase efficiency in the development and utilization of the Nation's mineral resources. In its efforts for these ends the bureau seeks the cooperation of all persons interested, and it welcomes the assistance of workmen's organizations, of technical societies, and of State officials and State governments.

The Bureau of Mines is investigating the causes and prevention of accidents in mines, quarries, and metallurgical plants and endeavoring to safeguard the lives of those who work there; is testing and analyzing coals and other mineral fuels belonging to or for the use of the Government, with a view to increasing efficiency in their utilization; and is making investigations that look to the elimination of waste in the mining, metallurgical, and miscellaneous mineral industries.

As a result of the work of the Bureau of Mines and the efforts of State officials, mining companies, and miners, accidents in the United States are decreasing, though the death rate is still far larger than it should be. During the calendar year 1915 the fatalities in coal mines were 188 less than during 1914 and 419 less than in 1913. In 1915 the number of men killed was the lowest in the past eight years, and the death rate per 1000 men employed, 2.95, was the lowest in the past 16 years. This improvement is most encouraging.

With the crews of its mine rescue cars and stations, the bureau is rendering aid at mine disasters, is training miners in first-aid methods and the use of rescue equipment, and conducting field contests, which sustain and stimulate the interest of miners in this work. Since the beginning of this work by the Government some 40,000 miners have been trained by the bureau, and as one result of the work more than 1000 men have been rescued from mines after explosions or other disasters. In the fiscal year 1915 nearly 8500 miners were trained and more than 43,000 attended the lectures and demonstrations.

During the year engineers of the bureau investigated 89 accidents of various kinds. In these accidents, which killed 285 men, 75 men were rescued through the efforts of miners, company officials, State mine inspectors, and company rescue crews.

Investigations relating to sanitation and health conditions in mines and mining communities are yielding noteworthy results. The investigation, made in cooperation with the Bureau of the Public Health Service, at zinc and lead mines in Missouri showed the importance of siliceous dust in mine air as a cause of miners' consumption, and caused active measures for abating dust and improving sanitary conditions to be taken by State and local authorities, mining companies, and miners. A similar investigation is now being made in the mines at Butte, Mont. An investigation of hookworm disease at California mines, in cooperation with the California Public Health Service, revealed the wide prevalence of the disease and led to the starting of an energetic campaign for its elimination. Health conditions at blast furnaces and steel plants have been investigated, and the results are being published.

During the year the bureau continued studies of the explosibility of different coal dusts and the use of rock dust in mines to limit or prevent explosions, with the result that important advances in the application of preventive methods were made. Particular attention was given to the improvement of coal-mining methods in mines on the segregated Indian lands in Oklahoma and to the enforcement of orders issued by the Secretary of the Interior in regard to the use of explosives in those mines.

Examinations and tests of mining explosives in order to increase safety and efficiency in use are important features of the bureau's efforts to prevent coal-mine explosions and safeguard miners. During the fiscal year 2071 explosives were examined. Nearly 22,000,000 pounds of explosives approved by the bureau as permissible for use in gaseous or dusty coal mines were used in the calendar year 1915, as compared with 2,000,000 pounds in 1908, the year in which Government tests of mining explosives began. The use of these permissible explosives in gaseous mines is required by the laws of several coal-mining States.

As a result of the bureau's investigations, approved electrical switches and motors and approved lamps for miners, the use of which will greatly lessen the danger of mine explosions, are now being manufactured; also several States have enacted stricter laws regarding the use of electricity in mines.

In its efforts to increase efficiency in the use of mineral fuels the bureau is studying the properties of these fuels and the methods of burning them in furnaces and gas producers. Also it is collecting, analyzing, and testing samples of coal purchased under specifications for Government use. In the fiscal year 1916 the aggregate cost of the coal represented by these samples was $7,800,000. During the year the bureau continued to assist, in the capacity of a consulting fuel engineer, various departments and establishments of the Government in solving problems relating to the purchase of fuel and the efficient use of fuel for heating or power. The results of the bureau's investigations are being embodied in reports that are meeting a widespread demand for authoritative information on the utilization of fuel.

The mineral technology investigations of the Bureau of Mines cover the minor metals, the rare and the precious metals, the metalloids and the nonmetals, brass and other nonferrous alloys, abrasives, cement, mineral products used as building materials, and many different minerals used in the arts.

In the United States 75,000 persons annually die of cancer. Through the radium investigations of the bureau, in cooperation with the National Radium Institute, two great hospitals obtained during the year a goodly supply of radium for the treatment of that disease. Low-grade radium-bearing ore, heretofore wasted, was concentrated successfully in a mill especially designed for the purpose. This concentrate, as well as high-grade carnotite ore, is being treated at the Bureau of Mines plant at Denver, which is now producing radium at the rate of five grams a year. The cost of production since operations began in June, 1914, has been less than $40,000 a gram, as compared with a market price of $100,000 to $120,000 a gram. This radium is not sold but is to be used in the treatment of cancer.

Incidental to the production of radium at the Denver plant many tons of iron vanadate that can be used in the manufacture of high-grade vanadium steel, and many tons of uranium oxide, used in coloring glass and making tool steel, have been produced. For an expenditure of less than $35,000 the Bureau of Mines will receive as its share of the results of the cooperative agreement at least $100,000 worth of radium.

In normal times the metal losses in brass melting in the United States annually amounted to $3,000,000, and during the past year of high prices and large production have probably been nearer $10,000,000. As a result of its investigations of these losses the Bureau of Mines has devised an improved electric melting furnace which will be thoroughly tested on a commercial scale during the coming year. Also, because of the excessive loss of metal, sometimes running as high as 40 per cent, in melting scrap aluminum, the bureau has investigated methods of melting aluminum chips and is publishing the results.

In its clay-industry investigations the bureau has studied methods of so treating the secondary kaolins found in almost unlimited quantites in the Coastal Plain region of Georgia and the Carolinas as to render them applicable to the production of white wares. The results have demonstrated that these kaolins can be cheaply purified and that the purified metal is superior to the best English china clay for making china, white crockery ware, and white tile.

Through its petroleum division the Bureau of Mines is investigating problems of technology, engineering and chemistry in the production and utilization of oil and gas. The petroleum-technology investigations deal chiefly with practicable methods of eliminating waste in drilling wells and of recovering a larger proportion of the oil or gas stored in the productive sands; the engineering-technology investigations deal with storage, the prevention of losses from fires, and the manufacture of gasoline from natural gas; and the chemical-technology investigations

deal with the mechanical development of the Rittman process for manufacturing gasoline toluene, and benzene, and the improvement of methods for analyzing and testing petroleum and petroleum products.

Operators in different fields have been shown the need of properly protecting oil and gas sands from infiltrating water and of sealing wells so as to confine the natural gas securely until such time as it is utilized. Also, the bureau demonstrated the advantages of using mud fluid in drilling wells. Operators in Kansas and in the Blackwell field of Oklahoma are successfully using methods the bureau advocates. In the Blackwell field the operators should recover at least 80 per cent of the gas in the gas sands, whereas in older fields the recovery has been less than 10 per cent. A conservative estimate of the gas that will be saved through the use of approved methods in the Blackwell field is $20,000,000.

The bureau is cooperating with the Bureau of Indian Affairs in the supervision of oil and gas operations on Indian lands.

Mechanical details of the Rittman process for making gasoline, benzene, and tuluene were perfected during the year and the process was shown to be successful on a commercial scale. Tests have indicated how cheaply gasoline can be made from stove distillate.

Various gasolines sold in this country in 1915 were tested to determine their value as motor fuel. Other investigations included the production of gasoline from natural gas and the examination and analysis of petroleum.

In addition to the chemical investigations already mentioned, the bureau studied the composition and properties of mine gas and natural gas. The investigations included an absorption method of extracting gasoline from natural gas which, if generally applied, will make possible the recovery of 100,000,000 gallons of gasoline from natural gas each year; the errors that may arise in commercial methods of measuring natural gas at high pressure; the perfecting of a gas detector for use in mines and other places; methods of gas analysis; the chlorination of natural gas with a view to making tetrachloride, chloroform, and other valuable products; and the fusibility of coal ash as related to the formation of clinker in fuel beds.

Special investigations that were described in reports published during the year or are still in progress include placer-mining methods, especially the use of gold dredges; iron-ore mining and iron making in the United States; utilization of low-grade fuel; gas-producer practice; and factors controlling the use and the market prices of fuel.

Additional funds are needed to carry on certain mining investigations that demand attention. Some of these investigations are as follows:

Ventilation of metal mines, a complex problem, some phases of which are still unsolved even by operators of large mines, should receive detailed study. The health of a large number of metal miners is being impaired by the character of the air that they breathe in deep or remote workings.

Subsidence, earth pressures, and roof supports in mines are of so much importance in both coal mining and metal mining, as well as in various engineering enterprises, that investigations should be made to include the testing of roof supports and the compressibility of rock and ore. Because of the complexity of the problem an engineer skilled in the application of higher mathematics should be engaged to work with other investigators.

Explosives intended for use in metal mines and quarries should be tested in order to determine the conditions under which they can be used with least danger to the health and safety of miners. Buildings should be provided at the bureau's experimental mine for carrying on this work.

The driving of tunnels under bodies of water the sinking of shafts through water-bearing strata, and the special methods to be used are problems of much importance. Serious accidents in driving tunnels for water supply or for transportation purposes at different cities emphasize the need of thorough investigation of these problems.

Adequate funds for conducting investigations relating to petroleum and natural gas are urgently needed. In the calendar year 1915 more than 281,000,000 barrels of petroleum, valued at $180,000,000 was produced in the United States, more than 65 per cent of the total output of the world. However, the petroleum resources of this country are not unlimited, and the demand for gasoline and other products is bound to increase. It is estimated that, at even the present rate of construction, the underground supply of oil will last only 27 years. Hence, methods by which the available supply of oil and gas may be recovered and utilized with greater efficiency should receive thorough study.

Already the benefits of methods of drilling wells so as to prevent underground waste have been demonstrated in the Oklahoma fields, where the Department of the Interior, working with State officials, has shown how the production of natural gas can be stabilized by practical methods of confining the gas within its original reservoir until market conditions justify production. It is estimated that formerly less than 10 per cent of the available gas was utilized, whereas by proper development of the gas field it is safe to estimate than 80 per cent of the gas may be recovered.

The proportion of recoverable oil left in the oil sands by present methods of production is estimated at 50 per cent. Work is needed to determine how a larger percentage can be recovered profitably.

The cracking of oils and the production of gasoline and other valuable products from crude oil and the heavier distillates call for further study. For this investigation a single-tube Rittman plant capable of treating oil in commercial quantities should be built, as experience has demonstrated the difficulty of developing improvements of the Rittman process when the bureau has to depend for results on the commercial refiners who are using it.

The value of the coal annually purchased by the Government amounts to between $7,000,000 and $8,000,000. Sometimes this fuel is selected and used in a satisfactory manner, but frequently in ways that are inefficient and wasteful. To assure the highest efficiency and economy in the utilization of fuels and of fuel-burning equipment, the Government plants throughout the United States should be investigated in order to determine what grade of fuel is best adapted to each plant, what improvements in plant equipment are practicable, and how the fuel can be burned to best advantage. The results attained through investigations conducted at some of the Government plants at the request of the Department concerned indicate the magnitude of the economies that might be realized by having the purchase and utilization of fuel for the entire Government service under expert supervision. On a basis of fuel purchases of $7,500,000 a year a saving of 5 per cent, a conservative estimate, would amount annually to $375,000. Obviously the investigation of the Government plants should be made by disinterested experts trained in fuel engineering.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, February 17, 1917, was as follows:

Commissioner's Office	36
Shops and Yards	111
Transportation Service	16
Store and Dock Departments	127
Accounting Department	18
Disbursing Office	5
Townsite Department	19
Steward's Department	10
Hospital Department	24
Telegraph and Telephone Department	60
Track, Bridge and Ballast—Main Line	67
Turnagain Arm District	191
Matanuska District	203
Talkeetna District	170
	1057
Stationmen and Laborers—All Districts	992
Grand total all employees Anchorage Division	2049

ANCHORAGE LOT ASSESSMENTS DUE.

Assessments in the amounts shown against the following lots were due October 21, 1916, and remain unpaid. The period of six months' grace allowed in that case will expire April 21, 1917, when all lots upon which the assessments have not been paid will be reported to the General Land Office for action as delinquents.

Block	Lot	Name	Amount
3	3	S. D. Maxwell	$ 4.07
3	4	S. D. Maxwell	4.07
3	5	S. D. Maxwell	4.07
3	6	S. D. Maxwell	4.07
12	1	John Hunseth	1.74
12	2	Roso M. Gazovich	1.09
12	3	Geo. DeLion	1.09
12	4	Geo. DeLion	1.09
12	5	Geo. DeLion and Lucy A. Cheney	1.09
12	6	Lucy A. Cheney	24.95
12	7	John J. Grady	7.45
28	1	Lucy A. Cheney	29.37
28	6	Mary Morrison	30.62
37	8	Patrick Quilty	2.07
38	9	M. R. Hussey and John L. Davey	7.60
38	12	H. M. Holt	28.78
43	2	Wm. L. Balch	13.88
43	12	F. D. McCullough	25.08
44	12	K. A. Kyvig	37.91
47	4	Allice Burns, P. O. Box 1381	7.25
47	7	E. K. Peterson	7.42
48	4	Thomas A. Brown	13.88
48	5	Henrietta Sharts—W½	6.94
51	3	R. E. Spicer, Knik, Alaska	13.88
51	10	Jas. Collins, Seldovia, Alaska	2.37
53	4	H. T. Fowler, Everett, Wash.	7.60
54	1	Amelia Hamilton	31.48
56	12	Thomas A. Brown	9.32
63	3	John A. Carmody	2.10
64	4	Mrs. Louise Rhode, Juneau, Alaska	1.89
66	2	Adam Shima	2.37
67	1	C. G. Wilford	9.79
68	4	Alvin Brooks, care Perseverance Mine, Juneau	2.37
71	7	F. D. McCullough, Trustee	9.79
72	9	J. Lescher and G. F. McDonald	2.37
72	10	Carl J. M. Lind	2.37
96	5	Frank Cobbs	4.95
97	6	M. K. Penoff	17.76
104	9	Jas. G. Collins	4.98
105	8	J. L. Macauley (W½)	2.49
111	8	Gus Samis	1.73
111	11	Mike Riley	1.73
113	5	E. K. Peterson	7.25
114	1	Mrs. Belle Gridrod	9.34
115	6	N. A. Clasen	7.27

J. G. WATTS, Townsite Manager.

MONTHLY LABOR REPORT.

During the month of February, 1917, the Employment Bureau of Anchorage Division placed 105 men at work, distributed as follows:

Anchorage Terminal	11
Main Line North of Anchorage	31
Matanuska Branch	14
Talkeetna District	3
Turnagain Arm District	32
Miscellaneous	14

The positions filled by the above applicants were: Axemen 2, blacksmiths 2, cooks 6, chainmen 5, carpenter 1, carpenter helpers 2, carpenter, bridge 6, flunkies 9, janitors 2, laborers (general) 13, laborers (stationmen) 11, machine driller 1, coal miners 14, stationmen 16, tie makers 11, teamster 1, wachmen 3.

CONTRACT SETTLEMENTS.

The total amount paid to construction contractors by the Anchorage Disbursing Office during the period February 22 to February 28, 1917, was $12,639.38, as follows:

T. A. Wade	$ 92.00
J. J. Page	131.50
W. Plackus & Company	7770.70
Danielson & Company	198.00
N. Kuloff & Company	123.21
S. Shkutoff & Company	4323.97

ANCHORAGE HARBOR NAVIGABLE.

The private-owned launch Etta left the Anchorage dock Sunday afternoon for Hope; and the launch Peggy left for Kenai shortly after. These are the first boats to leave Anchorage harbor this year. The ice in the bay is so well scattered that small boats can be navigated with safety.

Nenana anticipates a busy summer along its waterfront with the arrival of freight for the construction work at the northern terminus of the route. Cargoes of material and supplies will be shipped to Nenana over three routes: up the Yukon river from St. Michael; down the river from White Horse; and via the upper Tanana river from Fairbanks.

DAILY WEATHER DATA.

Following is the report of weather conditions prevailing at Anchorage for the period February 21 to February 27, inclusive:

DATE	TEMPERATURE		PRECIPITATION (Inches)		WIND	CONDITION OF HARBOR
	Max.	Min.	Snowfall	Snow on Ground	Aver. Miles per Hour	
Feb. 21	25	–1	none	14.5	3.7	Ice scattering.
Feb. 22	30	3	none	14.0	3.6	Ice scattering.
Feb. 23	27	–2	none	14.0	3.3	Ice scattering.
Feb. 24	23	–3	none	13.5	3.3	Ice off shore.
Feb. 25	20	–5	none	13.5	4.0	Ice off shore.
Feb. 26	24	–7	none	13.5	4.6	Ice off shore.
Feb. 27	25	–3	none	13.0	4.2	Ice off shore.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, MARCH 13, 1917. No. 18

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

FIRST VESSEL OF SEASON ARRIVES.

The Commission tug Anne W., with the barge Knik in tow, arrived in Anchorage harbor March 7 at 8:15 p. m. from Seldovia, docking at 8:25. The barge was loaded with a miscellaneous cargo of 22 tons, principally dynamite, coal oil and gasoline.

As it was deemed inadvisable to allow the vessel to go aground at low water, she lay at Fire Island during the night and returned to the dock on the morning of March 8, when a cargo of shipyard supplies was placed aboard to be taken to Seldovia for use in repairing the Commission barges on the ways at that place. The vessel was commanded by Captain James Ward, who reported very little ice at the forelands and not enough ice in the Inlet from Kenai north to render navigation difficult. The voyage was made in 17 hours, the vessel departing from Seldovia at 3 a. m.

The Anne W. is the first vessel to make the trip to Anchorage this season.

Herbert Gaytes, electrical engineer at Anchorage, left for Seward March 8 en route to Seattle on business connected with his department.

NOTICE.

The Commission will require the services of one or two station agents during the coming season, as well as four or five telegraph operators, and applications for the positions can be filed at this office where they will be considered when vacancies occur.

Applicants for the position of station agent will be required to have a thorough knowledge of telegraphy and experience in the handling of train orders and train operation; must also have previous experience as station agent on some road.

Applicants for the position of operator will be required to have a thorough knowledge of telegraphy and must be experienced in handling train orders by telegraph and telephone; will also be required to have a full knowledge of train operation.

Applicants for the above positions will be required to pass the examination on standard rules, as well as a physical examination.

No applicants will be considered unless their qualifications are in accordance with the above.

F. MEARS, Commissioner.

OBITUARY.

Victor L. Weatherhead, an axeman employed by the Commission at Engineering Residency 103½, Turnagain Arm District, was killed by a snowslide at 11 o'clock Saturday morning, March 10, while at work near Camp 98, Sheep Creek. The body was recovered a half hour later and brought to Anchorage by special train. He had been in the employ of the Commission since June 7, 1916, coming to Anchorage from Seattle, Washington. He was 28 years old, single, a native of Detroit, Michigan, and is survived by his mother, Mrs. Jean Weatherhead of Seattle, and a sister, Mrs. C. M. Shell, of Bottrell, Alberta, Canada.

The steamship Alameda of the Alaska Steamship Company will leave Seattle for Anchorage March 23, arriving here about March 30. The steamship Alaska of the same line is due to sail for this port from Seattle on March 30. The Commission fleet of barges, now in winter quarters at Seldovia, will be brought to Anchorage in time to handle the traffic.

District Engineers Hansen and Breck were in Anchorage for several days last week in conference with Commissioner Mears concerning the work of the coming season.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending March 3, 1917:

MAINTENANCE OF WAY.

Water Service and Plumbing.

Fire hydrants were installed at the base hospital during the period. A force was engaged in placing plumbing fixtures in outfit cars, flushing water mains and sewers, thawing pipes and general repair work.

Bridge and Building Department.

The placing of concrete foundations for machinery in the machine shop was completed. Work on the construction of outfit cars continued and five cars were finished during the week.

Eska Creek Coal Spur.

The clearing and grubbing for this line is 90 per cent complete, all stationmen having made excellent progress. Milo Jonovich has started on his contract for the ties for the spur.

Extra Gang No. 1, with a force of 50 men, has graded 2600 feet of the line.

Mechanical Department.

Considerable work was done in connection with setting up the forging machine and the punch and shears. The heavy repairs to engine 265 are 95 per cent complete. Light repairs were made to engines 221, 225 and 280, and the general overhauling of engine No. 1 continued. Extensive repairs are being made to Browning crane No. 1.

The 100-lb. steam hammer has been connected up and is in operation. The plate rolls are also in operation.

The usual amount of miscellaneous routine repair work and private jobs was done by the shop force.

TELEGRAPH AND TELEPHONE DEPARTMENT.

With the exception of a small force engaged in re-hanging a wire on the Matanuska Branch, which will be completed in about one week, there is no work in progress in connection with the telegraph, telephone, electric light and power services, except routine operation and maintenance.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

Five miles of clearing through the heaviest timber has been completed between Indian Creek and one mile north of Glacier. The contractors will be able to make faster progress through the remaining light timber. Station laborers will be employed by the contractors to hasten this work.

Grading.

Three small coyote shots were put off during the week with very good results. Night crews have been put to work where there is a possibility of a delay holding up tracklaying. All contractors are making good progress since the days have lengthened.

The Commission force in the cut one and one-half miles south of Potter Creek averaged five feet of coyote holes per day of eight hours for each jack hammer during the week; making a total of 60 feet of coyote hole and 11 feet of bootleg.

A contract was let to Allenbaugh & Co. at Bird Point, and two additional grading gangs will sign contracts within a few days for work at that place. The letting of this work at this time will avoid the building of a corduroy road from the boat landing at Bird Point to the proposed steamshovel camp, one mile north of Bird Point.

Miscellaneous.

The mess house and bunk house at Camp 83 are both practically completed, except for placing the roofing paper.

Hauling has been rendered difficult by the recent thawing weather. The trail is practically bare of snow from Rainbow to Falls Creek.

MATANUSKA DISTRICT.

Matanuska Branch.

The ice on the river remains solid enough for heavy hauling, and it is expected teaming can continue for at least two weeks more.

Schedin & Company will finish their coyote holes within a week and should be ready to shoot their large shot of approximately 15,000 yards within 10 days.

Divyak & Company will fire their main shot in about two weeks. This is expected to move about 16,000 yards.

Emil Nelson & Company, clearing contractors in the vicinity of Camp 27, are expected to finish next week. All clearing on the Matanuska District will then have been accomplished.

Main Line.

The winter snow road on the Main Line between Matanuska and Cottonwood is practically gone, owing to recent thawing weather, but beyond Cottonwood conditions are favorable to heavy teaming.

The piledriver crew is engaged in driving piles for the wagon bridge over the Little Susitna River, and within a few days will commence on the Little Susitna trestle.

About 3000 ties have been hauled south of the Little Susitna to date and distributed along the grade in the vicinity of Cottonwood.

The greater part of the construction material required for the work north of Willow Creek has now been hauled to Willow Creek, and distribution is being made to the various points where it will be needed.

Seward Division Notes.

Following are the progress reports of the various departments of Seward Division for the week ending March 3:

Grading.

Weather conditions during the past week permitted the stationmen working between Miles 7 and 12 to make fair headway. Good progress is being made with the Snow River line change and on the Trail Lake cut-off at Mile 34. E. C. Larson & Company are doing good work on the Spencer Glacier diversion dam. A small gang continues the enlarging of No. 3 tunnel at Mile 52. The drainage in tunnels 1 and 3 is being kept open, preparatory to operating the railroad to Kern Creek early this spring. A rotary snowplow will clear the line for traffic to that point as soon as conditions permit. There are not more than four feet of snow on the summit at Mile 45. The station gangs between Kern and Glacier Creeks are doing satisfactory work.

The piledriver has been assembled at Virgin Creek and will start driving piles in that vicinity the first of next week.

The Commission dog teams have been hauling 60 per cent dynamite from Mile 40 to the Turnagain Arm work.

Contracts.

The following contracts have been let on the Division: Guy McConnell, telephone poles; E. W. Wilburn, telephone poles; J. P. Stoliza & Co., grading; V. M. Radovich & Co., grading; Guy McConnell, piling; Arnie Sunot, piling; Brosius & Noon, repairing and altering coach No. 808, damaged by fire; Roberts & Edmiston, lumber.

Cold Storage Plant.

The Commission forces have completed the driving of creosoted piling for the foundations of the cold storage plant of the San Juan Fishing & Packing Company, and are now engaged in driving the approach to the dock. This approach is to be fifty feet wide and extends 250 feet eastward from the shore line of Resurrection Bay.

Seward Depot.

Plans and specifications have been completed for the new Seward depot, and requisition for the necessary material has been forwarded to Seattle. Plans for other terminal buildings are now being prepared.

Mechanical Department.

Engine No. 20 has been rebuilt by the shop force and placed in service. The usual amount of operating repair work was done during the period.

Force Report.

The number of employees on the payrolls March 3 was as follows:

Headquarters Office	13
Engineering	22
Stores and Docks	21
Shop and Yards	47
Track, Grade and Ballast	106
Bridges	22
Stationmen	225
Stationmen Laborers	50
Total	506

Miscellaneous

The disbursements at the Seward office for the week amounted to $3654.42.

The rotary snowplow was in successful operation last week between Seward and Mile 9.

ADVERTISED LETTERS.

Following is a list of unclaimed mail matter on hand at the U. S. Post Office, Anchorage, Alaska, on March 1, 1917. When calling for same please say "Advertised." A charge of one cent is made for all advertised mail matter.

Anno, Oscar
Androu, Andraari
Ahuzaroff, Alex
Apovisar, Kursiarivov
Barnes, Dave (2)
Baloff, Hristafor
Batoff, Sam
Benson, Sam
Berordim, D.
Berg, Isaac
Bergman, Andrew
Bernard, O. S.
Brymnir, L.
Blader, J. R.
Brabazon, Wm. (3)
Brown, Alice De Any
Clark, R. E.
Carnevale, Bernardino
Collias, Chris
Colberg, John (2)
Cravarovich, D.
Carlson, Charly
Carlson, O. F.
Chase, S. P.
Celeste, Marenghi
Campigotto, John
Carignan, Fred
Domenik, Ranieri
Doyle, Wm.
Dullea, P. J.
Darrall, Steve
Dahl, John M.
Eison, Ida B.
Friary, J. A.
Francesco, Domenico Rizzo di
Fulton, Russell
Fardzin, Harry
Forde, J., Mrs.
Gage, Tom
Gabisoff, Barazg
Giovanni, Azzola
Groat, M. L. (2)
Harkness, Herbert
Hataija, Zlija
Hengre, John M.
Hrisaches, Angelos
Holm, Ed.
Hafastad, Andrew
Henson, Oscar
Hannsson, Albin
Johnson, J. J.
Johnson, Otto
Janson, Carl
Jackson, —
Jenuson, J. C.
Johnson, Will A.
Jearson, Frank
Kail, H.
Kennedy, W.
Klamm, N.
Ladsuoff, Alexander
Leary, J. B.
Lewis, Harry L.
Lefteris, Geog. (2)
Lewis, Harry L.
Lindgrenn, Alex
McBride, David
McGahan, John
Mc Lean, Ira (2)
Morin, Geo. L.
Murra, Robt.
Mupkorff, S.
Moroff, Sloirek
Moret, G.
Michele, C.
Moran, Geo.
Miller, Henry D.
Miller, Molly—David
Minzaeff, D.
Moiov, Arvoir N.
Martin, Mra F.
Mickel, David
Norberg, Con. (3)
Nye, J. E.
Nelsson, John L.
Nelson, Alfred C.
Olson, Edalf
Olander, Erick
O'Connel, Hank
Pappaspern, Janil
Piffin, B. B.
Piskulich, Gust
Pietro, Ciatte
Poulian, Nick
Primmano, Michal
Prodanovich, Steve P.
Peterson, Rampr.
Peterson, J. H.
Peterson, A. C. C.
Pasmussen, Aksel G.
Reed, J. H.
Richardscon, Effie
Ritz, Shorty
Ross, Tom
Rossi, T.
Roland, W. B.
Roderer, Frank
Rosco, L.
Ronning, Ole
Steller, Ferris L.
Smith, Gust (2)
Smith, Allen
Smith, Mary
Saremailk, Gacko
Sackett, Bob
Seattle Rooms, Prop. of
Sherrand, F. G.
Silvertsen, Pete
Spillman, Harvey
Stout, Louis
Stivers, E. V.
Scatland, Ole (3)
Soval, Edward
Sunoff, Sam. C.
Strande, J. F.
Standerson, Andrew
Turekryeb, Auavor
Tuominen, A. (2)
Tambug, Allurbh (2)
Tovon, M.
Taddin, Joe
Tamoeff, K.
Thurmond, Bill
Tilton, Geo. Fred
Thompson, Charrlott
Ulamiounebury, Hukouan,
Uriprscoby, Bano
Vick, S.
Vincenzo, S.
Wall, Felix
Weitzman, S. J.
West, Wm.
Wiklan, Jack
Woodhouse, John
Wilson, Florence
Wright, B.
Zelloff, Bill
Zypalk, Fryaautaney

MOTOR CAR FOR ANCHORAGE DIVISION.

Authority has been granted for the purchase of a 1½-ton Kelly-Springfield motor car for use of the Anchorage Division, delivery to be made early this spring. The car is of the worm drive type, with air-cooled motor, size 4⅜ by 5⅛, and is equipped with electric lights and starting system. Heat will be furnished by means of pipes placed under the seats, utilizing the exhaust from the engine. The car will have a seating capacity of 10 passengers.

T. F. Reinhardt & Company, who have been developing a coal tract near Granite, on the Matanuska Branch, during the winter, have opened a four-foot vein on the property at a depth of about 100 feet. About 250 feet of tunnel work was done before the coal was encountered. The mine is located within 800 feet of the railroad.

March 10 was the record day for disbursements in the history of the Anchorage Disbursing Office. The total paid out was $54,541.15.

PASSENGER TARIFF NO. 2.

The Commission has issued, effective April 1, Passenger Tariff No. 2, naming therein employees' fares between Seattle, Seward and Anchorage via U. S. A. Transport Crook. The full text follows:

Rule No. 1—Employees.

Fares named herein apply only to employees, stationmen or stationmen laborers, (and dependent members of their families), of the Alaskan Engineering Commission or Alaska Northern Railway, in accordance with Notes Nos. 1 and 2.

Requests for fares named herein must be made on Form No. 421 by the applicant while in the service, or before the expiration of five (5) days after leaving the service, and the approval of the head of department secured before forwarding to Commissioner or Engineer-in-Charge for final approval.

Rule No. 2—Application of Fares.

Fares named herein apply in either direction between points named, and adult fares only are quoted.

First-class fares include meals and berth; steerage fares include meals and bunk, steerage passengers being required to furnish their own bedding.

Rule No. 3—Children.

Children of five and under twelve years of age will be charged one-half the fare that would apply to their parents. Children under five years of age when accompanied by parents or guardian, will be carried free.

Rule No. 4—Limits.

Tickets sold under this tariff will be limited to the vessel and voyage for which they are sold.

Rule No. 5—Stop-Overs.

Tickets sold under this tariff will be limited to continuous passage, no stop-over being permitted en route.

Rule No. 6—Tickets.

Tickets sold under this tariff will be in accordance with the regular printed contract on the ticket.

Rule No. 7—Baggage, Storage on Baggage, and Transportation of Corpses.

The transportation of baggage, storage on baggage, and transportation of corpses will be governed by Local Baggage Tariff No. 1, supplements thereto or reissues thereof.

Rates.

Item No	BETWEEN	AND	First Class Note 1	First Class Note 2	Steerage Note 2
1	Seattle, Wn.	Anchorage	$15.00	$30.00	$17.50
2	Seattle, Wn.	Seward	13.00	27.50	15.00
3	Seward, Alas.	Anchorage	4.00	8.00	2.00

NOTE 1.—Will apply only to employees (and dependent members of their families) who have been in continuous service with the Commission for a period of one year.

NOTE 2.—Will apply to employees, stationmen, stationmen laborers (and dependent members of their families) who have been in continuous service with the Commission for a period of three continuous months.

RAILROAD Y. M. C. A. NOTES.

During the month of February six new members were secured by the Anchorage Railroad Y. M. C. A., bringing the membership on March 1 to 164.

Mr. A. L. Norris was added to the social committee and appointed secretary of the members' council. Mr. P. S. Watts was made chairman of the social committee in the absence of Mr. G. A. Stanton, whose duties require him to be away from Anchorage frequently. Mr. Stanton continues as a member of the committee and council, however. Mr. E. G. Hinde and Mr. P. M. Farrar were added to the educational committee and will have charge of the arrangement of the debates and literary exercises.

The billiard and pool tables were well patronized during the month, and many of the members took advantage of the chess and checker tables. Mr. W. G. Wilt made the high pool run for February with a score of 19 balls. Messrs. A. W. Hansen and W. E. Sundberg will play off a tie of 15 balls, in competition for the prize for straight pool. Mr. Wilt was eliminated as a contender, having been the winner of the January pool prize.

The members'-council ratified the recommendation of the educational committee that a charge of 10 cents per book be charged members who take volumes from the building; the charge to non-members is fixed at 20 cents. The time limit for the holding of a book is one week, and a charge of five cents per day for each day beyond that period. The money derived from this source will be devoted to the purchase of new books for the library. Mr. W. I. Davis contributed one book to the collection.

Mr. Z. J. Loussac donated 227 magazines for distribution to the camps, Mr. H. W. Knight 12, and 69 from the reading room were added for that purpose.

The tentative plans for the month of March include the following: Continuance of the checker and chess tournaments; complete pool tournament No. 1 and begin No. 2, (with nominal prizes to winners); start a weekly bible study and discussion group; organize a boy scout patrol for boys between the ages of 12 and 15, upon authorization from Scout headquarters; an aggressive canvass for new members.

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchorage Disbursing Office during the period March 1 to March 7, 1917, was $6379.62, as follows:

Andrew Scalf & Co.	$ 232.30
D. McDonald	205.00
A. Nelson, administrator estate of J. Nestor, formerly member C. Skoglund & Co.	120.15
Doherty & Co.	5822.17

NOTICE.

The regular monthly meeting of THE EMPLOYEES' ASSOCIATION OF THE ALASKAN ENGINEERING COMMISSION will be held at the Social Hall, Terminal Yards, Anchorage, on Tuesday evening, March 20, 1917, at 8 o'clock.

W. G. ROGERS, Secretary.

H. B. Nielsen, formerly timekeeper at Camp 166, Matanuska District, has been transferred to the clerical staff of the Anchorage dock office.

J. F. Upchurch, wireless operator on the tug L. Roscoe on her recent trip from Seward to Seattle, sailed for Anchorage on the steamer Alaska March 9.

H. P. Warren, until recently engineer maintenance of way at Anchorage, has been designated engineering representative of the Commission at Seattle. Mr. Warren will have charge of the inspection of material and supplies and their shipment to Alaska, as well as supervision of the Seattle employment office.

CONSULTING ENGINEER APPOINTED.

The Commission has retained the services of Mr. William Gerig, of New York, as consulting engineer in connection with the work of the Anchorage Division, with especial reference to the matter of harbor facilities and improvements at Anchorage.

Mr. Gerig has had a wide and varied experience in dredge and harbor engineering in various sections of the United States and elsewhere. Shortly after graduating from the University of Missouri in 1886 he was engaged in the location and construction of railroads in the West, in which line of work he remained until 1890 when he joined the engineering forces of the Chicago Drainage Canal. From 1891 to 1904 he was with the Mississippi River Commission of the United States Engineers in charge of surveys, flood prevention and levee work, and the harbor construction at Memphis and New Orleans. During this period he had supervision of the development and operation of the large dredge fleet which maintains a navigable channel from Cairo, Ill., to the mouth of the Mississippi.

From 1905 to 1908, Mr. Gerig was in the employ of the Isthmian Canal Commission at Panama, first in charge of La Boca Division canal construction, later going to the Cristobal and Gatun Divisions of that work. After leaving the Isthmus he entered upon the private practice of his profession as consulting engineer of various large projects, notably the Grand Junction, Colo., irrigation work, the New York barge canal, New York water works, and the Wisconsin River hydro-electric power plant.

During the next five years his duties called him to the Far West in the capacity of vice-president and chief engineer of railroad construction in Oregon, and as consulting engineer in charge of dredging, rail and water terminals at the mouth of the Columbia River. In 1915 he was consulting engineer of the Union Depot Company of St. Paul, Minn.; and in 1916 returned to New York, where he again engaged in barge canal work, various investigations of rail and harbor projects, and in bridge contracting.

WATER RESOURCES OF ALASKA.

The streams of Alaska have been important factors in its industrial growth. The success of the work on the placer deposits in northern and central Alaska has depended primarily on the water available for hydraulicking and dredging, and water power has long been used by mines, canneries, sawmills, and other industries in southeastern Alaska. The future development of mining and lumbering plants, fisheries, and the manufacture of wood pulp and electro-chemical products is contingent on the water supply.

Since 1906 the United States Geological Survey has made systematic studies of the water resources of Alaska. Investigations with special reference to placer mining have been made in Seward Peninsula and the Yukon and Tanana regions, and reconnaissance surveys for water powers have been made about Prince William Sound, Copper River, Kenai Peninsula, and in other parts of south-central and southeastern Alaska. During the last few years some large water power plants have been installed near Juneau, and attention has been called to the feasibility of several large projects in this region. The Geological Survey, in cooperation with the Forest Service, is now making detailed investigations in order to obtain more precise data on the power sites of southeastern Alaska. It is generally assumed that water power is abundant in this part of the Territory, but extensive development should not be undertaken without complete data for careful study of the many conditions that determine the feasibility of a power site.

As the quantity of water that will probably be available in any stream can be predicted only from records of its flow in the past, observations of the various conditions of flow to which a stream is subject must be continued for several years.

Special arrangements have been made by the Survey to continue measurements through the winter in order to obtain data relating to the low-water flow, which is so important a factor in water power development.

In addition to the above investigations, a study was started in 1915 of the quality of the surface waters of Alaska and also of the Hot Springs.

B. H. Barndollar, examiner of accounts, expects to leave Washington for Seattle about March 15.

W. J. Hubbach, chief accountant of Fairbanks Division, left today for Nenana after a two weeks' business visit in Anchorage.

W. S. Kennedy has been promoted from the clerical force of the Seward accounting office to the position of storekeeper of Seward Division.

Peter McCartin, a homesteader residing near Camp 166, Matanuska District, was held to the grand jury by the U. S. Commissioner at Anchorage on March 8 on a charge of stealing a quantity of oats from the Alaskan Engineering Commission. He was released upon furnishing a bond of $300.

DAILY WEATHER DATA.

Following is the report of weather conditions prevailing at Anchorage for the period February 28 to March 6, inclusive:

DATE	TEMPERATURE		PRECIPITATION (Inches)		WIND	CONDITION OF HARBOR
	Max.	Min.	Snowfall	Snow on Ground	Aver. Miles per Hour	
Feb. 28	30	21	none	13.0	3.8	Ice scattering.
March 1	31	23	1.0	13.5	3.2	Ice scattering
March 2	32	27	trace	13.0	4.1	Ice scattering.
March 3	35	28	trace	12.5	4.1	Ice scattering.
March 4	40	19	2.0	12.0	3.2	Ice scattering.
March 5	41	4	none	12.0	3.2	Ice scattering.
March 6	33	24	none	11.5	4.3	Ice scattering.

OFFICIAL CIRCULARS.

EMPLOYEE'S SERVICE RECORD.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, March 8, 1917.

Circular No. 172:

TO ALL CONCERNED:

Effective February 1, the following instructions relative to an employee's service record, with particular reference to the manner in which Form A. E. C. 12, "Discharge Certificate" shall be prepared, are issued for the information and guidance of all concerned:

No recommendation shall be given to an employee of this Commission other than the Certificate of Discharge.

The head of the department or district issuing the Certificate of Discharge will endorse after "Character" and "Workmanship", ratings corresponding to the character and workmanship of the employee. The ratings authorized are "Excellent", "Very Good", "Good", "Fair" and "Poor", and only these terms shall be used. Ratings for "Character" and "Workmanship" will be marked as follows:

(a) EXCELLENT—When compliance with rules, ability, punctuality, attendance, general attention to duty, and physical fitness are exceptionally good

(b) VERY GOOD—When the above are not sufficiently above the average to justify the mark "Excellent", but are, nevertheless, above the average.

CARE MUST BE TAKEN THAT MARKINGS "EXCELLENT" AND "VERY GOOD" UNDER WORKMANSHIP ARE GIVEN ONLY TO THOSE OF EXCEPTIONAL ABILITY.

(c) GOOD—When the above are average.

(d) FAIR—When the above are such as to render employment undesirable, except under conditions of unusual necessity.

(e) POOR—When the above are so bad as to render employment undesirable.

The above markings shall be for GENERAL character. However, specific instances rendering employment undesirable, but of such rare occurrence as not to be considered general, will be noted as exceptions in the marking for character; as, for instance, if one whose character is in all other respects good, should commit a theft and be discharged for it, his character should be marked "Good", EXCEPT for case noted as cause of discharge.

Workmanship will be marked in the same manner as character, the rules for assigning any particular marking being in general similar to those described above for character; and specific and exceptional cases of bad workmanship in the same manner as explained for character.

F. MEARS, Commissioner.

READJUSTMENT OF WAGE SCHEDULE.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, March 9, 1917.

Circular No. 173:

TO ALL CONCERNED:

The following announcement is made for the information of all concerned:

After careful investigations and the exercise of economy compatible with the best interests of our employees, it has been found that with the present rate of charges for meals served to employees the mess halls of the Commission, without exception, have been operated at a considerable loss, and it is obviously imperative, with the view of placing this service on a self-supporting basis, that an adjustment be made and the charges increased to cover the cost.

Therefore, in order not only to equalize the increase in the charges for this service, but also to the end that different employees of the Commission may be placed on a rating commensurate wtih the skill and experience required to fill their respective positions, a readjustment of the present wage schedule becomes necessary, and the scale adopted for the season's work will be made public in the Alaska Railroad Record, and become effective April 1, 1917.

This matter was brought to the attention of the Hon. Franklin K. Lane, Secretary of the Interior, during our recent conference in Washington, and after a thorough discussion of the subject his approval and consent were obtained in the action I am now taking.

F. MEARS, Commissioner.

FORM A. F. E. 296.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, March 10, 1917.

Circular No. 174:

TO ALL CONCERNED:

Effective immediately, Form A. F. E. 296, will be prepared and submitted to the Commissioner's Office for all contemplated work to be performed by any of the maintenance departments on this Division, the estimated cost of which exceeds fifty dollars ($50.00). This form will be prepared and submitted in quintuplicate; will include the estimated cost of both labor and materials divided into the various units of the work recommended; and will be accompanied by blue prints, and plans, if any.

If the proposed expenditure is approved, the charge account numbers will be obtained from the Accounting Department and the forms subsequently distributed as follows:

Original—Signed copy to the Department recommending the work.

Duplicate—Signed copy to Chief Accountant.

Triplicate—Signed copy to Examiner of Accounts.

Quadruplicate—Signed copy to General Storekeeper.

Quintuplicate—Signed copy to Commissioner's Office files.

A. F. E. Forms will be numbered in the Commissioner's Office and all requisitions for material, as well as all records covering labor performed and other charges will bear this number. A. F. E. numbers on all records must always show the prefix A. F. E. to avoid possible confusion with other account numbers.

In the performance of the work approved, reasonable variation in the estimated cost of items will be allowed, but the total expenditures for the entire job must not exceed the estimated amount authorized. Supplemental authority must be procured for any anticipated expenditure in excess of the original estimate.

The above instructions apply only to work performed at the Anchorage Terminal and on the completed sections of the railroad line; they are not intended to cover the usual construction work in the various construction districts.

Nothing in this circular should be construed as prohibiting preliminary correspondence regarding any contemplated work. It will frequently be found necessary and desirable to submit written reports, estimates and plans

regarding proposed work, and to enter into correspondence and discussion of same. Before work is started, however, the formal A. F. E. should be submitted and approved.

F. MEARS, Commissioner.

CONFERENCES WITH EMPLOYEES.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, March 12, 1917.

Circular No. 175:

TO ALL CONCERNED:

I desire to advise you that commencing with Friday night, March 16th, 1917, I will hold conferences with representatives of the various trades employed at the Anchorage Terminal.

Details regarding the exact time and place of meetings will be given out later.

F. MEARS, Commissioner.

EXECUTIVE ORDER.

[No. 2525.]

Executive Order No. 2508, dated January 3, 1917, withdrawing a tract of land on the northern shore of Norton Bay, Alaska, and certain adjacent islands, for the use of the United States Bureau of Education, is hereby amended to read as follows:

"Norton Bay Reservation.

It is hereby ordered that a tract on the northern shore of Norton Bay, Alaska, described as follows: Beginning at a point where the line of Latitude 65 degrees N. intersects the line of Longitude 161 degrees 20 minutes W. of Greenwich; thence due west to Longitude 161 degrees 40 minutes W. of Greenwich; thence in a straight line southwesterly to the line of Longitude 162 degrees 40 minutes W. of Greenwich; thence south to the north shore of Norton Bay; thence northeasterly along shore to a point on said shore due south of the point of beginning; thence north to the place of beginning; also the adjacent islands within three miles of the coast line of said tract, are hereby reserved and set aside for the use of the United States Bureau of Education and of the natives of indigenous Alaskan race, subject to any valid adverse rights which may exist by prior inception."

The White House, 6 February, 1917.

WOODROW WILSON.

COOK INLET BASEBALL LEAGUE.

By call of President Walter DeLong, the board of directors of the Cook Inlet Baseball League met at the Bank of Alaska Tuesday night at 7:30 to consider plans for the coming season. The following rules and regulations were unanimously adopted and ordered printed in the local papers of Anchorage:

1. That until such time as the outstanding obligations of the league were paid, the only expenditures of the association shall be for the purchase of baseballs and for such current expenses as shall be approved by the board of directors.

2. No officer or director of the league shall act as manager of any team.

3. The managers of the five teams to be authorized to perfect a schedule and to compile rules and regulations to be submitted to the board for approval. The secretary to set a date and to notify in advance each manager of such a meeting.

4. All purchases are to be made by the secretary on authority of the president, and bills to be paid by the treasurer upon approval of the secretary.

5. The secretary and treasurer were authorized to formulate plans for the collection of admissions to the games.

6. The secretary and treasurer will receive bids for the sale of tobacco, soft drinks, score cards, etc.; such bids to be approved by the board of directors before being awarded.

7. The president was authorized to have the grounds placed in proper condition for the coming season.

8. The secretary shall select official scorekeepers.

9. Umpires will be appointed by the board of directors and shall be paid $2.50 each per game.

10. The secretary is to receive a salary of $25.00 per month for the playing season.

It was decided that the next meeting of the board of directors will be called for next Wednesday at 7:30 p. m. at the Bank of Alaska.

The officials of the league are as follows: President, Walter DeLong; vice-president, J. T. Westerman; secretary, I. H. Fleischman; treasurer, T. B. Watson. The board of directors includes the above named officials and Messrs. J. J. Lankin, J. E. Robarts and E. L. Bedell, all of Anchorage.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, February 24, was as follows:

Commissioner's Office	36
Shops and Yards	133
Transportation Service	15
Store and Dock Departments	121
Accounting Department	18
Disbursing Office	5
Townsite Department	19
Steward's Department	10
Hospital Department	24
Telegraph & Telephone Department	59
Track, Bridge and Ballast—Main Line	53
Turnagain Arm District	190
Matanuska District	300
Talkeetna District	86
	1069
Stationmen and Laborers—All Districts	992
Grand total all employees Anchorage Division	2061

STATION CONTRACTOR INJURED.

Otto Johnson, a member of the grading firm of Nicholson & Co., Camp 96, Turnagain Arm District, was brought by special train to the Anchorage hospital on the afternoon of March 8 suffering from a broken leg. The injury was received as the result of a slide of rock striking a derrick near which Johnson was standing, the derrick falling and pinning him underneath.

The total disbursements of the office at Anchorage for the period March 1 to March 7 were $10,427.99. The payment of salaries and wages amounted to $2668.98; for local purchases, $909.00; to contractors, $6379.62; other expenditures, $312.12; dock claims, $158.27.

DIRECTORY OF OFFICIALS.

ALASKAN ENGINEERING COMMISSION.

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

Commissioners.

Wm. C. Edes, chairman, Anchorage, Alaska.
Thomas Riggs, Jr., Nenana, Alaska.
Capt. F. Mears, U. S. A., Anchorage, Alaska.

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

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

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

Land and Industrial Department.

A. Christensen, Manager, Anchorage.
E. T. Lindner, Clerk, Anchorage.

J. G. Watts, Townsite Manager, Anchorage.
Dr. C. C. Benedict, Townsite Health Officer, Anchorage.
C. H. Sheets, Principal Anchorage School.
F. S. Ryus, Townsite Manager, Nenana.

Anchorage Division.

(Headquarters—Anchorage, Alaska)

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

W. J. H. Fogelstrom, Office and Bridge Engineer.
D. D. Vint, Chief Draftsman.
F. H. Chapin, Assistant Bridge Engineer.

K. K. Kuney, Engineer Maintenance of Way.
A. Haag, Clerk.

F. U. Mayhew, Assistant Engineer.
C. D. Pollock, Resident Engineer.

C. G. Jones, Roadmaster.
L. C. McCoy, Superintendent Bridge and Building Dept.

E. P. Hedberg, Master Mechanic.
W. G. Wilt, Clerk.

Herbert Gaytes, Electrical Engineer.

E. R. McFarland, Superintendent Telegraph and Telephone.
George D. Beaumont, Clerk.

C. T. Boyles, Accountant Telegraph and Telephone Dept.
H. B. Noble, Manager, Townsite Telephone Exchange.

C. W. Donnally, Special Disbursing Agent.

H. B. Wilkinson, Chief Accountant.
H. R. Munson, Chief Timekeeper.
J. F. Hemenway, Line Auditor.
E. F. Cassel, Line Auditor.
J. C. Seeley, District Accountant.
E. O. Arbuckle, Coupon Accountant.

T. L. Murphy, Receiving and Forwarding Agent.
H. G. Locke, Port Engineer.
C. Watson, Trainmaster.
L. R. Moses, Chief Dispatcher.
Fred Lilyman, Superintendent Employment Bureau.
Charles W. Jones, Editor Alaska Railroad Record.
P. S. Hunt, Official Photographer.
J. H. Robinson, Special Inspector.

J. H. Morton, Chief Steward.
C. D. Moyer, Clerk.

Stores Department.

W. DeLong, General Storekeeper.
A. H. Schaefer, Storekeeper, Anchorage.
Wm. Peltier, Storekeeper, Potter Creek.
R. S. Donaldson, Storekeeper, Talkeetna.
F. C. Kobely, Property Clerk.
M. H. Baker, Accountant.

Hospital Department.

Dr. E. S. Reedy, Chief Surgeon, Anchorage.
W. T. C. Smith, Clerk.

Dr. J. B. Beeson, House Surgeon, Anchorage.
Dr. H. W. Stoughton, Surgeon, Moose Creek.
Dr. H. O. Schaleben, Surgeon, Potter Creek.
Dr. A. L. Drtina, Surgeon, Camp 245.

MATANUSKA DISTRICT.

(Headquarters—Matanuska, Alaska.)

C. R. Breck, Jr., District Engineer.
H. B. Wells, Clerk.

L. F. Vaile, Assistant Engineer.
E. O. Archibald, Assistant Engineer.
E. J. Pendergast, Resident Engineer.
F. T. Young, Resident Engineer.
G. A. Spangler, Resident Engineer.
Boyd Leedy, Resident Engineer.
R. M. McLean, Assistant Superintendent of Construction.
H. A. McClure, Assistant Superintendent of Construction.
A. W. Peck, District Accountant.

TURNAGAIN ARM DISTRICT.

(Headquarters—Potter Creek, Alaska.)

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

TALKEETNA DISTRICT.

(Headquarters—Camp 245.)

H. F. Dose, District Engineer.
C. H. Bennett, Superintendent of Construction.
F. W. Mitchell, Clerk.

R. L. Kuney, Assistant Engineer.
F. S. Wilson, Resident Engineer.
L. C. Porter, Resident Engineer.
P. H. Canty, Resident Engineer.
M. S. Johnstone, District Accountant.
F. M. Daniels, District Timekeeper.
M. H. Healey, Special Inspector.

Seward Division.

(Headquarters—Seward, Alaska.)

R. J. Weir, Engineer in Charge.
T. M. Ward, Engineer Bridges and Building.
George W. Colwell, Assistant Superintendent Construction.
A. L. Tickner, Assistant Superintendent Construction.
Frank Waller, Resident Engineer.
A. W. Monroe, Resident Engineer.
A. D. Estes, Resident Engineer.
J. W. Keller, Resident Engineer.
E. R. Tarwater, Special Disbursing Agent.
T. M. Harr, District Accountant.
George Switzer, Chief Timekeeper.
D. E. Large, Wharfinger.
W. S. Kennedy, Storekeeper.

Fairbanks Division.

(Headquarters—Nenana, Alaska)

Thomas Riggs, Jr., Commissioner.
J. B. Bickford, Chief Clerk.
Frank H. Bailey, District Engineer.
J. J. Fallon, Resident Engineer.
F. D. Hayden, Resident Engineer.
Stephan Shuman, Resident Engineer.
G. B. Richardson, Resident Engineer.
H. P. Curtis, General Storekeeper.
G. Fenton Cramer, Special Disbursing Agent.
J. C. Williams, Special Disbursing Agent.
W. J. Hubbach, Chief Accountant.
Frank Doner, Chief Timekeeper.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, MARCH 20, 1917. No. 19

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

PREVAILING WAGE SCALE IN SEATTLE.

The following copy of a cablegram received from Mr. H. P. Warren, Engineering Representative of the Commission in Seattle, under date of March 13, regarding the prevailing rates of wages in Seattle and vicinity is published, by request, as a matter of general interest to employees:

"Contractors in this vicinity pay for common labor $2.75 per 10-hour day. Blacksmiths receive $3.75 per 10-hour day. Board is generally $6.00 per week. Quarters are furnished but not blankets. Little contract work is being done.

"The prevailing rate paid by a prominent contracting firm at Port Angeles for common labor on construction of new tracks is $2.50 to $2.75 for 10 hours, with a charge of $6.00 for board. Teamsters receive the same rate.

"House carpenters in Seattle are plentiful at $4.50 per eight-hour day for city work. Outside the city the wages paid are $3.50 to $4.00 per day of 10 hours. Bridge carpenters on snowshed work last summer were paid $3.50 to $4.00, dependent upon ability of worker, for 10 hours. When employed by contractors quarters, without blankets, were furnished.

"Machine drillers on tunnel and open work were paid $3.50 for 10 hours. The same conditions as to quarters applied to this class of labor as in the case of bridge carpenters when employed by contractors. All the above received the same rate of pay for overtime.

"Piledriver men employed by contractors in the city work eight hours and are now asking an increase of 50 cents per day after May 1. Time and a half is paid for overtime, but overtime is rare, and is forbidden on municipal contract work. The present scale is as follows: Ground men $4.00; boom men $4.50; engineers $5.00; bridge carpenters $4.00.

"Machinists employed on Seattle construction and dry-dock work receive 50 to 65 cents an hour; eight-hour day; time and a half for overtime.

"Steam shovel men work 10 hours in Seattle, with the scale as follows: Engineers $150 per month, cranemen $100 per month; firemen $65 per month. All the above receive board in addition to salary. Pitmen are paid $2.75 per day, without board. After May 1, the scale will be, for eight-hour day, without board, as follows: Engineers $175 per month, cranemen $125 per month, firemen $100 per month.

"Train crews on the Cascade Division of the Great Northern are paid the following per month: Yard engineers, average $130; firemen, $82 to $96; freight engineers, average $180, (varying from $140 to $236, according to size of engine. The lower figure corresponds to size of engines in use on Alaskan Engineering Commission railroads.); passenger engineers, average $200 (with maximum of $219); passenger conductors, $165 to $187—nearly all at lower figure; passenger brakemen, $85 to $98; freight conductors, $128 to $190, average on steady runs, $140; freight brakemen, $90 to $110,—with average on steady run, $97; work conductors, $168 to $193,—usually about $180; work brakemen, $95 to $125,—usually about $115.

"Switching crews are paid as follows: Day foreman, 40 cents an hour,—average $112 per month; day helper, 37 cents an hour,—average $103.60 per month; night foreman, 42 cents an hour,—average $117.60 per month.

"Very little overtime is worked by the switching crews. The men will average 28 ten-hour days per month. This information is secured from the Chief Clerk of the Superintendent's Office, Seattle Division of the Northern Pacific.

"Regarding the wages paid contract laborers, it is impossible to obtain very complete information on account of the limited amount of this work being done. The rates now in force may change later in the season, contingent upon the demand for labor. At present there is an abundance of labor available at the above schedule."

CONTRACT FOR BOX CARS.

The Alaskan Engineering Commission has let a contract to the Seattle Car and Foundry Co. for 20 box cars of 60,000 pounds capacity each at a flat price of $1990 per car. Delivery is to be made early this summer, and of the consignment 14 go to Anchorage and six to Seward.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending March 10, 1917:

MAINTENANCE OF WAY.

Water Service and Plumbing.

A temporary four-inch wrought-iron pipe, to replace the broken six-inch wood pipe running east from the machine shop, was laid by the Commission force of this Department during the week. Some work was also accomplished in connection with the re-laying of the water main to Docks Nos. 1 and 2.

Bridge and Building.

Work continues on the reconstruction of outfit cars. Ten of these cars are now ready for service. A piledriver was fitted up for the driving of piling for the extension of Dock No. 2.

Eska Creek Coal Spur.

The clearing and grubbing contractors have finished their work, and the grading, which is being done by a Commission force, is about 50 per cent completed. The tie contractor has about 1500 ties cut for this branch.

Mechanical Department.

Engine No. 265 has been made ready for service, after extensive repairs. Light repairs were made to engine No. 280. Work on the general overhauling of engine No. 1 and on Browning crane No. 1 continues. The splitting shears have been set up and are in operation.

MATANUSKA DISTRICT.

Matanuska Branch.

Construction conditions on the Branch remain practically unchanged from last week. All station work is progressing favorably, and some of the larger contractors are augmenting their forces with day laborers. It is planned to work two shifts where necessary as soon as the days lengthen.

The Matanuska River is still frozen over, but the ice is liable to break up at any time. A small Commission gang is building a wagon road between Hole-in-the-Wall and Camp 32, and team communication between Kings River and Camp 32 will be interrupted but a short time should the ice go out of the Matanuska.

Main Line.

Freighting along the Main Line is proceeding satisfactorily. Camp 187 at Willow Creek and Camp 195 near the Kashwitna are completely stocked with all supplies at present obtainable, and all rails and cars needed for the work between Willow Creek and Kashwitna have been hauled to Camp 187 for distribution.

All bridge material for the decking of the structures south of the Little Susitna will have been hauled by the end of the month, and it is probable that the greater part of the ties will have been distributed by that time for the grade between Little Susitna and Cottonwood. To date approximately 3000 ties have been distributed on the Cottonwood end.

The piledriver crew has practically finished driving the piling for the proposed wagon bridge at the Little Susitna, and early next week the driving of the Little Susitna right-of-way structure will be commenced.

A bridge crew has completed the decking of all structures between Matanuska and Camp 166, with the exception of one short trestle.

TURNAGAIN ARM DISTRICT.

Clearing.

The gangs between Indian Creek and one mile north of Glacier Creek continue to make satisfactory progress. During the week several stationmen's laborers were placed on clearing work.

Grading.

Two grading contracts were let during the period, covering work in the vicinity of Bird Point, Camp 83, as follows: J. Pavletich & Co., stations 1712 to 1742; and Tom Mizouri & Co., stations 1742 to 1765.

A number of coyote holes have been started since the arrival of the tug Anne W. with a supply of powder. About 50 stationmen's laborers were hired during the week, and several night shifts have been started at points where there is a possibility of the grade work delaying the laying of track.

The Commission forces in the cut one and one-half miles south of Potter Creek drove 61 feet of coyote hole with two jack hammers.

Miscellaneous.

The trail is in very poor condition between Kern Creek and Rainbow, and hauling by team and double-enders will be abandoned unless more snow falls. Freighting in that vicinity can be accomplished by the steam launch Eklutna and the barge Knik, operating out of Rainbow, should it become necessary. Turnagain Arm in that section is now practically free from ice.

The mess house and bunk house at Camp 83 are finished; the former has a capacity of 90 and the latter 50.

There were 887 employees on the District during the period, classified as follows: Commission force 184, Stationmen 624, Stationmen's laborers 79.

TELEGRAPH & TELEPHONE DEPARTMENT.

Telegraph & Telephone.

The lines from the townsite exchange to the Terminal Yards are now working through cables. The work of removing the aerial wire on C Street is almost completed.

The average daily switchboard connections for the month of February were as follows:

Anchorage 2434, Matanuska 418 and Potter Creek 335.

All of the Matanuska circuit now consists of good copper and copper-clad wire. The force which has just completed this work will next run a metallic circuit from the siding at Eska Creek to the Eska mines along the spur now being built.

Electric Light and Power.

Ten additional service connections for commercial lighting have been made in the townsite. Additional light and a 35 h. p. motor have been installed in the machine shop.

Four cottages on Government Hill had water pipes thawed electrically during the week.

The Port of Seattle Commission has, by resolution formally adopted, changed the name of the Bell Street Pier office building in Seattle to "Bell Street Terminal," by which name it will hereafter be designated and known. The Seattle Purchasing Office of the Alaskan Engineering Commission is located in this building.

AGRICULTURE IN ALASKA.

The agricultural lands of the Cook Inlet-Susitna region are comprised in the plainlike country and adjacent bench lands bordering Cook Inlet from Kachemak Bay northward and extending up the Susitna and Matanuska Valleys. The unfavorable climate and topography of the surrounding mountainous country restrict the farming possibilities to this low country, the approximate area of which is 6000 square miles. At least one-third of this area, amounting to a little more than a million and a quarter acres (1,296,000 acres, the lowest estimate), consists of arable land possessing topographic and drainage characteristics and chemical and physical properties quite favorable to farming. About one-half of this good land occurs in the Susitna and Matanuska Valleys.

The remainder of the lowland country largely represents muskeg or marsh, isolated areas in the muskeg, and areas of unfavorable topography. Extensive drainage operations will be required to reclaim the marsh land, and to make available the included well-drained land.

The climate is characterized by long, cold winters and short summers of moderate temperatures. At Tyonek the mean summer temperature, based on records covering nine years, is 56 degrees F. The maximum temperature recorded is 91 degrees F. and the minimum –27 degrees F. The mean annual precipitation here is 23 inches, while the mean of the three summer months, June, July, and August, is 8 inches. The snowfall is 82 inches.

The growing season begins some time in May and continues until the first of September. Under normal conditions killing frosts are not likely to occur over the greater part of the region during this period. There are, however, localities of peculiar climatic environment where chilling winds or unseasonable frosts are likely to injure crops at any time. The long hours of summer daylight add to the growing season. Ground ice is of common occurrence near the surface in many places where there is a thick covering of moss, but this is not detrimental to crop production. The ice thaws rapidly as soon as the moss is burned off or stripped from the surface, soon sinking beyond the depth of winter freezing.

The following crops have proved successful in this region: Potatoes, a large number of vegetables, small grain, and grass. Native redtop grass grows abundantly throughout the region. Cut at the right time this grass makes good hay, both the results of actual feeding and chemical analysis indicating good nutritive values. This grass yields 3 tons or more of hay per acre, and it will afford feed and pasturage for a large number of animals.

Early varieties of barley and oats mature, producing good yields of grain. Wheat and rye have been matured, but these crops do not seem to be so promising as oats and barley. All small grains will produce good yields of hay, even in years of abnormally early frost.

Over 200 bushels of potatoes per acre are grown on the good soils without fertilization. The potatoes are of good quality when started early and grown on well-drained soils in sunny situations. This crop will succeed throughout the region on the better grades of land, such as the extensive Knik loam type.

Cabbage, turnips, lettuce, beets, spinach, garden peas, carrots, and a number of other vegetables of good quality are easily grown on all of the arable soils.

Cattle have been raised on a small scale at Ninilchik for years. The agricultural experiment station maintained for several years on the Kenai Peninsula successfully raised cattle and produced milk, butter and cheese of good quality on pasturage and locally produced feed. Elsewhere no important effort has been devoted to the live-stock industry; but enough has been accomplished at Ninilchik and Kenai to show that there is no question regarding the possibility of raising stock and producing dairy products in this region. The native grasses will afford large quantities of hay, as well as good summer pasturage. Native hay supplemented with locally produced grain hay and root-crop forage will provide feed necessary for the long winters. From the latter part of May until some time in September the animals will maintain themselves on native pasturage. The only means of economically utilizing the abundant native grasses and the large yields of grain hay and root-crop forage the soils are capable of producing appears to be in the raising of stock and dairying. The necessity of feeding stock upwards of seven months in the year, however, imposes more restrictions upon the industry than are encountered in warmer regions and in those climates where the animals maintain themselves most of the year upon ranges.

The climate and soil make possible the establishment of an important agriculture in the Cook Inlet-Susitna region. Development will follow along pioneer lines at first, leading eventually to the establishment of many comfortable homes, supported largely by the products of the farm. The possibilities of raising stock and dairying point to the furtherance of agriculture, eventually, to a position of importance considerably beyond a self-supporting stage. The building of a railroad through the Susitna and Matanuska Valleys will make accessible a large area of good farming land, and unquestionably, settlement will follow, probably at a rapid rate.

The most promising line of agriculture for this country appears to be that which will center about dairying. With an increase in the population accompanying a development of coal mining in the Matanuska field, further developments in the placer and lode mining of gold, and expansion of the fisheries, there will be an enlarged market for beef, dairy products, potatoes, vegetables, and hay. For exportation those products of a more concentrated form, such as butter and cheese particularly, obviously will be the more likely to yield a margin of profit over the cost of transportation. Profitable exportation of farm products may depend upon the establishment of cheaper transportation to the outside markets.

An experiment station in the upper portion of the Cook Inlet region could give much assistance in the matter of ascertaining the best varieties of crops to grow here, in putting the seed of such varieties in the hands of farmers, and in working out other problems connected with the agricultural development of the region.

Before going to Alaska to farm it would be strongly advisable for the prospective immigrant to make a careful study of the geography of the region, its climate, soils, crops, transportation facilities, market conditions, and population; and sufficient capital should be available to carry the new farmer through a period of one or more years during which he will be busy clearing land and constructing necessary buildings.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, March 3, was as follows:

Commissioner's Office	36
Shops and Yards	136
Transportation Service	16
Store and Dock Departments	136
Accounting Department	19
Disbursing Office	5
Townsite Department	22
Steward's Department	11
Hospital Department	25
Telegraph & Telephone Department	59
Track, Bridge and Ballast—Main Line	97
Turnagain Arm District	184
Matanuska District	208
Talkeetna District	153
	1107
Stationmen and Laborers—All Districts	965
Grand total all employees Anchorage Division	2072

Effective March 19, Mr. W. H. Snelgrove is appointed resident engineer, and after that date will assume charge of Residency No. 10, Matanuska District.

ADDITION TO ANCHORAGE DOCK NO. 2.

In order to care for the increasing freight tonnage at Anchorage harbor, an extension of 156 feet is to be built to Dock No. 2. A piledriver was moved to the end of the pier last week and on Friday afternoon the first piling of the new structure was driven. It is proposed to push the work ahead as rapidly as possible.

The specifications call for 68,500 feet b. m. of lumber, 7534 lineal feet of piling and approximately 7000 pounds of spikes and bolts.

COAL UNLOADER FOR ANCHORAGE.

The purchase of a portable coal elevator and unloader for use at Anchorage harbor has been authorized by the Commission, delivery to be made early this spring. The specifications stipulate that the machine must be "electrically driven and controlled, automatic in action and capable of delivering 100 tons or more of coal per hour from a barge to ship's hatch." An actual test of the efficiency of the apparatus is to be made by the Engineering Representative of the Commission at Seattle before acceptance and shipment to Alaska.

NATIONAL READING COURSES.

The Bureau of Education of the Department of the Interior has inaugurated a series of reading courses for the public which are proving popular throughout the United States. The following courses are ready for distribution:

Course 1. The Great Literary Bibles.
Course 2. Masterpieces of the World's Literature.
Course 3. Reading Course for Parents.
Course 4. Miscellaneous Reading for Boys.
Course 5. Miscellaneous Reading for Girls.
Course 6. Thirty Books of Great Fiction.
Course 7. Some of the World's Heroes.
Course 8. American Literature.
Course 9. Biography.
Course 10. History.

Readers may take one or more courses. They are required to read Course 1 twice during the three years succeeding enrollment. Any other courses are to be read but once.

For the benefit of the employees of the Alaskan Engineering Commission an outline of Course 1 is printed in these columns:

The World's Great Literary Bibles.

Among the books of the world a few are so preeminent for content and style that they have been called "The Literary Bibles." These are the Iliad and the Odyssey of Homer, the Divine Comedy of Dante, the greater dramas of Shakespeare, and Goethe's Faust. Each of these is the embodiment and revelation of the ideals of a race, an age, or a civilization. They came out of the hearts and minds of the people for whom their authors were only spokesmen. They are therefore simple, fundamental, and comprehensive. They appeal to the hearts and grip the minds of all people everywhere, young and old, learned and unlearned, of whatever race or creed. They are human books and take firm hold on the human life which we all live, which few understand, but which in all its phases has "interest without end". They are broad-minded books. Their authors saw life steadily and saw it whole. Kings and priests to God and humanity, they interpreted for man the eternal mysteries. Prophetic men, they stood on the mountain tops and caught the glow of the ever-dawning new day. Finely organized men, they felt the heart throb and pulse beat of the human race; they understood the hopes and fears and aspirations of humanity better than most and they have set these to the music of rythmic winged words.

These books should be read by all who would know the world's literature and life. The United States Bureau of Education has therefore chosen them for its first course in reading, and invites all serious-minded young men and women to join this, its first National reading circle, the members of which will undertake to read each of these books, at least twice within the next three years from the time of joining the circle.

To each person giving satisfactory evidence of having read all the books on the list there will be awarded a certificate bearing the seal of the United States Bureau of Education and signed by the Commissioner of Education. All young men and women who want to know the best there is in the literature of the world and to gain the inspiration it gives are invited to join this National reading circle, and it is hoped many thousands may do so.

Charles Alphonso Smith, professor of English in the University of Virginia, Charles Forster Smith, professor of Greek in the University of Wisconsin, Richard Burton, professor of English literature in the University of Minnesota, and William Lyon Phelps, professor of English literature in Yale University, will assist the Bureau of Education in directing this course of reading.

In writing about this course refer to it as "United States Bureau of Education, Home Education Division, Reading Course No. 1, or as The Literary Bibles Reading Course".

P. P. CLAXTON, Commissioner.

Books In Reading Course No. 1.

1. The Iliad of Homer. Lang, Leaf and Myer. Macmillan Company, of New York $0.25
2. The Odyssey of Homer. Butcher and Lang. Macmillan Company, of New York ..... .50
   or
   The Odyssey of Homer. William Cullen Bryant. Houghton Mifflin Company, Boston. Students' edition 1.00
3. The Divine Comedy of Dante. Thomas Y. Crowell & Company, New York. Students' edition. ..... .60
   or
   The Divine Comedy of Dante. C. E. Norton. Houghton Mifflin Company, Boston, ... 1.50
   or
   The Divine Comedy of Dante. Henry Wadsworth Longfellow. Houghton Mifflin Company, Boston 2.50
4. Shakespeare's The Merchant of Venice, Macbeth, and Othello .....Any edition
5. Goethe's Faust. Bayard Taylor. Houghton Mifflin Company, Boston ..... .75

Reference Books: Book of References, Allusions, etc., E. Cobham Brewer; Introduction to Homer. Richard C. Jebb.

Note.—When no publisher is mentioned the books may be obtained at varying prices, depending on the quality of the edition. Apply to any stores selling books or to any book dealer or publisher.

The Bureau of Education does not lend or sell the books.

RAILROAD EQUIPMENT FROM PANAMA.

A cablegram received from Seattle March 15 advises that the following equipment for Anchorage Division is aboard the steamer Turret Crown and the barge St. David, en route from Panama to Anchorage: Six 200-class locomotives, two 70-ton steam shovels, seven dinkey locomotives, 87 Lidgerwood flat cars, one 60-ton Lidgerwood unloader, one spreader, and a supply of repair and extra parts for the above named equipment.

The vessels are due to arrive in Anchorage about April 20.

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchorage Disbursing Office during the period March 8 to March 14, 1917, was $24,568.48, as follows:

Eska Creek Coal Company	$ 4155.03
Olson and Peterson	464.50
Challstorp & Co.	10,860.17
Olson & Co.	9088.78

ANCHORAGE DEPOT ALTERATIONS.

The facilities of the Anchorage depot are to be improved shortly. It is planned to raise the floor of the baggage room to the level of the floors of the railway coaches, in order to save labor in handling freight and baggage. A platform between the depot and the freight shed will also be constructed, and a room will be built inside the freight shed for the storage of small packages.

PUMPING PLANT BETTERMENT.

The efficiency of the Anchorage water works is to be increased this spring through the installation of additional equipment in the pumping plant. The proposed improvements include a 60 h. p. horizontal fire-box boiler, one 12 by 7 by 12 double duplex pump, and the necessary accessories.

The present plant is of insufficient capacity to supply properly the constantly growing demands of the city of Anchorage, and with the equipment now in use the water service is threatened with serious interruption through the breaking down of the machinery.

NEW YUKON STEAMSHIP LINE.

It is announced that a corporation composed of 24 Fairbanks merchants and mining men has been formed for the purpose of owning and operating a line of steamers on the Yukon River in competition with the companies now in the field. A steamer is to be built immediately, and others will be constructed from time to time as the traffic warrants, according to present plans.

ALASKA NORTHERN SCHEDULE.

Effective March 19, the train schedule of the Alaska Northern Railroad has been reduced to two trains a week: Leaving Seward on Mondays and Thursdays at 9 a. m. for Mile 34, and returning the same afternoon.

The change is necessitated by reason of reconstruction work along the line.

PERSONAL

Fred M. Daniels, district timekeeper at Talkeetna, is in Anchorage for a few days on Commission business.

* * * *

Commissioner Mears, District Engineers Dose and Breck, and Engineer Maintenance of Way Kuney left Monday morning for a general inspection trip of the line north of Anchorage.

* * * *

Donald R. Adams arrived in Anchorage on Sunday from Washington, D. C., to join the clerical force of the Anchorage Disbursing Office. Mr. Adams has been employed by the Navy Department for several years.

* * * *

Edgar Heaton, water service foreman at Anchorage, has been given charge of all work in connection with the maintenance of steam and water heating plants in the Commission buildings at the Terminal, the steam and water lines within the machine shop and power plant excepted.

The year 1916 was notable in the history of Alaska shipping from the fact that not a single vessel was totally wrecked and very few casualties of importance occurred during the period. This is largely due to the establishment of better aids to navigation along the coast. Of the few casualties which took place none could be attributed to the lack of aids to navigation.

The total disbursements of the office at Anchorage for the period March 8 to March 14, 1917, were $131,273.27. The payment of salaries and wages amounted to $104,118.16; for local purchases $2002.11; to contractors $24,568.48; other expenditures $584.52.

The steamship Eureka, of the Alaska Steamship Company, is scheduled to leave Seattle for Anchorage on March 21.

WINTER MAIL SCHEDULE.

The following schedule will be in effect at Anchorage Post Office during the present season of closed navigation:

Outgoing mail for Seward and the States closes every Tuesday and Saturday at 9 a. m.

Mail from Seward and the States is due to arrive every Monday and Thursday night.

Mail for Knik, Susitna and Iditarod closes every Thursday at 6 p. m.

DAILY WEATHER DATA.

Following is the report of weather conditions prevailing at Anchorage for the period March 7 to March 13, inclusive:

DATE	TEMPERATURE		PRECIPITATION (Inches)		WIND	CONDITION OF HARBOR
	Max.	Min.	Snowfall	Snow on Ground	Aver. Miles per Hour	
March 7	35	16	none	11.5	3.6	Ice fast disappearing.
March 8	43	21	none	10.5	4.9	Very little ice.
March 9	43	27	none	10.0	3.9	Very little ice.
March 10	37	26	5.0	15.0	3.5	Very little ice.
March 11	32	14	none	14.5	4.3	Filled with small ice.
March 12	32	–9	none	14.5	4.2	Filled with small ice.
March 13	30.	14	trace	14.0	4.8	Filled with small ice.

OFFICIAL CIRCULARS.

CIRCULAR.

Department of the Interior,
Washington, February 7, 1917.

The attention of the heads of bureaus and offices of this Department is again called to the necessity of economizing in the use of letter and memorandum paper on account of the great advance in price. The use of expensive paper must be discontinued. In making memoranda, press notices, and general correspondence with the Department, its bureaus and offices a cheaper grade of paper shall be used, such as typewriting paper, item 25, or ruled tablets, item 15.

BO SWEENEY, Assistant Secretary.

FREIGHT TARIFF NO. 7.

The Commission has issued, effective April 1, Freight Tariff No. 7, naming therein freight rates applicable to employees' shipments between Seattle, Seward and Anchorage, via U. S. A. Transport Crook. The full text follows:

Rule No. 1.—Employees.

The rates named herein apply only on articles shipped for the personal use of employees, stationmen or stationmen laborers of the Alaskan Engineering Commission or Alaska Northern Railway, and not intefided for sale, speculation or for other purposes.

Requests for rates named herein must be made on Form 422, by the consignee and the approval of the head of department secured before forwarding to Commissioner or Engineer in Charge for final approval.

Rule No. 2.—Application of Rates.

Rates named herein cover wharfage, lighterage, transfer and switching charges, when such service is performed by the Alaskan Engineering Commission or Alaska Northern Railway.

Rates named herein do not include marine insurance, wharfage or other terminal charges at Seattle, Washington.

Rule No. 3.—Minimum Charge.

The minimum charge on any single shipment between points named herein will be one dollar ($1.00).

Rule No. 4.—Freight Must Be In Packages Suitable For Ocean Shipment.

All freight for shipment must be in suitable packages for safe and expeditious handling, and properly marked.

Commodity Rates.

HOUSEHOLD GOODS, (Consisting of new or second hand household furniture and personal effects only). Will not include provisions, drugs, paints, bicycles, vehicles, matches. Actual value of each article not to exceed $10.00 per 100 pounds or the proportionate amount thereof:

Item No.		Rate per 100 lbs.
1.	Seattle, Washington, to Anchorage	$0.40
2.	Seattle, Washington, to Seward	.40
3.	Seward to Anchorage	.20
	FREIGHT, not otherwise specified:	
4.	Seattle, Washington, to Anchorage	.75
5.	Seattle, Washington, to Seward	.70
6.	Seward to Anchorage	.40

LAND AND INDUSTRIAL DEPARTMENT.

Notice.

To all persons contemplating settlement or making improvements upon land included within the Chickaloon Townsite withdrawals:

The land included within these withdrawals is described as follows:

S½ Sec. 25, SE¼ Sec. 26, N½ and N½SW¼, Sec. 36, T. 20 N. R. 5 E., and NW¼, W½NE¼ Sec. 31, T. 20 N. R. 6 E., S. M.

It was withdrawn by Executive Orders of February 26, 1917, and February 16, 1916, for townsite purposes and is, therefore, reserved from all forms of location and entry. No person can settle or locate thereon without first securing permit on proper form from the District Engineer located at Matanuska.

Anyone settling upon this land without first securing such permit is, within the meaning of the law, a trespasser and will be ejected.

The granting of permits do not give the permittee any prior right to the land occupied in the event a townsite should be surveyed or the land should be thrown open to settlement.

The permit, or the right acquired by virtue of it, cannot be sold or transferred, and anyone attempting to locate or settle on any tract or lot by virtue of an assignment will be ejected.

The warning herein is given at this time so that anyone making improvements upon the land above described may fully understand and realize that they should not make permanent and substantial improvements for the reason that they may be required to vacate at any time.

A. CHRISTENSEN, Manager.

LAND AND INDUSTRIAL DEPARTMENT.

Notice.

To all persons contemplating settlement or making improvements upon land included within the Talkeetna Townsite withdrawal:

The land included within this withdrawal is described as follows:

Beginning at the southwestern extremity of the point of land between Talkeetna River and Chunilna Creek (which is the first large tributary of Talkeetna River from the north, about four miles above the junction of the Talkeetna and Susitna rivers), and running due south four miles; thence due west to the east bank of the Susitna; thence northerly and westerly following the east bank of Susitna River to a point due west of the point of beginning; thence due east to point of beginning.

It was withdrawn by Executive Order of April 21, 1914, for townsite purposes and is, therefore, reserved from all forms of location and entry. No person can settle or locate thereon without first securing permit on proper form from the District Engineer located at Dead Horse Hill.

Anyone settling upon this land without first securing such permit is, within the meaning of the law, a trespasser and will be ejected.

The granting of permits do not give the permittee any prior right to the land occupied in the event a townsite should be surveyed or the land should be thrown open to settlement.

The permit, or the right acquired by virtue of it, cannot be sold or transferred, and anyone attempting to lo-

cate or settle on any tract or lot by virtue of an assignment will be ejected.

The warning herein is given at this time so that anyone making improvements upon the land above described may fully understand and realize that they should not make permanent and substantial improvements for the reason that they may be required to vacate at any time.

A. CHRISTENSEN, Manager.

ANCHORAGE TOWNSITE NOTICE.

In order that the property holders of Anchorage may take a wider interest and control in the affairs of Anchorage Townsite, with respect to improvements and operations of the same, a policy of publicity has been decided upon by the Townsite authorities. This policy will take form in the following manner:

Matters of interest to residents, such as contemplated improvements, the method of levying assessments for different purposes, and other matters which are of interest to the people generally, will be advertised before being put into operation. The advertisement will state that which is contemplated and call for written objections, and suggestions or alternatives.

It is the purpose of this office to co-operate as far as possible with the residents of Anchorage, and it is not the present intention, nor has it at any time been the intention, to force improvements or other expense not deemed absolutely necessary upon property holders.

When such objections and suggestions are received, a careful canvass will be made of them and the action of this office will be governed so far as possible by the result of these communications.

The policy with respect to petitions or requests for improvements will not be changed as a result of this policy. No improvement will be inaugurated without receiving requests for same, and it will only be following receipt of such petition that advertising will be done.

This office is also glad at any time to receive suggestions or ideas in writing relative to its activities. No objection or suggestion will be too small to receive consideration, and it is urgently hoped that discussion and valuable suggestions will be received as a result of this policy.

J. G. WATTS, Townsite Manager.

ALASKA RIVER NAVIGATION.

The Yukon River, draining a great inland basin, enters the Bering Sea at a latitude which prohibits the use of the stream as a connection with ocean-borne commerce excepting during three summer months. The same may be said of the Kuskokwim, though ocean commerce may reach its mouth for an additional month. Both of these rivers have difficult entrances, that of the Yukon being a shifting channel of little depth across mud flats, and the entrance to the Kuskokwim, while deep enough for the smaller ocean steamers, is extremely tortuous and not well known. Once inside, however, each presents a long stretch of navigable water for the ordinary river boat. The Yukon is navigable up to Whitehorse in Canada, about 2200 miles, and its greatest tributary, the Tanana, is navigable without difficulty to Chena, near Fairbanks, and at times has been navigated much farther, though with difficulty. The Kuskokwim is navigable to the Forks, about 50 miles above the Takotna, or about 650 miles from the mouth. Both of these streams have navigable tributaries which extend their scope as transportation routes and together provide about 5000 miles of navigable waters in the two systems. The open season is about three and a half months, and although short and though navigation is subject to occasional brief interruption in places by low water there is a possibility of their utilization as transportation routes in the development of the two great valleys that will suffice for years to come.

There are other lesser valleys with navigable waters. Of these the Copper and Susitna are the most important. These two rivers are more important as offering the best possibilities of penetrating the coastal range by rail lines than for purposes of navigation. The Copper River breaks through the Chugach Range, but with a slope so steep as to make navigation difficult and hazardous, though not impossible. It is believed that the transportation possibilities of the stream are not worthy of serious consideration, although some stretches of it may be used to some extent for local business. The Susitna, in its lower reaches, is navigable for river boats, though its entrance from Cook Inlet is difficult. It has possibilities of assisting as a transportation route on a small scale.

There are a few other minor streams which are now navigable for short reaches and will continue to be used, but they may be dismissed from consideration with the statement that they have no important bearing on the large problem of transportation in the Territory other than for strictly local traffic.

The American-Yukon Navigation Co. operates a line of steamers on the Yukon River between St. Michael, Alaska, and Dawson and Whitehorse, in Yukon Territory, on an irregular schedule; and from St. Michael to Fairbanks, on the Tanana River, as well as from Whitehorse and Dawson, Yukon Territory, to Fairbanks. Steamers of this company also ply on the Innoko and Iditarod Rivers to Dikeman, on the Iditarod River, and on the Koyukuk River to Bettles.

The Alaska Rivers Navigation Co. and the Western Transportation Co. operate steamers between Fairbanks on the Tanana River and St. Michael.

One steamer is operated by the Kuskokwim Commercial Co. on the Kuskokwim River between Bethel and points farther up that stream.

A small steamer makes occasional trips from Fort Yukon up the Porcupine River as far as Rampart House.

Tramp transportation is furnished by small steamers and power boats to practically all new fields on tributaries of the Yukon. Fairbanks, Tanana, Ruby, and Iditarod are the principal headquarters.

The Knik-Susitna Transportation Co. has been operating in past years at the head of Cook Inlet, Knik, Turnagain Arm, and on the Susitna River, which is a tributary of Cook Inlet.

A small fleet of launches now operate out of Anchorage, making regular trips to points about Cook Inlet during the open season.

ANCHORAGE RIFLE CLUB.

A meeting of the Anchorage Rifle Club is called for Friday evening, March 23, at 7 o'clock at the Y. M. C. A. All members are requested to be present. The matter of requisitioning rifles, ammunition and accessories will be taken up at the meeting, and members unable to attend should see that their requisitions are mailed to the secretary without delay. All interested in rifle practice, whether working for the Commission or not, are invited to attend and join the organization.

A. HAAG, Secretary.

DIRECTORY OF OFFICIALS.

ALASKAN ENGINEERING COMMISSION.

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

Commissioners.

Wm. C. Edes, chairman, Anchorage, Alaska.
Thomas Riggs, Jr., Nenana, Alaska.
Capt. F. Mears, U. S. A., Anchorage, Alaska.

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

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

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

Land and Industrial Department.

A. Christensen, Manager, Anchorage.
E. T. Lindner, Clerk, Anchorage.

J. G. Watts, Townsite Manager, Anchorage.
Dr. C. C. Benedict, Townsite Health Officer, Anchorage.
C. H. Sheets, Principal Anchorage School.
F. S. Ryus, Townsite Manager, Nenana.

Anchorage Division.

(Headquarters—Anchorage, Alaska)

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

W. J. H. Fogelstrom, Office and Bridge Engineer.
D. D. Vint, Chief Draftsman.
F. H. Chapin, Assistant Bridge Engineer.

K. K. Kuney, Engineer Maintenance of Way.
A. Haag, Clerk.

F. U. Mayhew, Assistant Engineer.
C. D. Pollock, Resident Engineer.

C. G. Jones, Roadmaster.
L. C. McCoy, Superintendent Bridge and Building Dept.

E. P. Hedberg, Master Mechanic.
W. G. Wilt, Clerk.

Herbert Gaytes, Electrical Engineer.

E. R. McFarland, Superintendent Telegraph and Telephone.
George D. Beaumont, Clerk.

C. T. Boyles, Accountant Telegraph and Telephone Dept.
H. B. Noble, Manager, Townsite Telephone Exchange.

C. W. Donnally, Special Disbursing Agent.

H. B. Wilkinson, Chief Accountant.
H. R. Munson, Chief Timekeeper.
J. F. Hemenway, Line Auditor.
E. F. Cassel, Line Auditor.
J. C. Seeley, District Accountant.
E. O. Arbuckle, Coupon Accountant.

T. L. Murphy, Receiving and Forwarding Agent.
H. G. Locke, Port Engineer.
C. Watson, Trainmaster.
L. R. Moses, Chief Dispatcher.
Fred Lilyman, Superintendent Employment Bureau.
Charles W. Jones, Editor Alaska Railroad Record.
P. S. Hunt, Official Photographer.
J. H. Robinson, Special Inspector.

J. H. Morton, Chief Steward.
C. D. Moyer, Clerk.

Stores Department.

W. DeLong, General Storekeeper.
A. H. Schaefer, Storekeeper, Anchorage.
Wm. Peltier, Storekeeper, Potter Creek.
R. S. Donaldson, Storekeeper, Talkeetna.
F. C. Kobely, Property Clerk.
M. H. Baker, Accountant.

Hospital Department.

Dr. E. S. Reedy, Chief Surgeon, Anchorage.
W. T. C. Smith, Clerk.

Dr. J. B. Beeson, House Surgeon, Anchorage.
Dr. H. W. Stoughton, Surgeon, Moose Creek.
Dr. H. O. Schaleben, Surgeon, Potter Creek.
Dr. A. L. Drtina, Surgeon, Camp 245.

MATANUSKA DISTRICT.

(Headquarters—Matanuska, Alaska.)

C. R. Breck, Jr., District Engineer.
H. B. Wells, Clerk.

L. F. Vaile, Assistant Engineer.
E. O. Archibald, Assistant Engineer.
E. J. Pendergast, Resident Engineer.
F. T. Young, Resident Engineer.
G. A. Spangler, Resident Engineer.
Boyd Leedy, Resident Engineer.
W. H. Snelgrove, Resident Engineer.
R. M. McLean, Assistant Superintendent of Construction.
H. A. McClure, Assistant Superintendent of Construction.
A. W. Peck, District Accountant.

TURNAGAIN ARM DISTRICT.

(Headquarters—Potter Creek, Alaska.)

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

TALKEETNA DISTRICT.

(Headquarters—Camp 245.)

H. F. Dose, District Engineer.
C. H. Bennett, Superintendent of Construction.
F. W. Mitchell, Clerk.

R. L. Kuney, Assistant Engineer.
F. S. Wilson, Resident Engineer.
L. C. Porter, Resident Engineer.
P. H. Canty, Resident Engineer.
M. S. Johnstone, District Accountant.
F. M. Daniels, District Timekeeper.
M. H. Healey, Special Inspector.

Seward Division.

(Headquarters—Seward, Alaska.)

R. J. Weir, Engineer in Charge.
T. M. Ward, Engineer Bridges and Building.
George W. Colwell, Assistant Superintendent Construction.
A. L. Tickner, Assistant Superintendent Construction.
Frank Waller, Resident Engineer.
A. W. Monroe, Resident Engineer.
A. D. Estes, Resident Engineer.
J. W. Keller, Resident Engineer.
E. S. Jaccard, Chief Draftsman.
E. R. Tarwater, Special Disbursing Agent.
T. M. Harr, District Accountant.
George Switzer, Chief Timekeeper.
D. E. Large, Wharfinger.
W. S. Kennedy, Storekeeper.

Fairbanks Division.

(Headquarters—Nenana, Alaska)

Thomas Riggs, Jr., Commissioner.
J. B. Bickford, Chief Clerk.
Frank H. Bailey, District Engineer.
J. J. Fallon, Resident Engineer.
F. D. Hayden, Resident Engineer.
Stephan Shuman, Resident Engineer.
G. B. Richardson, Resident Engineer.
H. P. Curtis, General Storekeeper.
G. Fenton Cramer, Special Disbursing Agent.
J. C. Williams, Special Disbursing Agent.
W. J. Hubbach, Chief Accountant.
Frank Doner, Chief Timekeeper.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA. TUESDAY, MARCH 27, 1917. No. 20

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,
Anchorage, Alaska.

FIRST STEAMER OF SEASON SAILS.

The steamship Alameda, of the Alaska Steamship Company line, sailed from Seattle for Anchorage and way ports at nine o'clock on the morning of March 23. The vessel is due to arrive March 31, and is loaded to capacity with freight and passengers.

Included in the shipments for the Commission are 200 tons of hay and oats, fresh meat, fresh vegetables and miscellaneous supplies most needed for commissary and construction purposes.

NOTICE.

For the coming season, the Alaskan Engineering Commission desires to discourage, as much as possible, the practice of employees and townspeople riding back and forth on the steam tugs and gas boats which ply between the Anchorage dock and the large passenger steamers.

We expect to be very busy during the next two or three months in the discharge of incoming and outgoing passengers and handling freight and baggage, and our past experience has been that visitors riding back and forth have been the means of delaying and interfering with the routine of business.

F. MEARS, Commissioner.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending March 17, 1917:

MATANUSKA DISTRICT.

Matanuska Branch.

The winter road over the ice on the Matanuska River is still open to travel, but is likely to break up at any time.

A small gang is at work constructing a wagon road from Hole-in-the-Wall to Camp 32, and when this is completed continuous wagon communication will be had between Kings River and Camp 32, by using a short stretch of the grade opposite the Hole-in-theWall bluffs.

Schedin & Co. fired their big shot on March 17, bringing down approximately 17,000 yards of material with 20,375 pounds of powder.

Main Line.

The freighting of construction material and equipment for the Main Line has been practically completed, and the teams are now engaged in finishing the hauling of bridge decking timbers and in distributing ties along the grade between Matanuska and the Little Susitna River.

Two contracting gangs have been placed on work north of the Little Susitna and others will be placed in that section in the near future. Until conditions permit active construction along the right-of-way, these contractors will be used on force account wagon road work north of the Little Susitna.

A break-up of ice in Browne's Lake is expected at any time, and this contingency may necessitate the building of a wagon road before the snow disappears.

MAINTENANCE OF WAY.

Water Service and Plumbing.

A force continued during the week on the work of changing the water lines at Docks Nos. 1 and 2 and the Marine Ways. The usual amount of repair work was done about the terminal.

Bridge and Building.

Work was started on the 156-foot extension to Dock No. 2. At the close of the week the driving of piling was well under way.

The construction of outfit cars continued during the period.

Eska Creek Coal Spur.

At the close of the week 8800 feet of this spur had been

graded and 6700 feet of track laid. By increasing the force it is planned to complete the spur by April 8. About 2500 ties have been made for this line by the contractor.

Mechanical Department.

The heavy repairs to engine No. 1 have been completed, and the engine is now ready for service. Light repairs were made to engines Nos. 225 and 280. The heavy repairs to Browning crane No. 1 are 75 per cent complete. Crane No. 3 and steamshovel No. 1 are undergoing heavy repairs and overhauling. Light repairs were made to the steamer Omineca, and some work was done in connection with changing piledriver No. 6 into a derrick car. Two steam pumps were fitted for use in the track department.

A considerable volume of private shop work was done during the week.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

Six and one-half miles of clearing have been completed between one mile north of Glacier Creek and Indian Creek. The remaining five and one-half miles between these points will be cleared more rapidly as the timber is lighter.

Grading.

The new grading camps at Camp 83 are making satisfactory progress.

Andrew Pappas & Co. put off a coyote shot at Station 2411, between Rainbow and McHugh Creeks, which moved 5000 cubic yards of rock with 7500 pounds of black powder. A number of smaller shots put off during the week were equally satisfactory.

The Commission force in the cut south of Potter Creek drove 51 feet of coyote hole and made two pockets during the period.

Swan Adrian & Co., stationmen two miles south of Potter Creek, are experiencing some trouble from gas in their coyote holes.

Miscellaneous.

The trail is in poor condition due to thawing weather.

Camp 83 is being made ready for an engineering party which will be placed there. A supply of lumber for the camp will arrive within a few days. The log mess and bunk houses are completed, except for the installation of the shelves and tables and the construction of extra bunks.

Force Report.

There were 909 employees on the District at the close of the week, classified as follows: Commission force, 175; stationmen, 620; stationmen laborers, 114.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

A permanent metallic circuit connecting the Eska Creek coal mines with the main line at Eska Creek siding has been completed.

Wire and instruments for extending the telephone line from Dead Horse Hill to Indian River are now en route, and connection with the latter place should be made by April 15. The wire for this work was salvaged from the Anchorage Townsite lead on C Street, where it was replaced by a 100-pair cable.

There are now 97 commercial and 96 Commission telephones, besides the toll line instruments, connected to the local switchboard. There are 165 telephones in service outside of Anchorage Townsite.

Electric Light and Power.

A small force has been engaged in thawing the plumbing and connecting pipes in the temporary office structures and stables in the terminal yards.

Temporary lighting for construction purposes has been installed in the cold-storage plant.

Other work was of a miscellaneous character, including permanent connections of the distribution system and general maintenance of equipment.

THE LAND SERVICE BULLETIN.

Receipt is acknowledged of the initial issue of The Land Service Bulletin, a monthly publication printed, in mimeograph form, by the General Land Office at Washington. The purpose of the publication as set forth in the announcement is "to fill a place not covered by the regular official circulars and decisions, and to give information more in the nature of "news" of the Service, to the end that the widely separated personnel and departments of the work may be brought into closer touch with each other and with the General Land Office."

The size of the new publication is eight by ten and one-half inches, and the first number covers the matter of department changes in personnel, new legislation, restorations and withdrawals, map work, irrigation projects, oil contracts, public land surveys, important decisions of the courts and items of general interest to the Land Office employees.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, March 15, was as follows:

Commissioner's Office	36
Shops and Yards	157
Transportation Service	15
Store and Dock Departments	150
Accounting Department	18
Disbursing Office	5
Townsite Department	18
Steward's Department	11
Hospital Department	25
Telegraph and Telephone Department	56
Track, Bridge and Ballast—Main Line	109
Turnagain Arm District	184
Matanuska District	216
Talkeetna District	156
	1156
Stationmen and laborers—All Districts	1030
Grand total all employees Anchorage Division	2186

BASEBALL TEAM MANAGER.

At a meeting of the Anchorage employees held Friday night at the Social Hall, Mr. Roy Mills, of the Store Department, was elected manager of the Commission baseball team for the coming season.

Inquiry is made of the Commission concerning the address of Roy Newhart, formerly of Seattle, who is supposed to be in this section of Alaska. His mother desires to hear from him.

G. A. Stanton, bridge inspector, has been promoted to the position of resident engineer, Anchorage Division.

OFFICIAL CIRCULARS.

DELIVERY OF MAIL MATTER.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, March 22, 1917.

Circular No. 176:

TO ALL CONCERNED:

A number of complaints have been received from employees at various points on the line stating that they had not received newspapers which had been forwarded to them by publishers. It is desired that all concerned give this their attention and see that papers and other mail matter are delivered to the party to whom addressed and not to parties acting for the addressee.

F. MEARS, Commissioner.

PAY DAY SCHEDULE.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, March 26, 1917.

Circular No. 177:

TO ALL CONCERNED:

That all employees may know when to expect their pay, and also to enable the disbursing office to systematically handle the work in connection therewith, the following rules are hereby promulgated, effective April 1, 1917, and all concerned will govern themselves accordingly:

1. The regular monthly pay day for the employees of these headquarters, the Terminal, the Townsite, and the detached divisions will be as follows:

Second and Third of Month.

General Office and detached offices having separate rolls not including force account men.

Fifth and Sixth of Month.

Townsite and Telegraph and Telephone force account men, Transportation Department and Floating Equipment.

Seventh and Eighth of Month.

Mechanical Department, Mess Houses, and B. and B. Department.

Ninth and Tenth of Month.

Dock, Material Yard, Marine Ways, and other branches not specified above.

Fifteenth to Twentieth of Month.

All employees not working at the Terminal. (Checks will be delivered at the several camps).

2. It will be mandatory for employees to present themselves with the proper identification at the disbursing office on one of the two days set aside for paying the department under which they are employed. Those failing to so present themselves will be required to wait until after all checks are ready to issue, usually about the evening of the 15th.

3. When the first day of a period set aside for the payment of a group of employees falls on a legal holiday or Sunday, an effort will be made to pay on the preceding day; however, this is not a right to be demanded and when it is possible to advance the pay day as above, the disbursing officer will notify the employees through their superior officer. In cases where the second day of a given period falls on a holiday or Sunday, the men will be paid the first day.

4. When it is not possible for a group of employees to be present during the period assigned them for receiving their pay, caused by matters connected with their duties over which they have no control, the disbursing office upon application of the proper official in charge of the group, will set aside a period when the men will be paid without awaiting the completion of all rolls.

F. MEARS, Commissioner.

IDENTIFICATION SLIP.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, March 26, 1917.

Circular No. 178:

TO ALL CONCERNED:

Effective April 1, 1917, the following instructions with reference to the issuing and use of A.E.C. Form 68, "Identification Slip" will be mandatory, and all employees of this Division will be governed accordingly:

1. Immediately time rolls are completed the timekeepers or other employees in charge of the preparation of same will prepare A. E. C. Form 68, "Identification Slip," giving the following information thereon:

Employee's Name
B. C. No.
Net Amount Due.
Camp at Which Employed
Name of Gang
Month for Which Pay Is Due.
Timekeeper's Signature
Signature of Employee, written in the presence of the timekeeper.

2. Immediately after the identification slip is prepared it shall be issued to the employee who thereafter assumes all responsibility for its loss or theft. No duplicates will be issued without first calling up the disbursing office and ascertaining whether or not the original has been presented and check issued.

3. When an employee desires to have his pay check sent by mail, the identification slip must accompany an order signed by the employee making the request and the signature upon the order must be identical with that on the identification slip.

4. Identification slips will be issued not only to Commission force account men and stationmen's laborers, but also to each individual member of station gangs. The identification slips will give the same information in accordance with the above instructions with the exception that the space after "Net Amount Due" may be left blank.

5. Identification slips are not transferable and will be honored by the disbursing officer only when presented by the person whose signature appears thereon.

6. No identification slip will be given an employee when a time check covering the same services has been issued.

7. The disbursing officer is hereby directed not to issue checks to employees of no matter what grade, from the Commissioner down to laborers, without securing in return for same A. E. C. Form 68, identification slip, properly made out in accordance with the provisions of this circular, except payments based upon time checks, as referred to in paragraph 6.

8. An employee who leaves a camp without securing the proper identification will be compelled, prior to receiving payment, to return to the camp where he was em-

ployed in order to secure the original or a duplicate of same in cases where the original has been lost.

9. This circular will not only be posted in several conspicuous places at these headquarters and in the several camps under this Division, but the attention of the employees will be called to same either by reading at the different mess houses when the men are all assembled or in some other equally effective manner.

These instructions supersede all previous instructions issued concerning the above.

F. MEARS, Commissioner.

MESS HOUSE REGULATIONS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, March 27, 1917.

Circular No. 179:

TO ALL CONCERNED:

Effective April 1, 1917, the following regulations will govern the method of furnishing meals at Commission mess houses on Anchorage Division:

Mess Houses Other Than Anchorage Terminal.

1. The use of meal tickets will be discontinued.

2. All unredeemed meal ticket books, or portions thereof, belonging to and in the possession of the parties to whom originally issued, will be collected by timekeepers promptly after the close of business March 31, giving receipts therefor as provided in paragraphs A, B and C.

A.—Reimbursement to employees (including stationmen's hired labor) will be handled as follows: A receipt, on the form provided for this purpose, will be given each employee for all books or portions of books. This receipt will be signed by the timekeeper and will state the number of the book or books, dates and to whom issued, and number of undetached meal tickets contained therein. All books so collected will be immediately listed with ink on A. E. C. Form 43, by the timekeeper, showing the employee's name and the total value of all meal tickets turned in. In the last column of this voucher under the caption "Notations," the number of each book turned in by each employee will be noted. Immediately this has been completed the payee must sign with ink in the center column, exactly the same as appears on the face of the book. Care must be used that the signature agrees with the name as inserted by the timekeeper in the first column under the caption "Name." Prior to inserting the amount of meal books redeemed, same should be verified in order that there will be no error. The voucher will be made in duplicate, but it will be unnecessary for the payee to sign other than the original copy. The voucher will not be totaled by the timekeeper. When all meal books have been collected and certified by the payees as covered above, the voucher in duplicate, together with the meal books, will be forwarded by registered mail to the Disbursing Officer at Anchorage, not later than the evening of April 2. All employees who fail to turn in their unused portion of meal books can secure refund by presenting same to the Disbursing Officer at Anchorage. The Disbursing Officer will, on receipt of the books and voucher, draw checks to the several employees and deliver on a regular pay day, taking up the receipt previously given to the employee by the timekeeper.

B.—In the case of an employee leaving the service of the Commission before the regular pay day, the timekeeper will instruct the employee to present his receipt to the Disbursing Officer at Anchorage, who will make the proper reimbursement.

C.—In case of meal books collected under this order from stationmen and contractors, the timekeeper will prepare a detailed statement in duplicate for each station gang or contractor company and forward same, together with books collected, by registered mail to the district accountant, who will make the proper accounting adjustments. Timekeepers must retain a copy of this statement for his files.

3. Commencing April 1, timekeepers and others in charge of the preparation of time rolls will enter a charge for board at the rate of $1.25 (One and 25-100 Dollars) per day against each and every employee (including stationmen and stationmen's hired labor) for whom time is kept, except as noted in paragraph 5 following. This charge will be continuous from the time of beginning employment, or from the first of the month as the case may be, until the termination of employment at that camp. No allowance will be made, except on express authority for each individual case, for days or fractions of days "not worked," nor for Sundays or holidays. These charges will be entered on time sheets and the totals transferred to time rolls, or contractors' accounts as the case may be, as a deduction to be credited to "Mess House."

4. Meals furnished to contractors for whom time is not kept will be charged as provided in section 11 of this circular.

5. No daily charge or deduction will be entered for board for married employees or others who elect to board elsewhere than at the Commission mess house, but they will be charged on time sheets and time rolls for the actual number of meals furnished themselves or members of their families, at the rate of 41 2-3 cents per meal. This is a privilege accorded by the Commission which is not to be construed as a right to board indiscriminately at either the Commission mess house or elsewhere, and any abuse of this privilege will subject the employee to a regular board deduction as provided in section 3.

6. In case of an employee transferred from one camp to another, the timekeeper will enter an additional board deduction for sufficient meals to cover the time required for the employee to reach the camp to which transferred and no more. The timekeeper will note on the transfer form issued to the employee "Board deducted to and including B, D or S .....(Date)....." This notation will be authority for timekeepers to furnish the employee meals en route up to and including the meal on date noted. The timekeeper at the camp to which employee is transferred will enter board charges against the employee beginning with the meal following the meal noted on transfer, whether or not the employee arrives on that date. Meals furnished to employees en route as above outlined will be reported as provided in paragraph 11.

7. In case of an employee leaving the service to whom a time check is issued and who will require meals en route to the District or General Office to secure payment, an additional board deduction covering the necessary number of meals should be made. The timekeeper will endorse on the back of time check "Board deducted to and including B. D or S .....(Date)....." This endorsement on time check will entitle the owner to meals the same as in the case of a transferred employee, paragraph 6.

8. In case of an extra gang, or similar party of employees requiring to be furnished a meal at a mess house other than their regular camp, the foreman of such gang will furnish the local timekeeper with a list of employees for whom the meal is to be furnished, and will arrange to be present to identify the employees on such list. These meals will be reported as provided in paragraph 11.

9. A meal charge scale is being prepared and a copy of same will be furnished to each timekeeper and others in charge of time rolls.

10. Meals may be furnished to officials and employees not included in above, other than those on camp time rolls or time sheets, upon proper evidence that they are entitled to such meals.

11. All meals furnished for employees, officials or others not appearing on camp time sheets or time rolls will be accounted for as "transient meals," for which a special form is being prepared and which is self-explanatory. Until its receipt timekeepers will keep a daily record of all transient meals furnished, noting in each case "B," "D," or "S," (Breakfast, Dinner, Supper) as the case may be.

12. Hospital patients entitled to meals at mess houses will be furnished same upon authority and identification of medical officer in charge. Such meals will be accounted for as "Transient," as provided in foregoing paragraph.

Anchorage Terminal Mess House.

13. At the Anchorage Terminal the use of meal books will be continued as heretofore for employees and officials

appearing on Terminal time rolls only. Other meals furnished will be in conformity with the instructions in connection with "transient meals" outlined above. Books will be issued and charged at the rate of 41 2-3 cents for each ticket contained therein, and each book will be stamped in a conspicuous place as follows:

"Good only at Anchorage Mess
"Effective April 1
"(value)"

Unless stamped as above, books must not be honored, and the clerk in charge will direct the holder thereof to present the book at the Disbursing Office for redemption.

General.

14. All persons in charge of admission of employees to mess houses for meals will be governed strictly by the provisions of this circular.

F. MEARS, Commissioner.

EARLY MORNING WHISTLE.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, March 27, 1917.

Circular No. 180:

TO ALL CONCERNED:

Effective April 1, 1917, an early morning whistle will be blown at 6:15 a. m. at Anchorage Terminal Yard.

F. MEARS, Commissioner.

REPORT OF TYPEWRITERS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, March 27, 1917.

Circular No. 181:

TO ALL CONCERNED:

It is desired that you advise this office immediately the number of spare typewriters in your office which will be available for transfer, stating kind, number, size and condition.

Please give this your prompt attention.

F. MEARS, Commissioner.

AUDITING OFFICIALS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, March 27, 1917.

Circular No. 182:

TO ALL CONCERNED:

Effective April 1, 1917, the following changes will be made in the method of examination of camp accounts, this Division:

1. Each district engineer will appoint a district line auditor, whose duties will be as follows:

He will have direct supervision of all timekeeping affairs and be in direct authority over all timekeepers on the district and will be held strictly responsible by the district engineer for the proper execution of all instructions, rules and regulations governing the duties of timekeepers. He will have authority to "check in" and "check out" timekeepers when new camps are established or camps closed or changes made in the timekeeping organization. He will report to and work under the direction of the district accountant.

2. The chief accountant will appoint a division camp auditor whose duties will be the verification of camp records with accounting records. He will report to the chief accountant.

3. All concerned are instructed to lend every assistance to these auditing officials to facilitate the examination of accounts.

F. MEARS, Commissioner.

SUPERVISION OF TIMBER CONTRACTORS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, March 27, 1917.

Circular No. 183:

TO ALL CONCERNED:

Effective April 1, it is desired that district engineers take over the control of all tie contractors, piling contractors and other timber contractors in their respective jurisdictions. Report of quantities of material supplies under timber contracts should be prepared and submitted on the same form used for grading contracts, the timber inspector and district engineer certifying to the fulfillment of the contract. All charges and expenses against the contractor should be taken into account by the district office.

In order that the general storekeeper's office may keep a consolidated record of the amount of ties received on the right-of-way throughout the division, each district engineer will submit a report monthly showing the number of ties received during the month, together with a statement of the total quantity on hand.

District engineers are directed to give the management of all timber contracts close supervision to the end that timekeeping regulations will be obeyed by the contractor and all obligations observed by the Commission.

F. MEARS, Commissioner.

SECURING AUTHORITY FOR B. AND B. WORK

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, March 23, 1917.

B. and B. Dept. Circular (No. 2):

ALL FOREMEN B. AND B. DEPARTMENT:

Cases are continually arising where foremen of this department are performing work on the requests of employees of other departments, without first securing the approval of this office, resulting later on in confusing the handling of accounts and in misunderstandings generally. Commencing at once I want all foremen to distinctly understand that they are not to undertake any work for any other department or division without first securing the approval of this office. Anyone requesting work of this nature should be told to make his request to this office.

The above does not pertain to work necessary in connection with the maintenance or operation of an existing facility or structure that is properly under your charge, although I do not want any extensive work of this kind undertaken without approval.

L. C. McCOY, Supt. B. and B. Dept.

OUTFIT CAR REGULATIONS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, March 24, 1917.

B. and B. Dept. Circular (No. 3):

ALL FOREMEN B. AND B. DEPARTMENT:

The Alaskan Engineering Commission has constructed a number of outfit cars for use on construction work at a cost of $375.00 per car, some of which are to be used by B. and B. gangs. Plans, as well as records, of all cars are kept in this office, and under no circumstances are you to make any changes in these cars without authority from this office.

L. C. McCOY, Supt. B. and B. Dept.

REVISED WAGE SCHEDULE.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, March 27, 1917.

Circular No. 184:

TO ALL CONCERNED:

Pursuant to Circular No. 173, dated March 9, 1917, the following revised wage schedule, effective April 1, 1917, on the Anchorage Division, is herewith published:

Occupation	Rate Per Hour	Per 8-Hour Day
All unskilled labor	$ .50	$4.00
Spikers	.53⅛	4.25
Strappers	.53⅛	4.25
Heelers	.53⅛	4.25
Plow Holders	.53⅛	4.25
Scraper Loaders	.53⅛	4.25
Pitmen	.53⅛	4.25
Machine Drill Helpers	.53⅛	4.25
Steam Derrick Firemen	.60	4.80
Pile Driver Firemen	.60	4.80
Hand Drillers	.60	4.80
Tie Cutters	.60	4.80
Coyote men	.60	4.80
Carpenter Helpers	.60	4.80
Blacksmith Helpers	.60	4.80
Machinist Helpers	.60	4.80
Plumber Helpers	.60	4.80
Sheet Metal Worker Helpers	.60	4.80
Timber men	.60	4.80
Steam Shovel Firemen	.60	4.80
Linemen's Helpers	.60	4.80
Powder men	.65	5.20
Pile Driver men	.65	5.20
Machine Drillers	.65	5.20
Linemen, T. & T.	.70	5.60
Hod Carriers	.70	5.60
Barge Tenders	.70	5.60
Longshoremen	.70	5.60
Pipe Fitters	.70	5.60
Car Repairmen	.70	5.60
Electricians	.75	6.00
Blacksmiths	.75	6.00
Machinists	.75	6.00
Hatch Tenders	.75	6.00
Air-Brake men	.75	6.00
Engineers, Pile Driver	.75	6.00
Engineers, Locomotive Crane	.75	6.00
Engineers, Steam Derrick	.75	6.00
Carpenters	.75	6.00
Painters	.75	6.00
Boiler Makers	.75	6.00
Sheet Metal Workers	.75	6.00
Plumbers	.80	6.40
Ship Carpenters	.80	6.40
Plasterers	.80	6.40
Lathers	.80	6.40
Steam Fitters	.80	6.40
Caulkers	.80	6.40
Machinists—Special	.85	6.80
Blacksmiths—Special	.85	6.80
Sheet Metal Workers—Special	.85	6.80
Boiler Makers—Special	.85	6.80

Time and one-half will be paid to all hourly employees in above schedule for work in excess of eight hours in any one calendar day.

(NOTE—Overtime on Sundays and holidays will be paid at same rate as for week days, viz. straight time for eight hours' work; time and one-half after eight hours' work.)

Occupation	Rate Per Month
Axemen—Survey	$ 80.00 and bd. or $117.50
Brakemen	150.00
Blacksmiths—Camp	90.00 and bd. or $127.50
Blacksmiths—Camp	155.00
Bakers	90 and bd. to $100 and bd.
Baker—Hdqts., Anchorage	110.00 and board.
Butcher—Hdqts., Anchorage	100.00 and board.
Checkers	115.00 to $155.00
Cook—Hdqts., Anchorage	140.00 and board.
Cooks (Over 100 men)	125.00 and board.
Cook (Hospital—Anchorage)	125.00 and board.
Cooks (51 to 100 men)	115.00 and board
Cooks (Under 50 men)	100.00 and board.
Cooks (Survey)	100.00 and board.
Cooks (Galley)	60 and bd. to $110 and bd.
Cooks (Night)	90 and bd. to $100 and bd.
Cooks (Second)	90 and bd. to $100 and bd.
Conductors	192.00
Cranemen	170.00
Coach Caretakers	115.00
Dog Mushers	90.00 and board.
Deckhands	60 and bd. to $75 and bd.
Engineers (Locomotive)	204.00
Engineers (Stationary)	110.00 to $160.00.
Eng'n'r, Chief (Power Plant)	175.00
Engineers (Dinkey)	150.00
Engineers (Marine)	100 and bd. to $165 and bd.
Engineers (Marine)	137.50 to $150.00.
Engineers (Steam shovel)	210.00
Firemen (Locomotive)	156.00
Firemen (Steam Shovel)	130.00
Firemen (Pile Driver)	125.00
Firemen (Steam Derrick)	125.00
Firemen (Power Plant)	135.00
Firemen (Heating Plant)	130.00
Firemen (Stationary)	100 to $130.00.
Firemen (Marine)	75 and bd. to $90 and bd.
Foremen (Section)	140.00
Foremen (Sub)	110.00 to $140.00.
Foremen	140.00 to $190.00.
Harness Makers	140.00
Hostlers (Round House)	150.00
Janitors	40.00 to $115.00.
Janitors (Hospital)	75.00 and board.
Janitors (Hospital)	110.00
Linemen (T. & T.)	140.00
Mail Carriers (Line)	137.50
Packmasters (Construction)	140.00
Packers (Construction)	125.00
Pumpman	115.00 to $135.00
Section men	100.00
Stable Bosses	120.00 to $137.50.
Teamsters (Camp)	125.00
Teamsters (Headquarters)	125.00
Teamsters (Freight)	135.00
Watchmen	50 and bd. to $75 and bd.
Watchmen	90.00 to $115.00.
Waiters	75.00 and board.

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.

F. MEARS, Commissioner.

ELECTRIC POWER TARIFF.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, March 26, 1917.
Telegraph and Telephone Department
Electric Light and Power Service.

Supplement No. 2 to Electric Light and Power Tariff No. 1:

Effective April 1, 1917, the rate for electric power service only will be 10c per kilowatt hour.

E. R. McFARLAND, Superintendent.
Approved: F. MEARS, Commissioner.

NON-EXPENDABLE AUTHORIZATION.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, March 24, 1917.
Stores Department.

Supplement No. 23 to Bulletin No. 14:

TO ALL CONCERNED:

Effective at once, the following named is authorized to sign non-expendable requisitions on the storehouses within the district in which he is located, for his use in connection with the requirements of the Department shown opposite his name:

C. Watson, Trainmaster, Headquarters.
W. DeLONG, General Storekeeper.

ENGINEERING REPRESENTATIVE.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, March 1, 1917.

Order:

The following assignment of duties of the Seattle Office shall be effective this date:

With the title of Engineering Representative, Mr. H. P. Warren shall have jurisdiction over the following matters, under the immediate supervision of the Chairman:

1. Contracts for ocean transportation.
2. Receiving and forwarding ocean freight.
3. Contracts for wharf and dock facilities and for service of crane and other handling appliances.
4. Supervision of any necessary repairs or alterations to marine equipment.
5. Inspection of second-hand equipment or mechanical devices.
6. Employment and transportation of labor secured in the United States proper for service in Alaska.
7. Subject to the approval of the Chairman, the employment of such clerical or other forces as may be necessary for the performance of the work under his jurisdiction.

WILLIAM C. EDES, Chairman.

EXECUTIVE ORDER.

[No. 2533.]

Alaska.
Naval Radio Station.

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 the tract of land hereinafter described be and the same is hereby withdrawn from settlement, location, sale, entry, or other disposition, and reserved and set aside for the use of the U. S. Navy Department as a Naval Radio Station, namely:

Lot numbered 3 in section numbered 2, in T. 1 S., R. 1 W., containing 38.06 acres in
Seward Principal Meridian, Alaska.

WOODROW WILSON.

The White House, 20 February, 1917.

EXECUTIVE ORDER.

[No. 2537.]

Naval Radio Station, Alaska.

It is hereby ordered that all of the lands of the United States hereinafter described be, and the same are hereby withdrawn from settlement, location, sale, or entry and reserved for the use of the Navy Department of the United States as a distant control receiving station, to be used in conjunction with naval radio station at Mile 31½, near Cordova, Alaska:

All lands of the United States within one-fourth of a mile of that point on the Copper River and Northwestern Railroad, Alaska, designated as Mile 7½, and located on the left side of the tracks of said railroad, traveling from Cordova, Alaska.

WOODROW WILSON.

The White House, 21 February, 1917.

SEWARD SECURES FISHING PLANT.

The Alaskan Engineering Commission has leased to the San Juan Fishing and Packing Company, a corporation organized under the laws of the State of Washington, a tract of land at Seward upon which the company proposes to erect a cannery, cold storage plant, saltery, bunkhouses, office building, warehouse and docks. The company will engage in canning, salting, smoking, pickling and otherwise preserving fish for market.

The area of the tract leased is 1.01 acres and has a water frontage of 300 feet on Resurrection Bay, the exact location being known as "Powder House Point," which is opposite the Railroad Terminal Reserve and east of the Alaska Northern Railway right-of-way. The plant will comprise three units, and construction of the cannery, which is embraced in the first unit, has already been commenced. It is also planned to begin work on the cold storage plant during the summer. The estimated value of the improvements to be erected in 1917 is $50,000.

The term of the lease granted by the Commission is for 20 years, and is subject to termination should the land be needed for railroad purposes. The consideration for the lease is an annual rent payment of $900.00.

The Commissioner's Office at Anchorage has a limited number of copies of the "Western Classification" on hand. They may be purchased by the public at $1.00 each.

The tide at Anchorage on the morning of March 24 was one of the highest of the year, reaching 34.7 feet.

TELEPHONE CROSS TALK.

(By E. R. McFarland, Supt. T. and T.)

When a conversation carried on over the telephone is heard more or less distinctly on another circuit, it is termed "cross-talk". It may be due to the fact that the circuits are not sufficiently insulated from each other, or it may be due to induction. In the latter case it is the induction of the voice currents from one circuit to the other, even though a distance of several feet may intervene between the adjacent wires. Certain atmospheric conditions are believed to aggravate the trouble at times. Transposing the wires of a metallic or two-wire circuit will remove the trouble, but there is absolutely no way to overcome cross-talk in the case of grounded or single-wire circuits.

When grounded or single-wire circuits lie parallel, each wire is within the magnetic field surrounding the other; therefore they act inductively, causing the magnetic cur-

rent from one wire to flow through the other, and through the telephone to the earth or ground, forming a circuit. Hence, conversations on one grounded circuit may be heard on another that is paralleling it for any distance.

At times considerable annoyance is experienced on some of the Commission lines on account of the lack of time and the necessary facilities for installing properly balanced and transposed metallic circuits. One single-wire circuit, unhampered by inductive disturbances, makes a very satisfactory wire within certain limitations occasioned by the length of line and number of instruments connected thereon, but simultaneously with the installation of another and similar circuit in the vicinity, cross-talk trouble immediately begins.

When the Anchorage-Seward and the Anchorage-Matanuska lines were first constructed, a conversation on the Matanuska line could be heard plainly in Seward, more than 100 miles away, because the two wires were hung side by side for a distance of about five miles, near Anchorage. To overcome this difficulty, when the first standard cross-arms were received in Anchorage they were at once installed on this section where the two lines paralleled each other, an additional wire was hung and a properly transposed metallic circuit with a repeating coil provided. This resulted in a complete elimination of all cross-talk between the two lines.

As fast as material can be obtained and permanent lines built, thus creating metallic circuits, cross-talk will entirely disappear from both the long-distance and local exchange wires. The cable recently connected between the townsite exchange and the terminal yards has effectually done away with inductive disturbances so far as the instruments in the yards are concerned, but of course if a telephone in the terminal yards should be connected with a grounded instrument in the townsite district, cross-talk may still be heard. The entire exchange will be made metallic as soon as material is at hand and it may also become necessary to metallic at least one of the wires running through the Turnagain Arm District before a permanent pole line can be built, and if this should be decided on, a considerable loss of labor and material will be involved. It is obvious that such a pole line cannot be advantageously constructed ahead of steel.

It is impracticable to metallic the two wires now running between Kern Creek and Potter Creek, because they are composed of different materials and gauge, and besides there would then be but one circuit where two are required. Transposing two grounded circuits with each other will not eliminate cross-talk. It may be noticed that there is no cross-talk on the Turnagain Arm wire when the telegraph is actually working, unless the composite feature between Anchorage and Seward is being used.

It is not generally known that there is but one circuit, part grounded and part metallic, between Anchorage and Seward. All the official and commercial traffic between the States and Anchorage, in addition to newspaper matter and a load of construction, camp and train dispatching business is handled over this circuit. Although one telegraph and three talking circuits may be used on it simultaneously without the least sound between them, there is cross-talk annoyance on account of the paralleling of other grounded wires.

Inductive crosses and physical crosses may be distinguished from each other by the fact that a telephone on one wire cannot signal or "ring" another telephone on another wire unless there is an actual physical contact between the two wires. When a physical cross seems probable the operator at the nearest exchange should be notified at once.

It often happens that parties on party or long-distance lines will ring without "listening in". This frequently results in two conversations being held on the same circuit. That method undoubtedly adds to the capacity of the wires, but, in fairness to the system, the annoyance experienced should not be charged to "cross-talk."

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchorage Disbursing Office during the period March 15 to March 21, 1917, was $4804.60, as follows:

Anderson & Co.	$ 876.40
A. L. Adair	3020.37
J. W. Wilson & Co.	881.34
L. S. McLennan	26.49

RETAIL STORE CLOSED MONDAY.

The retail store of the Anchorage Commissary will be closed all day Monday, April 2, for the purpose of taking inventory.

Mr. A. Christensen, manager of the Land and Industrial Department, left for Juneau last week on Commission business.

The steamship Admiral Evans left Seattle for Anchorage at 9 p. m. March 26 with 125 first class and 150 steerage passengers aboard.

The total disbursements of the office at Anchorage for the period March 15 to March 21, 1917, were $13,692.39. The payment of salaries and wages amounted to $3161.02; for local purchases, $4689.93; to contractors, $4804.60; other expenditures, $928.32; dock claims, $108.52.

DAILY WEATHER DATA.

Following is the report of weather conditions prevailing at Anchorage for the period March 14 to March 20, inclusive:

DATE	TEMPERATURE		PRECIPITATION (Inches)		WIND	CONDITION OF HARBOR
	Max.	Min.	Snowfall	Snow on Ground	Aver. Miles per Hour	
March 14	27	22	0.5	14.0	6.9	Filled with small ice.
March 15	29	26	0.5	14.0	12.7	Filled with small ice.
March 16	33	29	trace	13.5	9.0	Almost clear of ice.
March 17	35	19	trace	13.0	5.9	Slush ice.
March 18	36	28	1.0	13.5	3.4	Practically clear of ice.
March 19	34	17	trace	13.0	4.6	Practically clear of ice.
March 20	33	17	1.5	14.0	4.3	Small ice.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, APRIL 3, 1917. No. 21

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,
Anchorage, Alaska.

FIRST PASSENGER SHIP ARRIVES.

The steamship Alameda, the first large vessel to enter Anchorage harbor this season, arrived in port at 7:55 a. m., March 31, bringing 116 cabin and 158 steerage passengers. The trip was made from Seattle in eight days.

The captain of the vessel stated that ice was encountered about noon March 30 at Kalgin Island and from that point the ship was in small ice all the way to Anchorage. The ice was at no time heavy enough, however, to interfere with the progress of the Alameda.

In the absence of the Commission tugs, the cargo was unloaded by the stern-wheel river boat Matanuska and the launches Swan and Wilhelmina, which were chartered for the purpose. No difficulty was experienced in getting passengers and cargo ashore, beyond the inconvenience occasioned by the ebb and flow of small ice, and the fact that the vessels used to tow the barges to dock were of small power.

The Alameda brought 258 tons of supplies for the Commission from Seattle and about 1½ tons from Seward, the latter being principally personal effects of employees who arrived in Anchorage after close of navigation last fall. Included in the shipments from Seattle were 2000 sacks of oats, 2123 bales of hay, 100 cases of eggs, 50 quarters of beef, pork, mutton, fowl, rice, coffee, fresh fruit and vegetables.

The Alameda sailed for Seattle at 8:30 p. m., April 1, with 28 cabin and 7 steerage passengers aboard.

TEMPORARY RADIO IN OPERATION.

A temporary 2-kilowatt radio station has been installed by the Commission at the power plant in the Anchorage terminal yards for the purpose of establishing communication with the Commission craft in Cook Inlet and with ships at anchor in the harbor.

The antennae were strung between the smoke stack of the power house and a tree near the water tower on Government Hill. Although the arrangements are rather crude and the noise from the power plant and machine shop interfered to some extent, still it was found practicable to communicate on Saturday with the in-bound steamer Alameda, the operator aboard that vessel reporting that he heard the Anchorage signals while off Cape Elizabeth. The station at Kodiak was called and an answer received, but it is doubtful whether satisfactory communication with that place can be established until a more permanent installation is made.

The receiving tests of the Anchorage radio proved unusually effective, considering the length and height of the aerial and the adverse conditions incident to temporary installation. The U. S. Transport Logan was heard reporting her location at a point about 800 miles distant from Anchorage. Japanese steamers of the Maru line, about 1000 miles away, and the stations at the Pribiloff Islands and Dutch Harbor were also heard.

HOSPITAL VISITING HOURS.

The Anchorage Hospital is open to visitors at the hours named below, and the public will be required to adhere strictly to this schedule:

Week Days.	Sundays.
From 2 to 4 p. m.	From 10 to 12 a. m.
From 7 to 8 p. m.	From 3 to 5 p. m.
	From 7 to 8 p. m.

DR. J. B. BEESON, Acting Chief Surgeon.

F. H. Chapin, assistant bridge engineer, and party of 11 men returned to Anchorage on Saturday from the mouth of Indian River, where they have been stationed for the last two months making drill tests for the bridge foundations of the Susitna River crossing to be built at that point.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending March 24, 1917:

MAINTENANCE OF WAY.

Water Service and Plumbing.

A temporary four-inch water line was laid to the marine ways and to Dock No. 1; and the main from the townsite pumping plant to the power house was repaired.

Bridge and Building.

All piling for the extension to Dock No. 2 has been driven, with the exception of one bent and the fender piles. The decking is 40 per cent completed.

A force was engaged during the week in placing partitions in the cold storage plant; the carpenter work on this improvement is 30 per cent complete.

The construction of a platform between the Anchorage passenger depot and the freight house was begun. A bridge gang was unloading timber for the Granite Creek bridge during the period. Outfit car 06X was repaired.

Eska Creek Coal Spur.

The grading of this spur is 70 per cent completed. Teams have been distributing ties along the grade, in anticipation of the early laying of steel.

Mechanical Department.

The repairs to Browning crane No. 1 will be completed within a few days; the general repairs to steam shovel No. 1 are about 90 per cent complete. The Bay City crane No. 3 is in the shop being overhauled and should be ready for service April 1. The boiler on engine 225 was tested and light repairs made to engine 280. Some work was done in connection with changing piledriver No. 6 into a derrick car. Ten car bottoms for stationmen's cars were finished and sent to Kings River store. Considerable work was accomplished on the Oliver dump and the Roger ballast cars. The usual amount of miscellaneous repair and private shop work was done during the week.

MATANUSKA DISTRICT.

Matanuska Branch.

Divyak & Co. fired a coyote shot last Friday which moved 17,000 cubic yards of material.

Some of the contractors have increased their force with day labor and are working double shifts.

The work on the wagon road between Hole-in-the-Wall and Camp 32 is progressing satisfactorily. It is planned to have the road open to traffic between Kings River and Camp 32 within two weeks.

The Matanuska River, just below Camp 32, has overflowed its banks, and at the present time it is impossible to get over the ice with sleds.

Main Line.

The freighting of supplies and material on the Main Line is practically finished, with the exception of bridge timbers and ties. All necessary bridge timbers will have been distributed by the end of next week, in all probability.

The piledriver crew is still working on the Little Susitna structure, and a decking crew is at work on bridge No. 25. Only three bridges remain undecked.

Poropat & Co., who have the grading contract between Mile 172 and Mile 173, have double-shifted their work and should complete their contract not later than April 25.

North of the Little Susitna River 11 station contractors have been installed on their sections. These contractors will provide a force of 150 men available for wagon road work as soon as the winter trail breaks up.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

Clearing between Indian Creek and Bird Point is practically completed. The camp of Collins & Co., clearing contractors, has been moved from one mile south of Bird Point, Mile 81, to Mile 79. The heavy clearing work in the vicinity of Bird Point is progressing satisfactorily.

Grading.

Despite the vertical strata of slate encountered, George Teko & Co., grading contractors at Bird Point, are getting along well. The other contractors in that vicinity, Pavletich & Co., and Mizouri & Co., are also doing good work.

It is planned to let two, and possibly three, contracts next week, covering the heavy work just south of Falls Creek, Mile 91.

The cut south of Potter Creek should be ready to shoot about the latter part of next week. The force at this point drove 52 feet of coyote holes and two powder pockets during the week. This cut will be shot as soon as powder is received.

Miscellaneous.

The poor condition of the trail between Rainbow and Bird Point prevented the shipment of supplies to Camp 83, Bird Point. The cold weather made a great deal of ice and it was impossible to get supplies in by boat. This has caused a delay in camp construction at that place.

The Eklutna, with the barge Knik, is at Rainbow ready to sail as soon as ice conditions permit.

The trail is in fair condition between Potter Creek and Rainbow.

There were 875 employees in the district during the week, classified as follows: Commission force 163, stationmen 623, stationmen's laborers 89.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Aside from miscellaneous maintenance, little new work was done during the week. A small force of electricians was engaged in wiring the river steamer Omineca and making a temporary installation of a small radio outfit at the power plant.

TALKEETNA DISTRICT.

Progress Report for February.

Deep snow and adverse weather conditions made grading work impossible throughout the district, and for that reason no contracts were awarded.

During the month five camps were in operation: Montana Creek, Mile 207; Bluff Camp, Mile 221; Talkeetna Camp, Mile 223; Dead Horse Hill Camp, Mile 245; and the engineers' camp at Mile 255. The camps at Mile 207 and Mile 223 were used as caches only, no work being done in their immediate vicinity. The camp at Mile 221 has served as headquarters for the 75 to 100 men employed during the winter on crib work below Talkeetna. At Mile 245 the district officials have their winter quarters and all work is directed from this point. A sawmill crew and a force cutting ice for the summer supply have been at work during the month. A short distance below this camp

a powder house has been built for the storage of explosives delivered after the close of navigation and which had been temporarily stored at Talkeetna, the permanent headquarters of the district.

During the month 32 horses were in service. These were used principally for logging in connection with the sawmill and the hauling of supplies between the district and Matanuska Junction.

The crib work at Mile 221 was finished about the end of the month. The cribs will be filled later by contract, and the grade completed around the bluff.

The average number of employees in the district during February was 170, including all classes.

MEAL COMPUTATION TABLE.

The following table gives the computation of meal charges of Anchorage Division based on the rate of $1.25 per day. It is published for the benefit of those concerned:

Meal Schedule

At the Rate of $1.25 Per Day.

Date	Breakfast	Dinner	Supper
1	$ .41 2-3	$ .83 1-3	$ 1.25
2	1.66 2-3	2.08 1-3	2.50
3	2.91 2-3	3.33 1-3	3.75
4	4.16 2-3	4.58 1-3	5.00
5	5.41 2-3	5.83 1-3	6.25
6	6.66 2-3	7.08 1-3	7.50
7	7.91 2-3	8.33 1-3	8.75
8	9.16 2-3	9.58 1-3	10.00
9	10.41 2-3	10.83 1-3	11.25
10	11.66 2-3	12.08 1-3	12.50
11	12.91 2-3	13.33 1-3	13.75
12	14.16 2-3	14.58 1-3	15.00
13	15.41 2-3	15.83 1-3	16.25
14	16.66 2-3	17.08 1-3	17.50
15	17.91 2-3	18.33 1-3	18.75
16	19.16 2-3	19.58 1-3	20.00
17	20.41 2-3	20.83 1-3	21.25
18	21.66 2-3	22.08 1-3	22.50
19	22.91 2-3	23.33 1-3	23.75
20	24.16 2-3	24.58 1-3	25.00
21	25.41 2-3	25.83 1-3	26.25
22	26.66 2-3	27.08 1-3	27.50
23	27.91 2-3	28.33 1-3	28.75
24	29.16 2-3	29.58 1-3	30.00
25	30.41 2-3	30.83 1-3	31.25
26	31.66 2-3	32.08 1-3	32.50
27	32.91 2-3	33.33 1-3	33.75
28	34.16 2-3	34.58 1-3	35.00
29	35.41 2-3	35.83 1-3	36.25
30	36.66 2-3	37.08 1-3	37.50
31	37.91 2-3	38.33 1-3	38.75

Method.

Subtract the value of the beginning meal from the value of the last meal furnished and add 41 2-3 cents.

Illustration.

John Smith begins with dinner on the 9th of the month and ends with breakfast on the 17th of the month:

Breakfast, 17th	$20.41 2-3
Dinner, 9th	10.83 1-3
	$ 9.58 1-3
	.41 2-3
Deduction for board	$10.00

Herbert A. Meyer has been appointed, effective March 1, assistant to Secretary of the Interior Lane. Mr. Meyer will have administrative charge of the Alaska railroad work, with headquarters in Washington, D. C.

ANCHORAGE SEWER SYSTEM.

Authority has been received from Chairman Edes to construct a sanitary sewer for the business district of Anchorage at a cost not to exceed $18,000.

This improvement will consist of a trunk sewer extending along K Street from the alley between Fourth and Fifth Streets to Third, and thence westward to Knik Arm; and an outfall extending to the tide flat for a distance of several hundred feet northwesterly from the end of Third Street; laterals will be placed in the alleys between Third and Fourth, and Fourth and Fifth Streets, as far east as B Street.

The flow line will be at a depth of eleven feet for most of the distance. The pipe will vary in the laterals from 8 inches to 12 inches, and the trunk will be of 15-inch pipe. Either concrete or vitrified salt-glazed clay pipe will be used. Manholes will be placed every block, to give ready access to the sewer.

It is planned to have this sewer ready for service by August 1, and immediately upon the completion of buildings on property abutting, they will be required to connect to the sewer. Outside toilets and cesspools in this district will then be abolished.

The cost of the sewer will be about $70.00 per lot in the business district. Lots outside of the business district, included within the area between Fifth and Eighth Streets and East C and the alley between L and M, will be assessed approximately $7.50 each. All assessments will be payable in four semi-annual installments. Assessments against property not receiving immediate benefit of the sewer is to cover part of the cost of the trunk sewer, which will be extended from time to time and will act as a main trunk sewer for all the district above named. For that reason it has been thought proper to assess this property at the present time.

The need of this improvement has become very urgent. With the rapid growth of the business district, the disposal of waste waters and sewage has become a considerable problem for a number of the business houses of the city.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, March 17, 1917, was as follows:

Commissioner's Office	36
Shops and Yards	159
Transportation Service	20
Store and Dock Departments	172
Accounting Department	19
Disbursing Office	6
Townsite Department	16
Steward's Department	12
Hospital Department	25
Telegraph and Telephone Department	55
Track, Bridge and Ballast—Main Line	100
Turnagain Arm District	175
Matanuska District	239
Talkeetna District	158
	1192
Stationmen and laborers—All districts	1069
Grand total all employees Anchorage Division	2261

REGULATIONS FOR FIRE PROTECTION.

The following regulations for fire protection within the townsite of Anchorage are hereby adopted, to become effective April 1, 1917, superseding the regulations heretofore issued:

1. **Permit.**
A building permit on the required form must be filed with and approved by the Townsite Manager before beginning the construction, alteration, repair or removal of any business or residence structure on the townsite. Detailed plans and specifications of any building to be used as a public hall, theatre, hotel, or to accommodate a large number of people, must be filed with and approved by the Townsite Manager before beginning the construction or alteration thereof.

2. **Fire Limits.**
All that portion of the townsite bounded on the north by Third Street, on the east by B Street, on the south by Fifth Street, and on the west by K Street is hereby designated as fire limits.

3. **Plans and Specifications Within Fire Limits.**
Plans and specifications of sufficient detail to show floor plan, kind of material to be used, and heating and lighting arrangement for the construction or alteration of any building within said fire limits must be submitted to and approved by the Townsite Manager before beginning the construction or alteration thereof.

4. **Chimneys and Flues Within the Fire District.**
All chimneys within the fire district shall be constructed of brick or concrete. Such brick chimneys shall be of a substantial, well-burned brick, which shall contain sufficient silica to insure a permanent bond within the brick. Concrete chimneys shall be either reinforced with 1-inch steel, or of double construction with air spaces between the inner and outer walls. Concrete block chimneys shall be of the latter type only. All chimneys shall receive a coat of durable plaster ⅝-inch thick on the outside for its entire length within the building. No joist, stud, or other inflammable material shall be within four inches of any chimney, and the spaces between such chimney and material shall be filled with mortar. No chimney shall be less than 8 inches by 8 inches inside. Chimneys shall not be supported upon brackets and all chimneys not extending to the ground shall be supported by not less than two posts not less than 3½ inches in their smallest dimension, firmly footed upon the ground or floor joists. The use of safety flues within the fire district is hereby discontinued. Any chimney or flue constructed on a flat roof must extend at least four feet above the roof through which it passes and the top of such chimney or flue must be higher than any point of any building within twelve feet of such chimney or flue. Any chimney or flue constructed upon a pitch roof must extend at least six feet above said roof at the point through which it passes, except where any chimney or flue on a pitch roof extends at least two feet above the highest point of said roof.

5. **Stovepiping Within Fire Limits.**
Where any stovepiping is used within said fire limits, a distance of least four inches must be left between all such stovepiping and any wall, floor or ceiling of wood or other combustible material through which it passes, and such stovepiping must be guarded by a double galvanized metal thimble or safety flue, with air chambers not less than four inches thick, so perforated as to allow the free passage of air, and so constructed that not less than two thicknesses of metal shall be between the stovepiping and the material of the wall, floor, or ceiling through which it passes. No stovepiping shall be closer than 18 inches to any wall, ceiling, or other combustible material.

6. **Ladders, Trap Doors, and Fire Escapes Within Fire Limits.**
All buildings within said fire limits of two or more stories in height shall have a strong, permanent ladder attached to the outside of the wall and so arranged as to give ready access to the roof from the ground. All such buildings shall be provided with sufficient trap doors or other openings in the ceiling to furnish ready access to all parts of the building in case of fire; all such buildings shall be provided with sufficient fire escapes to insure the safety of persons therein in case of fire.

7. **Cloth and Paper Lining.**
No wall or ceiling, or walls or ceilings, of any buildings or rooms within said fire limits shall be lined or ceiled with cloth or paper, or both, except the cloth or paper, or both, be placed upon a partition, wall or ceiling of wood or other solid material.

8. **Storage of Gasoline and Explosives.**
Permit must be obtained from the office of the Townsite Manager to keep or store any gasoline within said fire limits, and such storage shall at all times be subject to such conditions as the Townsite Manager may require and not in excess of the following quantities: In drum, 110 gallons; in cases, 20 gallons. Permit must be obtained to store any large quantity of kerosene or ammunition, and such storage shall at all times be subject to such conditions as the Townsite Manager may require. The storage of dynamite or other dangerous explosives on the townsite will not be permitted.

9. **Electrical Construction and Wiring.**
All electrical construction and all materials and apparatus used in connection with electrical work and the operation of all electrical apparatus shall be in conformity with the rules and regulations contained in what is known as the National Electrical Code, copy of which is on file in the office of the Townsite Manager, and the same is hereby adopted as the specifications for all electrical work of construction and operation, except as may be otherwise required by the Townsite Manager. Permit must be obtained from the Townsite Manager before beginning any electrical construction or wiring, and no wiring shall be covered until inspected and approved by the Townsite Manager.

10. **Exits for Halls, Theaters, Etc.**
All buildings used for public gatherings, such as halls, churches, theaters, etc., must have at least two exits in addition to the entrance. All doors to such entrance and exits must be approved by the Townsite Manager. The right is reserved to require additional exits to any such buildings at any time such additional exits may be deemed necessary for fire protection.

11. **Accumulations of Inflammable Rubbish, Burning Brush, Etc.**
Moss and other inflammable rubbish must be cleared from the ground before beginning the construction of any building or structure, or a sufficient fire guard must be trenched around same as will prevent the spreading of moss fires. Permission must be obtained from the Townsite Manager before burning brush on any lot, street or alley. All buildings and parts of buildings must be kept free from undue accumulations of inflammable waste materials. Care shall be taken in the disposal of ashes, and no ashes shall be placed in inflammable containers.

12. **Stovepiping and Stoves Outside Fire Limits.**
All stovepiping outside of the fire limits shall be set at least 18 inches from walls and ceilings of buildings; a space of at least two inches shall be left between all stovepiping and the wall or ceiling through which it passes, and where any stovepiping passes through a roof it must be protected by a metal flashing. No stove or grate shall be placed closer than 18 inches to any wall or partition composed of material other than brick, concrete or stone.

13. **Tents.**
On all lots situated outside of the fire limits, a width of at least five feet must be left between all tents and other structures, and wherever a frame or log building is constructed within five feet of any tent it will be necessary to immediately move such tent to comply with this regulation. No tent or building composed chiefly of canvas shall be constructed or maintained within the fire district.

14. **Inspection of Buildings.**
All public buildings must be open to inspection for fire protection purposes at all times upon request made by the proper officer, and all other buildings must be open for inspection at all reasonable hours for the enforcement of these regulations. The right is reserved to make requirements not stated herein if deemed necessary.

J. G. WATTS, Townsite Manager.

A. J. Robillard, of Seattle, has been employed as veterinary surgeon and is en route to Anchorage on the Alaska.

RAILROAD TRAIN SCHEDULE.

Anchorage, Alaska, Dec. 18, 1916.

Transportation Circular No. 31.

(Supersedes Transportation Circular No. 19, dated November 18, 1916.)

Effective 12:01 a. m. Thursday, December 21, 1916, a mixed passenger and freight train will be run between Anchorage and Matanuska, Matanuska and King and between Anchorage and Rabbit on the following schedule:

NORTHBOUND Monday, Wednesday and Friday, only.	MAIN LINE	SOUTHBOUND Tuesday, Thursday and Saturday, only.
Leave 9:00 a. m.	0.0 Anchorage	Arrive 3:00 p. m.
	4.9	
9:25	4.9 Whitney.	2:40
	7.3	
9:55	12.2 Kuney	2:20
	9.7	
10:40	21.9 Birchwood	1:45
	5.6	
11:10	27.5 Eklutna	1:15
	9.0	
Arrive 11:40 a. m.	36.5 Matanuska.	Leave 12:40 p. m.

NORTHBOUND Monday Wednesday and Friday, only.	MATANUSKA BRANCH	SOUTHBOUND Tuesday, Thursday and Saturday, only.
Leave 12:45 p. m.	36.5 Matanuska	Arrive 11:40 a. m.
	6.4	
1:20	42.9 Palmer	11:10
	6.6	
2:20	49.5 Moose Creek	10:30
	9.2	
3:00	58.7 Granite	9:08
	1.9	
Arrive 3:30 p. m.	60.6 King.	Leave 9:00 a. m.

SOUTHBOUND Tuesday, Thursday and Saturday, Only.	MAIN LINE	NORTHBOUND Tuesday, Thursday and Saturday, Only.
Leave 9:00 a. m.	0.0 Anchorage.	Arrive 10:45 a. m.
	5.0	
9:20	5.0 Campbell.	10:25
	5.4	
Arrive 9:45 a. m.	10.4 Rabbit.	Leave 10:00 a. m.

Mixed train leaving Anchorage northbound will stop just North of road crossing, Terminal Yard, Anchorage.

This schedule is NOT in effect as a time card authorizing the movement of trains, and all trains will continue to run extra as heretofore. However, for the information and guidance of all concerned, the trains covered by this schedule will not leave any station at which time is shown ahead of the designated time.

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

DAILY WEATHER DATA.

Following is the report of weather conditions prevailing at Anchorage during the period March 21 to 27, inclusive:

DATE	TEMPERATURE		PRECIPITATION (Inches)		WIND	CONDITION OF HARBOR
	Max.	Min.	Snowfall	Snow on Ground	Aver. Miles per Hour	
March 21	39	9	none	14.0	3.2	Small ice.
March 22	28	5	none	13.5	8.7	Ice blown in-shore.
March 23	32	–9	none	13.5	6.3	Mostly open water.
March 24	32	–3	none	13.0	7.2	Filled with shore ice.
March 25	28	2	none	13.0	8.4	Filled with shore ice.
March 26	24	13	trace	13.0	9.0	Filled with small ice.
March 27	27	15	trace	12.5	9.7	Filled with small ice.

TARIFF ON EXPRESS SHIPMENTS.

The Commission has issued, effective March 26, Tariff No. 155, naming therein charges for the transportation of express shipments, applicable to express companies for service between ships in stream or at wharf at Anchorage and the depot or freight house. The rates are as follows: On express not otherwise specified, $4.50 per ton of 2000 pounds; on currency, gold bullion, gold coin, gold dust, silver coin, valuable papers and packages, 20 cents per $1000 in value.

The transportation of express matter covered by this tariff will be at the sole risk and liability of the express company.

Copies of the tariff will be furnished upon application to the Commission.

OFFICIAL CIRCULARS.

SANITARY DEPARTMENT.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, March 1, 1917.

Circular No. 185:

TO ALL CONCERNED:

1. Effective this date, there is hereby created a Sanitary Department, Anchorage Construction Division, which department will have charge of the following matters, under the immediate supervision of this office:

a. Camp sanitation in all temporary and permanent camps, including those of stationmen, so far as practicable, as to water supply and drainage.

b. All matters pertaining to the general health of employees of the Commission in all such camps and in townsites along the railroad over which the Commission has jurisdiction.

c. The establishment and enforcement of all such rules and regulations as may be necessary to promote health and sanitation.

d. Dr. C. C. Benedict is appointed the head of the Sanitary Department with the title of Sanitary Officer, and he will be obeyed and respected accordingly.

2. The present district surgeons and field nurses will continue to perform all of their duties in connection with the care of sick or injured employees or contractors under the direction of the Chief Surgeon, and this order should not be construed as changing their duties, except insofar as camp sanitation is concerned.

F. MEARS, Commissioner.

STATION AGENTS APPOINTED.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, March 29, 1917.

Transportation Circular No. 51:

TO ALL CONCERNED:

Effective April 1, the following changes in agencies will be made:

Mr. W. W. Wade is appointed agent at Anchorage to handle all railroad business.

Mr. H. R. Miller is appointed agent at King.

Mr. W. A. Harmon is appointed agent at Moose Creek.

F. MEARS, Commissioner.

RULES FOR SECTION FOREMEN.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, March 26, 1917.
Office of Roadmaster.

Roadmaster's Circular (No. 19):

TO ALL SECTION FOREMEN:

There is published below a copy of the rules and regulations for section foremen, Nos. 1 to 23, inclusive. Please familiarize yourself therewith and see that they are followed. Special rules and regulations will be issued from time to time as their need becomes apparent:

1. Section Foremen will report to and be under control of Roadmasters. They will have charge of the repairs on their respective sections and are responsible for the proper inspection and safety of the track, bridges and culverts.

2. See that track is examined daily and is in good condition and safe for the passage of trains; that track walkers are provided with two red flags, or two red lanterns, a spike-maul, track wrench and six torpedoes and are instructed to stop and notify all trains of any unsafe conditions discovered.

3. In case of heavy storm, rain or violent wind, have the entire section patrolled, both day and night, especially watching the points where obstructions are likely to occur.

4. See that all culverts or other openings in the roadway for the passage of water are at all times kept free from driftwood or other obstructions, and that all trestles, bridges, culverts, or other structures which would be injured by fire, are kept free from the accumulation of weeds, leaves or other combustible material. Keep the dirt away from the ends of iron bridges and from the top of all piers and abutments, and allow no dirt to be in contact with the iron work of bridges. Examine all waterways after every rain storm or extraordinary flow of water, and if any undermining of foundation or other damage has occurred, report at once by wire. To prevent such telegraph, telephone or signal poles as are under the jurisdiction of the railroad company from burning, dry grass should be cut from around them, or covered with dirt, for a distance of at least three feet.

5. Any attempt on the part of adjoining land holders or others to trespass on right-of-way by building any structures, altering ditches, obstructing culverts, interfering with or occupying the company's property, for wagon roads or in any other manner must be prevented at once, or a proper report must be made to the Roadmaster.

6. Any condition affecting the safety of trains, such as refusal to keep gates closed and the continual trespassing of stock, must be promptly reported to the Roadmaster and efforts should always be made to induce the owner to remedy the trouble.

7. In case of fire on or near the right-of-way, make every effort to extinguish it. Report promptly, giving origin, nature and extent of damage caused, locality and name of owner of property. If inflammable property is placed near right-of-way, the attention of Roadmaster should be called to it and an effort made by foreman to induce the owner to move it.

8. The tidy condition of station grounds, bunk houses, buildings and right-of-way in charge of section foremen must be maintained at all times. The standard cross-section for ballast and earth track and ditches should be followed closely. All grass and weeds must be cut at the proper time and right-of-way kept clear of trees and bushes. Rubbish and waste which cannot be burned should be buried and under no circumstances must any fire be left burning after working hours. Dead animals found on the right-of-way, unless otherwise disposed of, must be buried.

9. All material dropped from engine and cars, such as draw bars, car doors, brakes, bolts, nuts, etc., must be picked up and taken to the tool house. Any article of freight that has fallen from the cars must be taken to the nearest station at which there is an agent or telegraph operator, and receipt taken therefor.

10. Keep switches, crossings, scales and turn-tables clear of snow, and other obstructions, and give all necessary assistance to remove snow from platforms and walks about stations.

11. Keep all highway and farm crossings in good repair and see they are not obstructed by material. See that all crossing planks are chamfered at the ends and are fastened down so as not to endanger trains. Boat spikes must be used for this purpose.

12. The standard location of roadway signs must not be changed. They must be kept plumb and in good condition. Requisitions should be promptly made for those to be replaced.

13. If the foreman is unable to handle an emergency occurring on his section, he will be authorized to call on adjoining foremen for assistance, which must be rendered at once.

14. Foremen will receipt for switch and other keys, which will be filed in the Roadmaster's office. The greatest care is enjoined upon all to keep these in secure places and to prevent their use by any but authorized persons.

15. Blank forms for personal injury, stock killed and injured, material and other reports will be supplied upon requisition. These forms must not be used for any other purpose than that for which they are intended. All persons whose duty it is to make these reports must fill them out properly and forward as instructed.

16. Foremen must remain with their men and person-

ally superintend and engage in all work of the gang and must never absent themselves from duty without consent from their superior officers.

17. No time must be returned on payrolls except for work actually performed by the person whose name appears thereon.

18. The most important factor, by far, in the maintenance of good track is drainage. Water is the worst enemy of the track, and it should be the aim of every track foreman to lead it as quickly and as far as possible from his roadbed. Every hour spent in perfecting drainage will be repaid many fold in lessened repairs. Ditches in cuts must be kept clean and free from obstructions so as to thoroughly drain the roadbed. The cross-section should conform to the standard drawings so far as practicable. The material taken from the ditches must be used to reinforce narrow embankments, wherever practicable. Material should not be cast where it can be washed back into ditches. Care must be exercised to provide and keep open passageway for water under all road crossings.

19. Should the general drainage of the ground be toward a cut or fill, surface ditches must be made outside the slopes, leaving a sufficient berme between the slope and the ditch.

20. Immediately following a snow storm, snow in cuts should be cleaned from track and ditches opened, so as to afford proper drainage.

21. During extreme high water or extraordinary freshets, foremen should take the measurement at bridges or culverts from the top of the tie to the surface of the water, or high water mark. This information, with the number of the bridge or culvert and the date of taking measurement, should be reported.

22. Any violation of the rules or special instructions must be reported.

23. The use of intoxicants by employees while on duty is prohibited. Their use, or the frequenting of places where they are sold, is sufficient cause for dismissal.

C. G. JONES, Roadmaster.

GENERAL PURCHASING AGENT.

Department of the Interior.
Alaskan Engineering Commission.
Anchorage, Alaska, March 1, 1917

Order:

The following assignment of duties of the Seattle office shall be effective this date.

With title of General Purchasing Agent, Mr. C. E. Dole shall have jurisdiction over the following matters, under the immediate supervision of the Chairman:

1. The purchase of all material, equipment and supplies. All purchases of construction or operating equipment, engineering and mechanical supplies shall be made with the advice and approval of the Engineering Representative;

2. Matters relating to railroad transportation in the United States;

3. Inspection of supplies and material, excepting second-hand machinery or equipment.

4. Contracts for rental of offices in the United States;

5. Subject to the approval of the Chairman, the employment of such clerical or other forces as may be necessary for the performance of the work under his jurisdiction.

WILLIAM C. EDES, Chairman.

The Alaskan Engineering Commission has extended an invitation to Governor Strong and the members of the Alaska legislature to visit the project during the coming season to view the work already accomplished and the construction under way.

On and after the opening of navigation all mail originating at Anchorage for Girdwood (Glacier Creek) and Kern Creek will be routed via the Seward postoffice, and from there forwarded via Alaska Northern to destination.

ANCHORAGE TIDE PREDICTIONS.

The tide predictions at Anchorage for the month of April are given in the following table:

Date	Time and height of high and low water.			
Sunday, April 1	3:05 24.5	9:15 7.4	**2:57** 24.6	**9:20** 3.8
Monday, April 2.....	4:06 25.6	10:16 5.9	**4:03** 25.8	**10:15** 2.9
Tuesday, April 3	4:41 26.7	10:49 4.3	**4:47** 27.2	**10:53** 2.1
Wednesday, April 4 ...	5:09 27.7	11:15 2.7	**5:23** 28.5	**11:25** 1.5
Thursday, April 5	5:31 28.7	11:42 1.0	**5:56** 29.5	**11:55** 1.1
Friday, April 6.....	5:54 29.5	**12:09** −0.4	**6:26** 30.4	....
Saturday, April 7	0:25 1.1	6:18 30.2	**12:39** 1.7	**6:58** 30.8
Sunday, April 8	0:56 1.3	6:43 30.7	**1:09** −2.5	**7:29** 30.8
Monday, April 9	1:28 1.7	7:11 31.0	**1:41** −2.9	**8:03** 30.3
Tuesday, April 10	1:58 2.6	7:41 31.0	**2:16** −2.7	**8:40** 29.5
Wednesday, April 11..	2:30 3.5	8:14 30.6	**2:54** 2.1	**9:20** 28.4
Thursday, April 12....	3:08 4.6	8:50 29.9	**3:36** −1.0	**10:08** 27.2
Friday, April 13	3:54 5.7	9:37 28.9	**4:31** 0.3	**11:11** 26.1
Saturday, April 14	4:59 6.5	10:38 27.5	**5:43** 1.5	....
Sunday, April 15.....	0:34 25.8	6:26 6.6	**12:06** 26.6	**7:05** 2.1
Monday, April 16.....	1:57 26.6	7:56 5.4	**1:44** 26.7	**8:34** 1.9
Tuesday, April 17.....	3:04 28.2	9:11 3.0	**3:11** 28.0	**9:30** 1.1
Wednesday, April 18..	3:55 30.1	10:04 0.3	**4:15** 29.6	**10:24** 0.3
Thursday, April 19....	4:40 31.8	10:56 −2.1	**5:08** 31.1	**11:11** −0.3
Friday, April 20.....	5:19 33.2	11:41 −4.0	**5:56** 32.1	**11:52** −0.6
Saturday, April 21....	5:59 34.0	**12:23** −5.2	**6:39** 32.5	....
Sunday, April 22.....	0:34 −0.4	6:38 34.1	**1:04** −5.5	**7:20** 32.3
Monday, April 23.....	1:14 0.2	7:17 33.6	**1:44** −5.0	**8:01** 31.5
Tuesday, April 24.....	1:55 1.3	7:53 32.5	**2:24** −3.8	**8:42** 30.3
Wednesday, April 25..	2:35 2.6	8:32 30.9	**3:06** −2.2	**9:25** 28.9
Thursday, April 26....	3:19 4.1	9:11 29.1	**3:50** −0.3	**10:13** 27.4
Friday, April 27.....	4:06 5.7	9:55 27.2	**4:40** 1.6	**11:09** 26.1
Saturday, April 28....	5:05 7.0	10:51 25.5	**5:41** 3.1	....
Sunday, April 29.....	0:22 25.3	6:25 7.5	**12:15** 24.5	**6:54** 4.1
Monday, April 30.....	1:45 25.3	8:00 7.0	**1:57** 24.4	**8:07** 4.4

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 is 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 Cosmopolitan Standard for the meridian 150 degrees west. All hours later than 12 noon appear in boldfaced type; ante meridiem figures are given in the ordinary lightfaced type.

PERSONAL

J. F. Hemenway has resigned as line auditor at Anchorage and expects to leave for Seattle this week.

* * * *

A. J. Chandler has been appointed resident engineer at Nenana, succeeding J. J. Fallon, resigned.

* * * *

William H. Smith, assistant timekeeper of the Fairbanks Division, has resigned to enter the practice of law at Nenana.

* * * *

R. B. Ward has been promoted from draftsman to resident engineer, Fairbanks Division, relieving Stephan Shuman, resigned.

* * * *

Austin Fields of Kentucky arrived on the steamship Alameda to accept a clerical position in the disbursing office at Anchorage.

* * * *

Dr. E. S. Reedy, chief surgeon of the Anchorage Hospital, was booked to sail from Seattle on March 30 aboard the steamer Alaska.

* * * *

G. C. Hammond, special disbursing agent at Anchorage, who has been at Washington for several weeks on Commission business, is returning on the steamer Alaska to resume his duties here.

* * * *

F. D. Browne, locating engineer, is a passenger aboard the steamship Alaska, which sailed from Seattle for Anchorage March 30. He is accompanied by H. D. Miller, engineering office man.

* * * *

H. M. Rydholm has been promoted from clerk in the Anchorage Accounting Department to the position of accountant, vice H. M. Hamill, promoted to commercial freight agent at Anchorage.

ANCHORAGE RAILROAD Y. M. C. A.

During the month of March, the following new members were added to the roll of the Anchorage Railroad Y. M. C. A.: H. W. Shader, George D. Beaumont, R. N. Moyer, C. D. Moyer, R. C. Schott, B. H. Rogers, Roy A. Anderson, Dr. J. L. McBride, C. I. Strathcona.

After the regular monthly meeting of the members' council Monday night a smoker was held in the social hall. The interesting program included boxing, wrestling and other athletic features, following which refreshments were served.

With the opening of the spring season, it is planned to inaugurate an active campaign for members, each department to be assigned to one of the membership committee who will be expected to extend to the employees personally an invitation to associate themselves with the organization.

COMMERCIAL FREIGHT AGENT, ANCHORAGE.

Effective March 28, 1917, Mr. H. M. Hamill has been appointed Commercial Freight Agent at Anchorage.

His duties are the handling of traffic in connection with water transportation.

W. DeLONG, General Storekeeper.

MONTHLY LABOR REPORT.

During the month of March, 1917, the Employment Bureau of Anchorage Division placed 707 men at work, distributed as follows:

Anchorage Terminal	37
Main Line North of Anchorage	183
Matanuska Branch	142
Turnagain Arm District	188
Talkeetna District	74
Maintenance of Way	54
Miscellaneous	29

The positions filled by the above applicants were: Axemen 13, blacksmith 1, blacksmith helpers 3, cooks 14, coyotemen 2, machine driller 1, engineers' rod and chain 4, flunkies 15, camp janitors 5, general laborers 87, extra gang laborers 38, section laborers 8, stationmen's laborers 181, piledriver men 4, coal miners 29, stationmen 279, tie makers 16, teamsters 4, watchmen 3.

BRANCH PURCHASING OFFICES.

The Commission has established branch purchasing offices in Portland, Oregon, and San Francisco, Cal. The Portland office is located at Room 102, Custom House, with Mr. Joseph J. Hittinger, Purchasing Agent's Representative, in charge. Mr. George H. Gamble has charge of the San Francisco branch, which is established at Room 514, Kohl Building, corner Montgomery and California Streets. Mr. Gamble's official designation is also Purchasing Agent's Representative.

The branch offices are under the immediate supervision of Mr. C. E. Dole, General Purchasing Agent, of Seattle.

ALASKAN TIMBERS FOR MINE PROPS.

(Forest Service Bulletin.)

WASHINGTON, D. C.—That mine timbers of white spruce, Sitka spruce, white birch, and western hemlock grown on the Chugach National Forest, Alaska, are fully as good as Douglas fir from the Rocky Mountain region and are superior to other Rocky Mountain species for use as mine timbers has been demonstrated by the Forest Products Laboratory at Madison, Wis.

Tests made to determine the suitability of the Alaskan trees for mine timbers showed that in bending strength developed the four species named are from 20 per cent to more than 100 per cent stronger than lodgepole pine, alpin fir, Engelmann spruce, bristle-cone pine, and western yellow pine from the Rocky Mountain region. All of these species are widely used for mine timbers and were tested by the laboratory.

Sitka spruce, white birch, and western hemlock from Alaska proved to be considerably higher in average strength than Rocky Mountain Douglas fir. White spruce averaged nearly as well.

The lighterage and wharfage charges at the ports of Anchorage and Seward have been fixed by the Commission at 50 cents per ton of 2000 pounds, or 40 cubic feet measurement, for each service; minimum charge 50 cents. Copies of the tariff covering these charges will be furnished those interested upon application to the Commission.

A contract has been let to Doherty & Co., for 2000 tons of coal at $6.00 per ton, delivered in the Government bunkers at Moose Creek.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, APRIL 10, 1917. No. 22

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

WAR DECLARED AGAINST GERMANY.

As announced in the press dispatches, President Wilson at 1:13 p. m. on April 6 affixed his signature to the war resolution passed by Congress declaring that a state of war exists as between the United States and Germany.

In the proclamation the President issues a warning to the alien enemies of the United States living within the borders thereof, or within the outlying possessions, declaring that any unnaturalized citizen of the nation with which the United States is at war shall be drastically treated if he attempts to conspire or intrigue against the United States.

Unnaturalized Germans resident in this country are forbidden to carry arms of any kind within the boundaries of this Nation; they are forbidden to make threats or to agitate against the Government of the United States, and are cautioned against approaching within one mile and a half of any United States fortification or military establishment.

Dr. E. S .Reedy has tendered his resignation as Chief Surgeon of Anchorage Hospital, to engage in private practice.

ATTENTION NATIONAL GUARDSMEN.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 10, 1917.

Circular No. 190:

TO ALL CONCERNED:

All employees of the Commission who have been mustered for duty in the National Guards, and are so serving, and those mustered in the future, will please furnish this office with the following information forthwith: Position, salary, legal residence, last day of pay in Commission service, and regiment or other military or naval organization, also names and addresses of persons dependent for support, and their relationship.

This is important.

F. MEARS, Commissioner.

ASSISTANT TO SECRETARY LANE.

Herbert A. Meyer, who has been private secretary to Secretary of the Interior Franklin K. Lane since he has been in the cabinet of President Wilson, has been promoted to the position of Assistant to Secretary Lane, assuming his new duties March 1. The administrative supervision of the Alaska railroad project has been delegated to Mr. Meyer by the Secretary, who will thus be relieved of many of the details in connection with that work.

Mr. Meyer is a native of Ohio and was educated in the public schools of that state. He is thirty years of age and has been in Washington since Mr. Lane assumed the interior portfolio. Since he has been connected with the Interior Department Mr. Meyer has been the right-hand man to Secretary Lane and has travelled with him on all of his inspection trips about the country. He was also with him while the Secretary was a member of the American-Mexican joint commission which considered the recent difficulties between Mexico and the United States. Mr. Meyer has been in close touch with the Alaskan railroad project since its inauguration and is thoroughly familiar with the administrative duties involved in the work.

Commissioner Mears, who has been confined to his residence for several days suffering from an attack of pneumonia, is reported by Dr. J. B. Beeson to be recuperating. It is thought he will be able to resume his duties within a week.

REPORT OF GOVERNOR OF ALASKA.

(Excerpt.)

A little research shows that Alaska, until within the past dozen years or less, received little consideration by the Government except in the casual and haphazard way. By this is meant that there has been a distinct lack of interest shown, such interest as has been taken has nearly always been general and not particular; it has been merely academic. Restriction rather than privilege has been abundant. Its people have been told what they must not do rather than encouraged to make the best legitimate use of their opportunities. Reservation was too long apparently the only end sought to be accomplished. There is still too much of it for safe and sane progress and development. Therefore the Territory languishes when it should flourish; it stagnates when it should show strong virility. For Alaska has all those natural resources that are essential foundation stones of a great commonwealth. It has gold, silver, copper, coal, tin, iron, gypsum, lime, granite, marble, oil, antimony, and many other minerals in abundance; it has the greatest fisheries of the world; its water powers are practically untouched; its furs long since attracted the attention of the world and have produced millions; its agricultural resources are potentially great, and its timber is not inconsiderable. It has a diversified climate; in the coastal sections the climate is equable, there being few extremes of heat or cold; in the great interior regions the summer season is dry and warm, the winter is dry and cold, the precipitation being much lower than on the coast. It is one of the most healthful countries of the world; vegetation, except in the extreme northern regions, is luxuriant and rapid. Nearly every variety of hardy vegetables and fruits grow in abundance; on the plains and plateaus of the interior various grasses are found, extensive in area and in great abundance. In the valleys and more mountainous coast sections, fine agricultural land is found, suitable for farm and dairying purposes; and, speaking generally, Alaska is as favorably situated climatically as the Scandinavian Peninsula. If all its natural resources, including agricultural, were developed, they would be found to be infinitely greater; and yet, while the Scandinavian countries, much smaller in area, have a population in excess of 10,000,000, it has taken Alaska nearly 50 years to achieve a white population of not more than 50,000 souls. Of course, Scandinavia has the advantage of years, but Alaska can offset it with natural wealth and opportunity.

And all its wealth of natural resources has been scarcely touched, although the land resources have already yielded a quarter of a billion dollars and the sea almost, if not quite, as much. Alaska needs people who are able and willing to work—those who are able to breath life into a stone, or quicken a rock; it offers splendid opportunities for the investment of capital and the consequent employment of labor; it welcomes an independent, self-reliant citizenship; it needs home builders, and it offers them that independence that is achieved by honest labor and intelligently directed effort. It would not be within the confines of truth to say that Alaska presents no difficulties to the investor or to labor. Nothing that is worth while is achieved without toil, mental or physical. Alaska is not a country of tropical mold; it is stern and rugged in its exterior, rather than mild and benevolent; it is a country wherein it is decreed that the strong and the healthy shall survive and the weak and incompetent fail, if not perish. He who would find wealth in its gold placers or quartz lodes must work for it; he who would reclaim the wilderness and make it bud and blossom, can not escape some hardship. To make the land produce crops much toil and patience are required, but it can be done, and in the years to come it will be done and Alaska will be known not only as a mining and fishing country, but an agricultural domain, with a happy and prosperous people attached permanently to the soil.

It seems, as it were, a part of an economic design to further the spread of population and civilization that gold has been scattered broadcast over the earth, to be found in due time by man. Looking back on the large westward movement of population during the last century, we find that the discovery of new gold fields was the prime incentive of that great march; the news of new finds spread far and near; the gold fever took possession of the people, and the onrush to the new diggings in the wilderness began. The early pioneers of the west entertained no intention of settling there; they were bent solely on exploiting new fields and afterwards returning to their homes with their quickly gained wealth to a life of ease among their old neighbors. Disappointment, nevertheless, was always in store, for but few were destined to realize the fruition of their dreams. So they stayed in the new country and, many of them, tiring soon of the uncertain fortunes of mining, began to take stock of their surroundings and their new country, and soon the wilderness became studded with smiling hamlets and happy homes. Other resources than mining were developed, new industries established and the country began to grow and prosper. This was the situation in California, in Colorado, in Montana and other states of the west, and this history is repeating itself in Alaska.

Not so many years since it was confidently asserted that if Alaska had any value it was confined solely to placer mines, and when these were worked out and the gold exhausted all the people would leave the country, and it would revert to primal conditions. The same cry was heard in the early days of California and elsewhere, and as it has proved itself wrong there, so has it proved itself wrong in Alaska. Long before an ounce of gold had been produced from the soil of Alaska its fisheries had yielded much wealth. Witness the fur seal and whale fisheries, salmon and cod fisheries. Many millions of dollars have Pacific coast merchants and others taken from these sources without even making or giving a single permanent improvement in this Territory. It was contrary to their policies to encourage and establish settlement in Alaska. To this day they carry their fishing and canning crews to and from the Territory every season, paying them their wages under special contracts when they shall have returned to the ports from whence they are shipped. Now, if these fishermen, or many of them, were encouraged and placed in a position to stay in Alaska all the year around, prospecting for mineral or fishing in coastal waters, taking up homesteads in the neighborhood of the canneries and other fishing plants, and otherwise creating new values, the fishing interest would then further the settlement and prosperity of the Territory.

Therefore it may readily be understood that Alaska's land resources have been scarcely touched. Some of the cream, notably in the gold-placer regions, has been taken, but there is plenty left, and since gold allured people to Alaska's shores and induced them to become permanent settlers, these fishing and agricultural industries will be taken in hand and more and more prosecuted by citizens

of the Territory for the benefit of the Territory. Quite a percentage of the present population of Alaska used to gain their living on the deep or have been in various ways connected with fishing and the sea. There are whalemen, cod fishers, and seal hunters who have abandoned their former callings to engage in mining and other pursuits, but who, with proper encouragement and opportunity, would again return to their seafaring occupations. Then there is a native population that may become a burden to the Government, which, if rightly led and rightly handled, are able and willing and could easily be made producers and wage earners under new conditions.

It is here repeated that Alaska needs a permanent population in order that its resources may be developed in a substantial manner. It has been charged that our population is transient and that the great majority of those who come to Alaska come hither without any fixed idea of making the country their permanent home. That statement was true of the men who built up the great west, but few returned to their former homes, the many remaining and establishing their rooftrees in the new land. This condition is applicable to Alaska. The Territory already has a permanent population, and how to increase it and enable it to develop the country and become home builders is a problem well worth the attention of the Government. A notable feature of the influx to the Territory of Alaska during the past few years is the number of men who have brought their families with them, with the purpose in view of locating permanently and establishing homes. The building of the Government railroad from the Pacific Coast to the interior is responsible, in part, for this condition.

The promise afforded by railroad construction that regions containing mineral, timber, and agricultural lands would become accessible by reason of this railroad building has been the cause of this influx of men and women, who, impelled with the idea that here was land to spare and opportunity for the energetic, have engaged in the work of carving out homes in the wilderness. Many of these have been successful, and the success that has been achieved is a stimulus to others. There is probably no country in existence today where the energetic man can earn a living more easily than in Alaska, with the confident expectation of achieving ultimate independence. This may seem a broad statement when one thinks of tropical countries where nature is so prolific, furnishing sustenance with little physical exertion. But there is another and different side to tropical life, and it does not appeal to people of northern latitudes, because of the handicaps that go with it. Malarial diseases are unknown in Alaska because poisonous insect life does not exist here; the entire country is a magnificent health zone, limited only by its extensive boundaries; and its inhabitants are not enervated with heat and subjected to the ills with which tropical or subtropical countries abound.

That country is best which has a variety of natural resources, that has land for the landless, and offers opportunities for the wageworker. The acquisition of land should be made as free as possible. The red tape, the unnecessary restrictions, the long and causeless delays in securing to the homesteader title to his land, should be reduced to a minimum, and he should be assured of the cooperation of the Government in securing to him the employment of the right to achieve his destiny with as few handicaps as possible. Restrictive methods and measures do not make for the development of a new country. The man who can support himself and his family from the products of the soil is immensely better off than are the denizens of the crowded cities, with the uncertainty of steady employment and the keen competition to which labor is subjected. The agricultural lands of Alaska should be surveyed and classified as speedily as possible. Some progress has been made along this line and the intending settler should be enabled to receive free information not only as to available land suitable for agricultural and grazing purposes, but he should also be advised as to the nature of the soils of the different agricultural sections, how they may be most easily reached, and the means of communication available, if there be such, and the crops best suited to the soil. This would simplify land location and selection, and would greatly stimulate settlement, and substantial increase in population would be noted year by year.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, March 24, 1917, was as follows:

Commissioner's Office	38
Shops and Yards	160
Transportation Service	20
Store and Dock Departments	202
Accounting Department	19
Disbursing Office	7
Townsite Department	14
Steward's Department	13
Hospital Department	25
Telegraph and Telephone Department	55
Track, Bridge and Ballast—Main Line	134
Turnagain Arm District	163
Matanuska District	288
Talkeetna District	129
	1267
Stationmen and Laborers—All Districts	1115
Grand total all employees Anchorage Division	2382

HOSPITAL VISITING HOURS.

The Anchorage Hospital is open to visitors at the hours named below, and the public will be required to adhere strictly to this schedule:

Week Days.	Sundays.
2:00 p. m. to 4:00 p. m.	10:00 a. m. to 12:00 m.
7:00 p. m. to 8:00 p. m.	3:00 p. m. to 5:00 p. m.
	7:00 p. m. to 8:00 p. m.

Dispensary Hours.

Week Days.	Sundays.
10:00 a. m. to 12:00 m.	10:00 a. m. to 12.00 m. only
2:00 p. m. to 4:00 p. m.	
7:00 p. m. to 7:30 p. m.	

DR. J. B. BEESON, Chief Surgeon.

H. B. Laughlin has been promoted, effective April 1, from the position of District Line Auditor to Division Camp Auditor, with headquarters at Anchorage.

The steamer Mariposa, en route to Anchorage and way ports, sailed from Seattle at 9 o'clock Friday morning with 65 cabin and 90 steerage passengers aboard.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending March 31, 1917:

MAINTENANCE OF WAY

Water Service and Plumbing.

The renewal of the water lines to Dock No. 1 was completed and the work in connection with the lines to Dock No. 2 is 60 per cent complete.

Plumbing was installed in two outfit cars, and the alteration of the piping in the refrigerating plant was begun.

Bridge and Building.

The driving of piling on the extension to Dock No. 2 was finished, and at the end of the week 90 per cent of the decking had been completed.

The unloading platform at the Anchorage freight shed was completed and work was started on the extension of the platform at the east end of the passenger depot.

The carpenter work in connection with the alteration of the cold storage plant is 95 per cent complete.

Two outfit cars for the use of the Telegraph and Telephone Department are now being built. A gang unloaded bridge material for the Granite Creek and Kings River structures during the week.

Grading Matanuska Branch.

A steam shovel was cut in at Mile 12 and work started on the removal of sliding gravel banks. This material will be used in the fill south of the Moose Creek bridge and in widening the banks between Miles 10 and 14.

Eska Creek Coal Spur.

All work on this spur is progressing satisfactorily. To date 137 stations have been graded.

Mechanical Department.

The repairs to Browning crane No. 1 and to steam shovel No. 1 are completed. A force continued work on the conversion of piledriver No. 6 into a derrick car. Light repairs were made to engines Nos. 1, 225, 265 and 280. Miscellaneous repairs to B. and B. boats Nos. 1, 2 and 3 were made.

MATANUSKA DISTRICT.

Matanuska Branch.

In the absence of some unforeseen difficulty, the grading work should be so far advanced by July 1 that the laying of steel can be commenced at Kings River. All contractors are at work and making excellent progress.

The flooding of the Matanuska River west of Camp 32 prevents travel over the ice, and a general break-up of the river seems imminent. The approaching completion of the wagon road from Kings River to Camp 32 will obviate any inconvenience occasioned by the abandonment of the road over the ice. Beyond Camp 32 material and supplies have already been distributed, and the few additional supplies needed from time to time can be delivered by pack train.

Stationmen's laborers are being placed to work at various points along the line and several of the contractors are working two shifts. It is planned to have most of the contractors work two shifts in the near future.

Main Line.

North of Camp 156, the winter road continues to be in good condition, but between Matanuska Junction and Camp 156 the warm weather has made sledding impossible. This latter section is now covered by wagons.

The piledriver crew at the Little Susitna bridge has completed the placing of false bents across the river and is now at work on the south abutment.

A part of the bridge crew are framing timbers for the wagon road bridge across the Little Susitna. It is planned to have this structure completed within ten days.

Four station contractors have been placed on the line between Willow Creek and Kashwitna. Temporarily the members of these gangs have been engaged as Commission laborers and are placing bridges across various small streams, including Willow Creek and Little Willow Creek, which will be traversed by the wagon road. A few of the men are at work on camp construction.

Between the Little Susitna River and Willow Creek, seven contracting outfits have been placed on the work and the men are now engaged in erecting their camps. Some of these contractors will be utilized on wagon road work for the Commission.

During the coming week the construction of Camp 201, at Caswell Creek, will be begun, and Kashwitna cache camp, Mile 197, will then be discontinued.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

The clearing between Indian Creek and Bird Point, a distance of six and three-quarters miles, is completed, except for removing dangerous trees on the steep slopes between Indian Creek and Bird Creek. Sutherland and Brooks and P. R. Strong will finish their clearing contracts within a few days. The clearing between Bird Point and one mile north of Glacier Creek is progressing satisfactorily.

Grading.

The yardage removed during March aggregated about 100,000 cubic yards.

Hrjak & Co., working in a cut between McHugh and Sheep Creeks, moved 6000 cubic yards with a coyote shot charged with 11,000 pounds of black powder. Anderson & Co., in the same vicinity, put off a coyote shot for borrow, moving 3000 cubic yards with 3200 pounds of powder. Kleven & Co. also put off a coyote shot for borrow, between Potter Creek and Sheep Creek, moving 12,000 cubic yards of rock with 8000 pounds of powder.

The Commission force in the large cut 1½ miles south of Potter Creek, station 2633, worked on pockets during the week. As soon as powder is received the pockets will be shot.

Miscellaneous.

The trail is practically useless for sledding, as the snow is nearly all gone.

The Eklutna and the barge Knik are being used to distribute supplies from Sheep Creek to upper Arm points.

At Potter Creek the shore ice extends out for at least one mile, and navigation will be delayed at that place in consequence.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

All linemen, linemen's helpers and laborers not engaged in maintenance work were laid off temporarily on March 31, owing to adverse conditions brought on by the spring thaw.

Electric Light and Power.

A small force wired the Commission boats Matanuska and Omineca during the week. Additional lights were placed on the docks, marine ways and at the city freight shed.

METHOD OF LEVYING ASSESSMENTS.

The following method of levying general assessment for maintenance of the townsite from Sept. 30, 1916, to March 31, 1917, and also from March 31, 1917, to Sept. 30, 1917, and all other general assessments which may arise prior to June 1, 1918, is hereby proposed and will be placed in effect subject to changes which may be considered just, as shown by objections received.. All sold town lots within the Anchorage townsite proper and the East Addition will be divided into seven districts, as follows:

District No. 1.

South ½ Blocks 23 to 30 inclusive; north ½ blocks 38 to 45 inclusive.

District No. 2.

North ½ blocks 26 to 28; south ½ blocks 38 to 44; north ½ blocks 49 to 55; east ½ block 37, and lot 6, block 31; lot 1, block 29; lot 6, block 25.

District No. 3.

Lots 4 to 9, block 5; lots 1 to 3 and 10 to 12, block 6; lots 4 to 6, block 12; blocks 13 to 19 entire; south ½ block 22; lot 6, block 23; north ½ block 24; lots 2 to 6, block 29; north ½ block 30; block 31, except lot 6; lots 4 to 6, block 32; east ½ blocks 36 and 57; west ½ block 37; south ½ block 45; blocks 46, 47, 48 entire; south ½ blocks 49 to 55; block 56 entire; lots 1 to 3, block 64; lots 1 to 3 and 10 to 12, block 65; north ½ blocks 66 to 72.

District No. 4.

Lots 6 and 7, block 2; blocks 3 and 4 entire; lots 1 to 3 and 10 to 12, block 5; block 21 entire; north ½ block 22; north ½ block 23 except lot 6; lots 4 to 7, black 64; lots 4 to 9, block 65; south ½ blocks 66 to 72; north ½ blocks 77 to 83; lots 1 to 3 and 10 to 12, blocks 84 and 85; lots 1 to 3, block 86; north ½ blocks 112 and 113; blocks 114 to 117; south ½ blocks 118 and 119.

District No. 5.

South ½ blocks 77 to 83; lots 4 to 9, blocks 84 and 85; lots 4 to 7, block 86; east ½ block 93; blocks 94 to 103 entire; all city lots in East Addition.

District No. 6.

Blocks 75 and 76, and 104 to 111, inclusive; entire south ½ blocks 112 and 113.

District No. 7.

All other sold lots within townsite.

Assessments will be levied according to the following ratios against each sold lot within the specified district, for each of the four items shown:

Fire Protection.

District No. 1, 10; District No. 2, 6; District No. 3, 2; District No. 4, 1.

Sanitation.

District No. 1, 6; District No. 2, 3; District No. 3, 2; District No. 4, 2; District No. 5, 1; District No. 6, 1.

Maintenance of Streets and Alleys.

District No. 1, 4; District No. 2, 4; District No. 3, 3; District No. 4, 3; District No. 5, 2; District No. 6, 2; District No. 7, 1.

General Office Expense.

District No. 1, 7; District No. 2, 6; District No. 3, 5; District No. 4, 4; District No. 5, 3; District No. 6, 2; District No. 7, 1.

Objections and suggestions, in writing only, will be received at this office up to April 21, 1917.

J. G. WATTS, Townsite Manager.

RAILROAD Y. M. C. A. NOTES.

During the month of March, eight resident and two non-resident members were added to the roll of the Anchorage Railroad Y. M. C. A. On March 31 the total resident membership was 127, and the non-resident 22. The receipts from all sources for the month were $135.55, and the expenditures $33.55. The cash on hand at the end of the month was $508.34 and the balance due and unpaid on memberships $103.00. The outstanding obligations for equipment was $782.09.

The billiard table was used by 111 persons during March, and the pool table by 224. Mr. W. E. Sundberg won the prize for the high run in straight pool, with a score of 15. Thirty members participated in the pool tournament; 31 games of chess and 42 of checkers were played in the tournament contest.

Magazines were received from the following persons and distributed to the various construction camps: Peter Brisbois 14, W. Palmer 20, Mrs. Tweedale 35, the Misses McVean 60, Mrs. Wilkinson 25, E. M. Huff 63, miscellaneous 20, from the reading room 170.

On March 31, twelve boys attended the meeting called for the purpose of forming a company of Boy Scouts. A supply of application blanks and handbooks sufficient for two patrols have been received by Secretary Kenyon, and the Anchorage organization of the Scouts will soon be perfected. On Saturday mornings, between 9:30 and 11:30, the boys were drilled in the setting-up exercises and given the freedom of the game room.

The Thursday evening Bible study was attended by 35 members during the month. An interesting debate was attended by about 40 persons on the evening of March 5. The Rifle Club held one meeting in the committee room, the Employees' Association met on two occasions and two meetings were held by the Baseball Association.

Mr. R. N. Moyer has been appointed a member of the physical committee, in charge of tennis activities. Those desirous of placing orders for tennis supplies for the coming season should communicate with him at once.

ANCHORAGE LOT ASSESSMENTS.

In apportioning assessments among the divisions of any divided lot in the Townsite of Anchorage, such division will be made according to area only; front footage or location are not to be considered. Notices of assessments will be made up on this basis, and will show the amount owed by the portion of the lot against which it is issued.

Only divisions on record in the U. S. Commissioner's office on or before the date of issue of the assessment will be recognized, and no division made or recorded subsequent to said date of issue will be recognized, such assessment being payable in one sum.

The above will be effective this date, and will apply to all future assessments and all assessments now overdue.

Dated April 3, 1917.

J. G. WATTS, Townsite Manager.

G. C. Hammond, Special Disbursing Agent at Anchorage, returned from Washington, D. C., on the Alaska.

Richard W. Hart, formerly connected with the Panama Railroad Company, and the Great Northern Railway, arrived on the steamship Alaska to take an important position in the office of the Examiner of Accounts at Anchorage.

OFFICIAL CIRCULARS.

REQUESTS FOR ADDITIONAL EMPLOYEES.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 4, 1917.

Circular No. 186:

TO ALL CONCERNED:

In the future whenever a new employee is desired for any class of work, the department desiring the additional employee should place their order for such help through the Employment Office, where a list is retained of all classes of applicants.

F. MEARS, Commissioner.

PREPARATION OF VOUCHERS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 4, 1917.

Circular No. 187:

TO ALL CONCERNED:

The attention of all concerned is called to the printed instructions on vouchers, and particular care must be taken in their preparation so that there are no corrections or alterations before forwarding to the disbursing officers for payment. If it is desired to make any explanation or furnish any notations as to alterations or changes affecting the amount of voucher, it should be made on a separate sheet of paper, or in the space provided for such notations on the printed voucher form.

F. MEARS, Commissioner.

PRINTED FORMS IN STOCK.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 7, 1917.

Circular No. 188:

TO ALL CONCERNED:

The following forms have been received for general use:

Form 487, Railroad Telegram Blank, long sheets. The above form with Forms 353 and 354 are to be used strictly for railroad business. Other telegram blanks are to be confined to the use of the Telegraph and Telephone Department for commercial business.

Form 520, Spot Cash Bill, for use of departments when collection of an account is to be made by agent.

Form 524, Letter Heads, ruled.

Form 528, Shipping Order, to be used when shipping Commission property.

Form 531, to be used by all offices having pass books. This report is to be made up each week showing passes issued and forwarded to this office.

Form 532, Report of Locomotives and Cars in Service. To be used by the Maintenance of Way Department and others using work trains, and forwarded to this office at the close of each month.

F. MEARS, Commissioner.

FLAT CARS AVAILABLE FOR SERVICE.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 5, 1917.

Transportation Circular No. 52:

TO ALL CONCERNED:

The following additional temporary flat cars have been placed in service: Nos. 707, 720, 743 and 745. Inside measurements as follows:

Length, 37 ft. 0 in.
Width, 8 ft. 4¾ in.
Height, 2 ft. 10¾ in.
Cubical Capacity, 901 cu. ft.

The minimum weight of commercial coal shipped in the above cars may be based on the above cubical capacity. See Transportation Circular No. 43, page 86 of the Alaska Railroad Record, for temporary cars previously placed in the service.

F. MEARS, Commissioner.

PRINTED FORMS IN STOCK.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 7, 1917.

Transportation Circular No. 53:

TO ALL CONCERNED:

The following new forms have been received:

Form 210-A, Conductor's Train Order Books, Form 31.

Form 211-A, Conductor's Train Order Books, Form 19.

Form 516, Live Stock Contracts. To be used when making shipment of any quantity of live stock.

Form 517, Perishable Contract. To be used on carload shipments of perishable freight.

Form 518, Freight Bill for Prepaid Charges when shipping bill is not used as receipt.

Form 519, Monthly Report of Storage Collections. For use in connection with storage of baggage and parcel room storage.

Form 521, Monthly Report of Local Ticket Sales.

Form 523, Statement of Order Bills of Lading taken up in the month.

Form 525, Receiving Agent's Notice of Freight Unclaimed or Refused at Destination.

Form 526, Station Agent's Daily Balance Blotter.

Form 527, Request for Prepaid Only Waybill.

Form 529, Notice of Change in Headings of Waybills.

Form 530, Conductor's Monthly Balance Sheet.

Form 533, Ticket Redemption Certificate.

Form 534, Monthly Statement of Freight Bills Received or Forwarded to Other Stations.

Form 535, Miscellaneous Credit Papers Remitted.

Form 536, Credit Papers Remitted to the Chief Accountant on Passenger Accounts.

Form 537, Freight Bills and Miscellaneous Cash Papers Remitted to Chief Accountant.

Form 538, Astray Freight Waybill.

Form 539, Record of Storage Charges in books. For use in connection with storage on freight.

Form 540, Agent's Monthly Report of Uncollected Passenger Items.

Form 541, Report of Cars Loaded During the Month.

Form 545, Agent's Daily Telegraph Car Report.

F. MEARS, Commissioner.

OVERTIME ON SECTION WORK.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 4, 1917.

Roadmaster Circular (No. 20):

ALL FOREMEN:

No foreman of this department will permit any of his men to work in excess of eight hours per day without express permission of Mr. K. K. Kuney, Engineer Main-

tenance of Way, or the undersigned, except in cases of extraordinary emergency where it is necessary to save life or property, and when the permission referred to above cannot be secured. In such cases a report must be made as soon as possible thereafter, both by telephone (if possible) and in writing, giving an explanation of the reasons for the overtime.

C. G. JONES, Roadmaster.

ORGANIZATION CHANGES.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 1, 1917.

Office of Engineer Maintenance of Way.

Maintenance of Way Circular (No. 44):

TO ALL CONCERNED:

Effective this date, the following changes in organization are announced for the information and guidance of all concerned:

Mr. L. C. McCoy, Superintendent of Bridges and Buildings, having resigned, that office is hereby abolished.

Mr. C. G. Jones, Roadmaster, will have general supervision over all bridge construction and building construction on the line in this district, reporting to the undersigned.

Mr. Edgar Heaton, Water Service Foreman, will exercise general supervision over all pumping plants and over water lines and sewer line construction and maintenance in this district, reporting to the undersigned.

Mr. G. H. Remore, General Carpenter Foreman, will have charge of all carpenter shop work and maintenance of all Commission buildings at the Anchorage Terminal, reporting to the undersigned.

This department will be known as the Maintenance of Way Department, and material accounts, etc., will be handled under that head.

K. K. KUNEY, Engineer Maintenance of Way.

Approved: F. MEARS, Commissioner.

NIGHT YARD MASTER.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 1, 1917

Bulletin No. 16:

TO ALL CONCERNED:

Effective April 1, Mr. W. J. Holmes is appointed Night Yardmaster for Anchorage Terminal; with full authority of the Yardmaster while on duty.

Train and enginemen will please be governed by these instructions.

C. WATSON, Trainmaster.

Approved: F. MEARS, Commissioner.

NOTICE.

Matanuska, April 2, 1917.

TO ALL CONCERNED:

Construction will be started within the next few days on a camp close to the road crossing of Caswell Creek, approximately Mile 201. The present Kashwitna Cache Camp, known as Camp 197, will be discontinued, probably on April 8.

All concerned are hereby advised that transients will not be accommodated at Camp 201 until after May 1, and until that date transients must arrange to secure accommodations at Camp 195.

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

ORDER FOR HOSPITAL TREATMENT.

(The following circular was issued prior to the publication of the Alaska Railroad Record and distributed at that time to the various Departments. On account of its importance it is reproduced in these columns.)

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, June 28, 1916.

Circular No. 69:

TO ALL CONCERNED:

Various employees and stationmen are calling at the hospital requesting medical treatment. In all cases it is necessary that they be supplied with "Order for Treatment," Form 132, which is to be issued by the officer, foreman or timekeeper under whose immediate supervision the employee or stationman is working.

You will please see that employees and stationmen working under your direction are properly supplied with above order when in need of medical treatment, as verbal requests for such treatment will not be recognized at any of the hospitals on this Division.

F. MEARS, Commissioner.

PUBLIC LAND LOCATORS.

The recent act of Congress "To punish persons who make false representations to settlers and others pertaining to the public lands of the United States" gives the General Land Office an effective weapon for dealing with a class of persons who have for many years preyed upon intending settlers. This act makes it a misdemeanor, punishable by a fine not exceeding $300 or by imprisonment for a term not exceeding one year, or both, for any person who, for a reward paid or promised to him in that behalf, shall undertake to locate for an intending purchaser, settler or entryman any public lands of the United States subject to disposition under the public land laws and wilfully and with intent to deceive falsely represents that any tract of land shown to the intending settler is public land or of a certain description.

We are glad to say that the Government can now, by prosecutions under this new law, protect settlers against dishonest land locators.—The Land Service Bulletin.

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchorage Disbursing Office during the period March 22 to March 31, 1917, was $8377.06, as follows:

Emil Nelson & Co.	$1656.50
Hugh McCoughey	231.00
Eska Creek Coal Co.	6489.56

ANCHORAGE DISBURSING OFFICE.

The total disbursements of the office at Anchorage for the period March 22 to March 31, 1917, were $26,301.10. The payment of salaries and wages amounted to $13,086.84; for local purchases, $3767.55; to contractors, $8377.06; other expenditures, $893.70; dock claims, $175.95.

An engineering party is revising the line between Indian Creek and one mile south of Bird Creek, Turnagain Arm District, eliminating the curve on the bridge at Bird Creek and throwing the line into the hill at Station A-1940.

Another party in the same District is at work on the line south of Bird Point, toward Glacier Creek, running an alternative low grade line at about elevation 30.

OFFICIAL CIRCULARS.

ENVELOPES IN STOCK.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 7, 1917.

Circular No. 189:

TO ALL CONCERNED:

The following envelopes have been received by the Store Department, for use in connection with mail between the offices of the Commission, not handled through the Post Office. These envelopes have the letters "R. R. B." in the upper right-hand corner, instead of the penalty frank. It is desired that these be used for all Commission business that does not pass through the Post Office:

Form 435—Size 3½ x 6.
Form 436—Size 3⅝ x 8⅝.
Form 437—Size 5 x 10.
Form 438—Size 6⅝ x 10½.
Form 439—Size 9 x 12½.
Form 440—Size 10 x 15.

The above are addressed "Alaskan Engineering Commission, Anchorage, Alaska," and are to be used by all offices at these headquarters.

The following envelopes have been received, which are identically the same as the above excepting that "Anchorage, Alaska," is left off of the address. These are to be used by offices in the field:

Form 441—Size 3½ x 6.
Form 442—Size 3⅝ x 8⅝.
Form 443—Size 5 x 10.
Form 444—Size 6⅝ x 10½.
Form 445—Size 9 x 12½.
Form 446—Size 10 x 15.

When any mail is forwarded which requires handling by the Post Office Department, the regular penalty envelopes will be used.

F. MEARS, Commissioner.

CHIEF SURGEON ANCHORAGE HOSPITAL.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 10, 1917.

Circular No. 191:

TO ALL CONCERNED:

Effective April 10, Dr. J. B. Beeson has been appointed Chief Surgeon of Anchorage Hospital, vice Dr. E. S. Reedy, resigned.

F. MEARS, Commissioner.

The Admiral Farragut, of the Pacific Steamship Company line, is due Wednesday, April 11.

LABELS AND PLACARDS RECEIVED.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 9, 1917.

Transportation Circular No. 54:

TO ALL CONCERNED:

The following labels and placards have been received, and effective this date, they are to be used in connection with the transportation of explosives and other dangerous articles:

Red label for inflammable liquids,
Yellow label for inflammable solids,
Red label for inflammable gases,
Green label for non-inflammable gases,
White label for acids,
Explosive placards,
Inflammable placards,
Acid placards,
Car certificates.

Agents will see that shippers affix labels to all packages that contain any of the articles described in the regulations of the Interstate Commerce Commission for the transportation of explosives and other dangerous articles, and will also see that placards are affixed to all cars which contain such shipments.

F. MEARS, Commissioner.

ANCHORAGE HARBOR NOTES.

The Mariposa is due on Saturday, April 14.

The Alaska Steamship Company's Ketchikan is due to arrive during the forenoon of April 11. The vessel has 32 tons of Commission freight aboard.

The Commission launch Islander (Captain Ward) arrived from Seldovia April 4 at 4:35 p. m., returning to Seldovia at 3 a. m. on April 6 with a cargo of supplies for the repair of the barges on the ways at that port.

The Admiral Evans anchored at 5:25 p. m. on April 4, bringing from Seattle and way ports 28 first and 48 steerage passengers. Four tons of her cargo were consigned to the Commission. On April 5, at 9:15 a. m., the vessel sailed for Seattle, taking 16 first class passengers.

A CORRECTION.

In last week's issue of the Alaska Railroad Record an item was published to the effect that the Commission had fixed the lighterage and wharfage charges at the ports of Seward and Anchorage at 50 cents per ton of 2000 pounds, or 40 cubic feet measurement, for each service. This should read that "the minimum charge for lighterage or wharfage has been fixed at 50 cents."

DAILY WEATHER DATA.

Following is the report of weather conditions prevailing at Anchorage during the period March 28 to April 3 inclusive:

DATE	TEMPERATURE		PRECIPITATION (Inches)		WIND	CONDITION OF HARBOR
	Max.	Min.	Snowfall	Snow on Ground	Aver. Miles per Hour	
March 28	29	-11	none	12.5	7.3	Filled with small ice.
March 29	27	-9	none	12.0	4.9	Filled with small ice.
March 30	29	13	none	12.0	5.2	Filled with small ice.
March 31	33	19	none	11.5	5.5	Filled with small ice.
April 1	35	5	none	11.0	4.0	Ice melting fast.
April 2	34	7	none	9.0	4.0	Very little ice.
April 3	36	5	none	8.0	4.8	Ice almost gone.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, APRIL 17, 1917. No. 23

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

ANCHORAGE PASSENGER LANDING.

Passenger traffic between ship and shore at Anchorage harbor will be greatly facilitated this season when the passenger landing now under construction by the Commission is completed. The improvement is being installed south of the dock office, at the rear of the building now in use as a waiting room, and should be completed and ready for service during the month.

The structure consists of a main landing pontoon, 12½ by 45½ feet, connected successively by gangways to two smaller pontoons and the shore. To prevent excessive lateral and longitudinal motion, the main pontoon will be confined by six guide piles, while a level bedding for low-water stages will be provided by a gridiron consisting of three capped pile bents, spaced 16 feet center to center. A double gangway, eight feet wide, which will permit lines of passengers to travel up or down without interference, will connect this with a smaller pontoon, which when not floated by the tide, will rest on a gridiron placed at a higher elevation than the preceding float, and will be restricted to a vertical movement only by four guide piles placed similarly to those surrounding the main pontoon. A second stage of the gangway will connect this pontoon with a third, resting on a gridiron placed at a still higher elevation and constructed in a similar manner to the other. This pontoon will be connected to the shore by the third stage of the gangway.

SUPERVISION OF COAL LAND LEASES.

On April 13, 1917, Secretary Franklin K. Lane designated Andrew Christensen, manager of the Land and Industrial Department, the authorized representative of the Secretary of the Interior in the matter of coal land leases, under the Coal Land Leasing Regulations of May 18, 1916.

The form of lease provided by these regulations specifies that certain phases of the procedure must be supervised by the authorized representative of the Secretary of the Interior, and it is these duties that Mr. Christensen will be required to fulfill. He has been informed that the Bureau of Mines and the General Land Office will co-operate with him in the administration of this work.

NOTICE TO PROSPECTIVE HOMESTEADERS.

A complete set of township plats are on file in the Land and Industrial Department, on which are shown all the homestead entries that have been made in the Juneau and Fairbanks Land Offices. Anyone intending to locate a homestead in the Matanuska or Susitna Valleys should first call at the office of the Land and Industrial Department and ascertain what land is vacant before making settlement on the land or filing application to enter in the United States Land Office at Juneau. It will be to the interest of the prospective settler to follow this procedure as he will not then be examining land that has already been settled upon by others, and it may avoid unnecessary delay and expense incident to any filing that cannot be accepted in the United States Land Office.

Commissioner Mears resumed his duties on Monday morning, after being confined to his home for about two weeks suffering from a severe attack of pneumonia.

The steamship Turret Crown and the barge St. David, en route from Panama to Alaska with a cargo of equipment for the railroad, arrived in Seattle on April 13.

AGRICULTURE IN ALASKA.

Winter rye and winter wheat can be successfully grown in the interior of Alaska wherever the snowfall is deep enough to protect the grain from severe winter temperatures, say from 2½ to 3½ feet. Rye has proved hardier than wheat and therefore has been more successful, and it is hoped that varieties of these grains will be developed that are suited to the climatic conditions. Grains, such as oats and barley, have been successfully grown at the interior experimental stations every season since their establishment, and in some seasons spring-sown wheat and rye have matured. Hay is successfully made every season from native grasses wherever they are found in sufficient quantities and from grain sown for the purpose. In a number of localities silos have been successfully employed, the silage being made from native grasses or grain sown for the purpose. Grain growing and hay making have proved difficult along much of the coast region, as weather conditions for curing them are often unfavorable. Experiments with some of the Siberian alfalfas, obtained by Prof. N. E. Hansen, of the South Dakota Experiment Station, and with Grimm alfalfa from northern Minnesota, and some other varieties have been in progress at the Rampart station for several years, and in 1913 several varieties matured seed, indicating that they were at least partially adapted to that region. If these leguminous forage plants should prove that they can maintain themselves, a very important problem in agriculture will have been solved, as plants of this character are needed, not only to supply feed for live stock, but to aid in the maintenance of the fertility of the soil.

The growth of the hardier vegetables has been demonstrated throughout most of Alaska south of the Arctic Circle. Radishes, mustard, turnips, kale and lettuce can be grown nearly anywhere. Carrots, parsnips, parsley, peas, cress, cabbage, cauliflower, Brussels sprouts, onions, spinach, beets, potatoes, rhubarb, and such herbs as caraway, mint, catnip, sage, and thyme may be grown along the coast region and in the interior of Alaska if garden sites are selected with reference to shelter and exposure to the sun. Corn, beans, cucumbers, tomatoes, eggplant, melons, etc., can not be grown under ordinary garden conditions so far as present experiments have shown their possibilities.

There are four agricultural experiment stations in Alaska, located, respectively, at Sitka, Fairbanks, Rampart, and Kodiak, the first and last being in the coast region, the others in the valleys of the Tanana and Yukon Rivers. The headquarters station is at Sitka, and the experiments there are largely devoted to horticulture, such as hybridization of strawberries, testing varieties of vegetables, etc. In 1903 a test orchard of apples and other fruits was planted at Sitka and in 1911 the fruit of five varieties matured.. It had previously been considered doubtful whether apples could be grown in Alaska, but this experiment has shown that some varieties at least will mature.

The climate of the coast region is modified by the proximity of the Pacific Ocean. The winters are comparatively mild, while the summers are cold and moist. The lowest winter temperature at Sitka seldom reaches zero, and the highest temperature on record at the same place during a period of more than 75 years was 87 degrees F. The maximum frequently does not exceed 75 degrees, and sometimes it does not reach that high during an entire growing season. The difficulty with apple growing has been not the winter cold but the fact that the summer temperature was not sufficient to ripen the fruit, and the temperature in the autumn was such as to not cause the wood to thoroughly ripen before freezing. In the interior of the Territory the summers are warm enough, but the winters appear to be too severe for the trees to survive without protection. Bush fruits, such as currants, gooseberries, blueberries, raspberries, etc., are abundant and, especially in the coast region, are very successfully grown. It is probable that fruit growing in the interior will be confined to the cultivation of berry bushes.

The Fairbanks station has 90 acres under cultivation, and it is being run to demonstrate how far general agriculture, such as would be practiced by the average farmer, could be made a success in that region. Fairbanks is located in the Tanana Valley, in which it is estimated there are 1,000 square miles of land available for agriculture. Grain growing and the cultivation of vegetables, particularly potatoes, are the lines of work followed at this station. By way of demonstrating that potato growing can be made a success in this valley, it is reported that 30 tons were grown on 7 acres in 1911, which, if sold at the average low-market price of 5 cents a pound, would be worth $3,000. In 1912 the station sold several tons of potatoes at an average of a little more than $100 a ton. The first binder and the first thrashing machine used in Alaska were operated in fields at Fairbanks during 1911 and 1912.

The Rampart station is located in the Yukon Valley at latitude 65 degrees 30 minutes north. About 30 acres of land are under plow, all of which is devoted to experiments in the production of new varieties, the growing of pedigree grains, and the introduction and testing of forage plants which give promise of being useful.

The Kodiak Experiment Station, located on the island of the same name, is devoted exclusively to stock breeding. Eighty-five head of pure Galloway cattle of all ages were at the station in 1912. There was, in addition, a flock of long-wooled sheep, which appeared to be remarkably well adapted to the climate. The Galloway breed of cattle was chosen on account of their hardiness, the breed having been originated in Scotland, which has a somewhat similar climate. The animals are provided with a heavy coat of long hair, which protects them from heavy rains. They are excellent rustlers and can find their living wherever the snow is off the grass. Moreover, having no horns, they can be handled and shipped with greater ease than horned cattle. They are an excellent beef breed, and there has been a ready market for beef in towns along the Alaska coast, but they are poor milkers, and one of the problems the station is trying to solve is an evolution of an all-purpose Galloway cow that will give milk as well as provide them beef. The volcanic distrubance in May, 1912, necessitated the removal of the cattle from Kodiak Island, as the pastures were covered with ash, but there has been sufficient revegetation of the region to warrant the return of the cattle in 1914. During the period that the stock was kept on the island the cattle were pastured during the summer and late into the fall, after which they were kept almost exclusively on hay and silage made from native grasses.

Among the passengers returning North on the steamship Alaska was Mr. Cassin Williams, Special Disbursing Agent at Fairbanks, who has been spending the winter in the East and South.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending April 7, 1917:

MAINTENANCE OF WAY

Water Service and Plumbing.

Work continues on the alterations of the piping in the cold storage plant. A radiator was placed in the wireless room in the power house. The usual repairs were made on the water and steam lines.

Bridge and Building.

The extension to Dock No. 2 was completed, except for the placing of a floor between the tracks. The extension to the platform at the east end of the city passenger depot was finished. Work was started on a walk along the railroad embankment at Anchorage to connect with the C Street sidewalk. Flooring was placed in the loft of the dock warehouse and a door cut in at the west end of the building.

A piledriver commenced driving piling for a passenger landing south of the dock warehouse. The two outfit cars under construction for the Telegraph and Telephone Department are 75 per cent complete. The changing of the track piledriver to a derrick car was completed. Bridge gang No. 1 placed the sills for the temporary trestle at the south approach to the Granite Creek bridge, and work was started on framing the bents. A gang of laborers began excavation for the piers and bents of this structure.

Eska Creek Coal Spur.

Grading for the Eska Creek branch is practically completed and only 3600 feet of track remain to be laid. After the laying of this track the gang will be moved to Matanuska Junction to commence tracklaying on the main line.

Grading and Ballasting.

The steamshovel at Mile 11 moved 3500 yards during the week, 2800 yards of which material were placed in the fill at the south end of the Moose Creek bridge, and the remainder was used to widen the bank.

Mechanical Department.

The spring furnace was fitted up in the shop during the period. Light repairs were made to four locomotives and to Browning crane No. 1. The boom of Browning crane No. 2 was repaired. The usual amount of miscellaneous jobs was performed.

At the power plant an engineer, fireman and one laborer now comprise the day shift; the other two shifts include one engineer and one laborer each. Two boilers are in continuous operation, and a third is used as an auxiliary. The fourth boiler of the battery has not yet been placed in service.

MATANUSKA DISTRICT.

Matanuska Branch.

The ice has not gone out of the Matanuska as yet, consequently hauling over the river is still possible. The recent warm weather will cause a break-up in the very near future, however.

Within 10 days communication should be open between Kings River and Camp 32 via the wagon road now under construction.

The construction of temporary cribs at the two river crossings of the Chickaloon will be commenced next week.

Main Line.

All bridges on the main line as far north as the Little Susitna flat have been decked, and the piledriver crew is making good progress with the Little Susitna bridge. This should be completed within four weeks.

Eleven station gangs have been established north of the Little Susitna River and four more gangs will be placed on their work next week. With one exception, these gangs are engaged as Commission force laborers on wagon road work.

The camp at Mile 201 will probably be completed by the end of the month.

The freight teams, now that the hauling of supplies is completed, are at work taking ties from the Little Susitna River and distributing them along the grade. Approximately 10,000 ties have been distributed to date.

The use of sleds has been discontinued between Matanuska Junction and Camp 166, and the road north of the latter place is breaking up fast. It is probable that the ice in Browne's Lake will go out within a few days.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

P. R. Strong & Co. finished their contract north of Indian Creek, and Sutherland & Brooks completed their work, with the exception of a small strip of extra-width clearing between Indian Creek and Bird Creek. The other contractors are making good progress.

Grading.

Adrian & Co., between Potter and Sheep Creeks, put off a very successful shot during the week, moving 30,000 cubic yards of rock with 27,000 pounds of black powder.

The cut at Station 2633, 1½ miles south of Potter Creek, is ready for powder and will be shot as soon as explosives are received. There will be approximately 60,000 pounds of powder in this shot.

Miscellaneous.

South of Sheep Creek the snow has disappeared to such extent that sledding is impossible. Some hauling by sled is still possible between Potter and Sheep Creeks, but will have to be abandoned very soon.

The tug Eklutna and the barge Knik were landed in a channel about one-half mile off Potter Creek last week, and supplies will be hauled over the ice and transferred to the boat until such time as navigation conditions are better at this point.

There were 953 employees at work in the District during the period, classified as follows: Commission force 191, stationmen 655, stationmen's laborers 107.

TELEGRAPH AND TELEPHONE DEPARTMENT.

A small force was at work at the Anchorage townsite stringing messenger wire and aerial cable. Another small force extended the temporary telephone line from Dead Horse Hill to Indian River.

The telephones at Miles 18 and 25, on the old Seward trail, have been discontinued. This line is practically abandoned between Whitney's ranch and Indian Creek, a distance of about 30 miles.

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

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

ALASKA WAGON ROADS AND TRAILS.

Governor's Report for 1916.

The era of wagon road construction in Alaska began only within the past decade. Prior to that time there were no roads in Alaska. There were moose and cariboo runs or paths in the interior country which were welcomed by the sore-footed and tired prospector and miner; there were crude trails hewed through the wilderness, both on the coast and in the interior country, over which the weary traveler carried his pack; or, if he was fortunate enough to own a horse, the poor animal stumbled over the trail through swamp and timber, more often knee-deep in mud than on solid ground. And now, when one takes a backward look, he sees that much has been accomplished in road building in the past few years, despite meager annual appropriations and the many adverse conditions that hedge about the building of roads in a new country like Alaska, where conditionas are totally dissimilar from those found elsewhere and the cost of construction, therefore, much greater. A beginning has been made, however, but that is all, for the country is one of great magnitude and its needs are great. The roads that have been constructed are not the fine highways of many of the States, but they mark a beginning of a system of military and post roads which are of incalculable service in the development of the regions through which they run, and they have made the lot of the pioneer, prospector, miner and trader less arduous. Much money must be spent before Alaska shall have the roads that are an essential factor in the opening up and development of the Territory; but that progress is being made is attested by the fact that in almost every town automobiles may be found. In the town of Juneau, with only about 25 miles of road or less, leading out into the adjacent country districts and towns, there are upwards of 100 automobiles in constant use. The pity of it is that the road mileage is so small. Automobiles during the open season negotiate the road between Valdez and Fairbanks, and Chitina and Fairbanks, making regular trips. The past summer, mail was carried over this road and delivered in excellent time. The further development of the mineral, agricultural, and other resources of Alaska is as much dependent upon the construction of roads as upon railroad construction, and perhaps more so. Railroads will open to development extensive districts, to be sure, but the wagon road must, in the last analysis, be depended upon to develop tonnage for the railroads.

It is stated on excellent authority that the United States is spending well toward $200,000,000 a year on rural roads—perhaps twice what the country was spending for that purpose 10 years ago. Faith in good roads has probably increased during the decade in an even greater ratio, and it will be surprising if the expenditure 10 years hence is not double $200,000,000. This is mainly, of course, an effect of the automobile, and, strange as it may seem to some, the automobile is doing its share in the work for good roads even in "far away Alaska," and the Federal government ought to contribute liberally, for highways are a legitimate interest and nowhere more so than in this Territory. Through the agency of good roads the natural resources of Alaska will be developed; over these roads mail routes will be established and the present cost of transportation largely reduced, and therefore they will be money savers as well as money makers, for the national wealth will thereby be greatly increased. The Federal appropriation for roads in Alaska for the present fiscal year was substantially increased, and I have to urge that Congress annually hereafter appropriate not less than $500,000 for this purpose for a period of years. It will be an investment that will be productive of lasting results. The Territory is co-operating with the Federal government in the building of roads and trails so far as its means will permit, and it is probable that hereafter the sum available from the Territorial treasury will be substantially increased. The office is indebted to the Alaska Road Commission for the following data concerning road work in Alaska during the fiscal year:

The expenditures by the Alaska Road Commission during the fiscal year amounted to $300,720.62, of which $135,708.89 was received from the Alaska fund and $165,000 from a special appropriation made by Congress, plus $11.73 reverting to this appropriation through over-payment. The total mileage June 30, 1916, was: Wagon roads, 922 miles; sled roads, 627 miles; and trails, 2,210 miles. By comparison with last year's report it will be noted that approximately 21 miles were added to the wagon roads and 50 miles to the sled roads, while the trails were reduced about 10 miles. The total mileage of all roads and trails was increased about 64 miles. The diminution in trail mileage is due to the improvement of some former trails into sled and wagon roads.

The commission makes no pretense of establishing automobile roads, but as the wagon roads improve the natural tendency is to use automobiles, and they have been used extensively on the route from Valdez and Chitina to Fairbanks and also in the Juneau and Fairbanks districts. It is gratifying to report that the commission has in some instances been able, where the funds have permitted, to improve wagon roads sufficiently to accommodate this traffic. Due to the use of automobiles it has been practicable during the last summer to establish a quick mail service from Valdez and Chitina to points in the interior as far as Fairbanks. It is now a settled fact that in the future a well-established mail route from the coast to the interior is assured, for the reason that ordinarily the trip to Fairbanks can be made in about three days, although there have been instances where the trip has been made in less time. A record trip from Valdez to Fairbanks has been made in 46 hours. What this means for future development of the territory served by this road can not be overestimated. It is a noticeable fact that as fast as roads are improved traffic increases and the resources of the country are developed in like proportion. This is evidenced particularly by the increase in the sale of automobiles in the districts provided with suitable roads over which they may operate. The demands for repair work and improvement of roads already laid out have been particularly pressing upon the commission on account of the increased number of automobiles purchased for travel over the roads, for the carrying of freight and passengers, and for the carrying of the mail, especially over the overland route from Valdez to Fairbanks. There is no doubt that in the future many resources of the country will be opened, due to the opportunities offered business people to see the interior of the country by being able to travel through it on roads which have already been or will be constructed.

In last year's report by the engineer officer attention was invited to the fact that little new construction work could be accomplished until important changes in the methods of providing funds for road purposes were made; and the statement was made that the present funds would suffice only for maintenance work, if no other work was attempted, and that in the new and growing Territory, the

maintenance of existing roads is not sufficient to permit the growth of transportation and the intercourse so necessary for the development and expansion of the industries and that the resources of Alaska invite. This remark applies at present as it did in the past, except that the appropriation by Congress this year of $500,000 for roads and trails in Alaska will do much to maintain and improve the present roads and trails in Alaska, and in addition develop some new roads which are much needed in the Territory.

Plans and specifications for the construction of a steel bridge across Gastineau Channel, connecting Juneau with Douglas Island, have been made by the commission, and the completion of this important project only awaits the action of Congress to appropriate the necessary money therefor.

In last year's report by the engineer officer mention was also made to the effect that the building of the Government railroad would introduce a new factor into the wagon roads of the Territory. This prediction has become a reality. The Board of Commissioners for Alaska has already been appealed to to take over roads which the Alaska Engineering Commission has been obliged to build for the carrying on of their own work, and which, it is represented, it would be a pity to abandon and not keep up for the benefit of the people who will have constant demand for such roads in the future in the development of the country; and it has been suggested that these roads be extended so as to afford the people who will eventually settle in the districts through which the railroad passes, opportunity to reach various points.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, March 31, 1917, was as follows:

Commissioner's Office	38
Shops and Yards	159
Transportation Service	35
Store and Dock Departments	202
Accounting Department	19
Disbursing Office	7
Townsite Department	15
Steward's Department	13
Hospital Department	24
Telegraph and Telephone Department	57
Track, Bridge and Ballast—Main Line	207
Turnagain Arm District	159
Matanuska District	294
Talkeetna District	109
	1338
Stationmen and Laborers—All districts	1198
Grand total all employees Anchorage Division	2536

George R. Tremblay has been appointed District Line Auditor of the Turnagain Arm District. The appointment is made effective April 1.

J. R. Gignoux has been appointed Resident Engineer at Bird Creek, Turnagain Arm District, effective April 1.

Born, to Captain and Mrs. Frederick Mears, on Friday morning, April 13, a daughter.

ANCHORAGE HARBOR NOTES.

The past week was a busy period along the waterfront at Anchorage. Despite the heavy traffic passing over the docks, none of the vessels was delayed at any time, the freight being taken from shipside as fast as the steamers could deliver it to the Commission barges.

The following vessels entered and cleared:

The Alaska arrived on Monday, April 9, at 6 p. m. with 124 passengers and 259 tons of freight for the Commission; sailing for Seattle on Tuesday, April 10, at 7:15 p. m. with 31 passengers.

The Admiral Farragut arrived from Seattle on Wednesday, April 11, at 9:30 p. m. with 114 passengers and 15 tons of Commission freight; sailing for Seattle on Thursday, April 12, at 12:15 p. m. with 16 passengers.

The A. E. C. launch Islander, with the launch Alaska in tow, arrived from Seldovia on Thursday, April 12, at 6:15 p. m.; the Islander sailing for Seldovia on her return trip on Friday, April 13, at 10:45 a. m.

The Mariposa arrived from Seattle on Thursday, April 12, at 6 p. m. with 204 passengers and 1.6 tons of Commission freight; sailing for Seattle Friday, April 13, at 5:00 a. m. with seven passengers.

The Ketchikan arrived from Seattle on Friday, April 13, at 6:30 a. m. with 31 tons of freight for the Commission; sailing for Seattle the same day at 12:30 p. m.

The Commission tug Anne W. arrived from Seldovia on Friday, April 13, at 6:00 p. m. with two 200-ton barges and one 100-ton barge in tow; sailing for Seldovia on Saturday, April 14, at 11:30 p. m.

The Curacao arrived from Seattle on Sunday, April 15, at 10:30 p. m. with 9.2 tons for the Commission. This vessel had a large shipment for the Goose Bay Cannery Co. and left for Goose Bay on Monday, April 16, at 11:45 a. m. Harbor conditions at her destination were unfavorable for discharging, and the vessel returned to Anchorage on Monday afternoon to complete discharging Anchorage freight and to unload the cannery cargo. The Curacao sailed for Seattle at noon today.

REPORTING TIME OF MONTHLY MEN.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 17, 1917.

Maintenance of Way Circular (No. 46):

TO ALL CONCERNED:

The time of section men and any other monthly men should be reported on the weekly time reports in days, not in hours. Monthly men should only be put to work at the beginning of the day's work, or at the beginning of the afternoon period, as no smaller period of time than one-half day will be reported for them.

Full time must be shown for monthly men for Sundays and holidays, providing they have worked the full day before and the full day after. No time will be allowed for Sundays and holidays unless the day before and the day after have been worked.

Section men must not absent themselves from their section without the approval of the roadmaster.

Section foremen must indicate on weekly time report where employees are boarding at a Commission mess, showing the first and last meal served. In case a man leaves the service and draws his time, section foremen must show the exact time he is employed, and the number of meals furnished each day during his employment, in order that the timekeeper may make the correct deductions.

K. K. KUNEY, Engineer Maintenance of Way.

OFFICIAL CIRCULARS.

EMPLOYEES' SHIPMENTS VIA CROOK.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 11, 1917.

Circular No. 192:

TO ALL CONCERNED:

Employees requesting employees' freight rates between Seattle and Alaska via the U. S. A. Transport Crook should forward to the shipper the employee's copy of the approved request, in order that the shipper can attach it to the bill of lading at the time of making shipment.

F. MEARS, Commissioner.

WASHING BOILERS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 7, 1917.

Mechanical Department Circular (No. 31):

TO ALL CONCERNED:

All boilers shall be thoroughly washed as often as water conditions require, but not less frequently than once each month. All boilers shall be considered as having been in continuous service between washouts unless the dates of the days that boilers are out of service are properly certified on washout reports and the report of inspection.

Locomotive boilers shall be washed as much as practicable at the place where the locomotive is working, and by the engineer and fireman using the locomotive. Any repairs to be done to the appurtenances of the boiler shall be reported to the Master Mechanic's Office at least two days before the boiler is to be washed out, so as to make preparation for men to go out to the place where the locomotive is at work to do the repairs.

Locomotives tying up at the Terminal will be washed out by men from the shops; where necessary, repairs also will be made at the same time.

Boilers on locomotive cranes, derrick cars, piledrivers, hoisting engine boilers, and stationary boilers shall be washed out by the engineers handling such boilers. Blanks will be furnished from this office which are to be filled in by boiler washer, stating what repairs were made, and returned to Master Mechanic's Office by first mail.

E. P. HEDBERG, Master Mechanic.

REPORT OF PASSES ISSUED.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 11, 1917.

Transportation Circular No. 55:

TO HEADS OF DEPARTMENTS:

There is being forwarded to you a supply of Form A.E.C. 541.

Effective April 1, 1917, all those who have been given authority to countersign passes will make a report on the 7th, 14th, 21st and last day of each month on this form, to cover the passes issued by them for the period in which the report is made.

The date the pass is issued must be shown under the heading "Date." Under the heading "Kind of Pass" insert the word "Trip." The serial number of the pass to be shown in the next column. The name of the party to whom the pass is issued, as well as "Stations From" and "To," are to be shown. If the pass is made for a return trip, the words "and return" are to be shown immediately following the "Station to." Under the heading of "Account" is to be shown the occupation of the employee, and under the heading of "Requested by" state by whose request the pass was issued.

Please prepare immediately reports for the weeks ending the 7th and 14th of this month and forward to this office. Also furnish reports at the close of each of the above periods.

F. MEARS, Commissioner.

ESKA CREEK COAL SPUR.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 14, 1917.

Transportation Circular No. 56:

TO ALL CONCERNED:

A spur line from Eska Station on Matanuska Branch, (5.5 miles north of Moose Creek and 3.7 miles south of Granite), will be placed in operation April 15, 1917, from Eska Station to Martin's coal mine, a distance of 2.7 miles.

The point at end of spur track will be known as Emery, and the above mileage figures will be used until such time as Tariff No. 150-A, Table of Distances, is re-issued.

F. MEARS, Commissioner.

TAMPERING WITH WATER AND STEAM LINES.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 11, 1917.

Maintenance of Way Circular (No. 45):

ALL CONCERNED:

Considerable trouble is caused by unauthorized persons manipulating valves on water lines and steam lines. This practice must be discontinued as it may give rise to serious trouble.

K. K. KUNEY, Engineer Maintenance of Way.
Approved: F. MEARS, Commissioner.

ORDER AFFECTING ACRE TRACTS.

Land and Industrial Department
Anchorage, Alaska, April 11, 1917.

On April 4, the President signed an Executive Order amending the present Alaska Railroad townsite regulations so as to prevent the subdivision of tracts containing two acres or more. This is for the purpose of encouraging agricultural development of the acre tracts surrounding Anchorage and other towns where acre tracts have been surveyed.

It is expected that a sale of these tracts will be held sometime in the near future. The date will be announced later.

A. CHRISTENSEN, Manager.

EXECUTIVE ORDER

[2538]

ALASKA TOWNSITE WITHDRAWAL NO. 13.

Under and pursuant to the provisions of the Act of Congress, approved March 12, 1914 (38 Stat., 305), entitled "An Act to authorize the President of the United States to locate, construct, and operate railroads in the Territory of Alaska, and for other purposes," it is hereby

ordered that the following lands be, and the same are hereby, withdrawn from settlement, location, sale, entry or other disposition and reserved for townsite purposes, and for other purposes in connection with the construction and operation of railroad lines under said Act and under such regulations as have been or may hereafter be prescribed; Provided, that nothing herein contained shall be held to preclude the use or disposition of any of the timber on said lands, in accordance with the provisions of Section 11 of the Act of Congress approved May 14, 1898 (30 Stat., 414), when it shall appear to the Secretary of the Interior or to the Alaskan Engineering Commission, that the granting of such privileges will not interfere with the purposes for which this withdrawal is made:

Description.

S½ Sec. 25; SE¼ Sec. 26, T. 20 N., R 5 E., Seward Meridian, Alaska.

WOODROW WILSON.

The White House, 26 February, 1917.

EXECUTIVE ORDER.

[No. 2539]

ALASKA TOWNSITE WITHDRAWAL NO. 14.

Under and pursuant to the provisions of the Act of Congress, approved March 12, 1914 (38 Stat., 305), entitled "An Act to authorize the President of the United States to locate, construct, and operate railroads in the Territory of Alaska, and for other purposes," it is hereby ordered that the following lands be, and the same are hereby, withdrawn from settlement, location, sale, entry, or other disposition and reserved for townsite purposes, and for other purposes in connection with the construction and operation of railroad lines under said Act and under such regulations as have been or may hereafter be prescribed; Provided, that nothing herein contained shall be held to preclude the use or disposition of any of the timber on said lands in accordance with the provisions of Sec. 11 of the Act of Congress approved May 14, 1898 (30 Stat., 114), when it shall appear to the Secretary of the Interior or to the Alaskan Engineering Commission, that the granting of such privileges will not interfere with the purposes for which this withdrawal is made:

Description.

SW¼, Sec. 31, T. 11 S. R. 7 W.

Also the following unsurveyed lands, described as Sec. 6, SW¼, Sec. 5, NW¼, Sec. 8, N½, Sec. 7, T. 12 S., R. 7 W., SE¼, Sec. 36, T. 11 S., R 8 W., and NE¼ Sec. 1, T. 12 S., R. 8 W., Fairbanks Meridian, Alaska, containing about 1760 acres.

WOODROW WILSON.

The White House, 26 February, 1917.

NEW TARIFFS ISSUED.

Supplement No. 1 to Local Passenger Tariff No. 1 has been issued, effective April 15, 1917, naming passenger fares between stations on the Anchorage Division and Eska station, located 5.5 miles north of Moose Creek.

Supplement No. 4 to Local Freight Tariff No. 5, also effective April 15, 1917, names the class rates between Anchorage and Eska, and also between Anchorage and Emery, the end of the spur line from Eska station to Martin's coal mine. Commodity rates are contained in this supplement applicable to the above two points. Freight rates between points other than Anchorage and the above two stations will be computed in accordance with Distance Tariff No. 150-A and Transportation Circular No. 56. No passenger fares are in effect to Emery.

THE COAST GUARD.

The Revenue-Cutter Service, forebear of the existing Coast Guard, has been intimately connected with and very instrumental in the development of the Territory of Alaska since its purchase from Russia in 1867. Its cutters assisted to explore the enormous coast line and make preliminary surveys of its harbors and approaches long before this Territory became a commercial asset to the United States. It carried law and order into remote parts of the new acquisition before any other branch of the Federal Government had established control of its inhabitants. It has given transportation and succor to the hardy pioneers who have blazed the way to reach the mineral, fishery, and animal resources of the Territory. Many of the earlier prospectors owe their very lives to the timely aid given them by revenue cutters.

The introduction of Siberian reindeer into northern Alaska and on the Aleutian Islands was accomplished by the Coast Guard under supervision of the Bureau of Education, and these animals are today one of the main reliances of the northern natives for food, clothing, and transportation.

The Coast Guard is charged with enforcing the international treaty relating to the seal and fur-otter herds, the fisheries regulations, and the game laws throughout the Territory.

For many years the cutters have been, and to a certain extent even at this time are, the only means of communication to the remote part of the Territory known as northern Alaska. The annual cruise of the Bear to Point Barrow is utilized to a great extent in the transportation of persons and supplies to the schools and missions along the coast. Two of the officers are always designated as United States commissioner and deputy United States marshal and transact such legal business as comes under their jurisdiction. The commanding officer in a general way settles disputes among the natives and acts in such minor cases of infraction of laws and regulations as are not necessary to be carried to the courts. In more serious cases the officer acting as commissioner takes up the matter.

The cutters patrol the waters of the Alaskan Archipelago, inspect the villages, render medical aid to the natives, and in a general way, by means of officers deputized as United States commissioners, exercise a guardianship over those inhabitants of Alaska who are far removed from the jurisdiction of the civil authorities.

Annually the United States circuit court officials of the Valdez district are taken on a cruise to the towns and villages along the Alaskan Peninsula, where court is held on board the vessel to dispose of the accumulated legal business in these remote places.

A Coast Guard station is maintained at Nome, equipped for rendering assistance to shipping in distress.

At times when epidemics have raged among the inhabitants Coast Guard cutters have been especially detailed to carry relief to the stricken people. Much assistance has also been rendered the inhabitants of Alaska by the cutters on occasions of earthquakes, volcanoes, and other calamities. In a general way the Coast Guard acts as a guardian of the Territory, and its vessels are called upon to perform all manner of miscellaneous services for the welfare of its inhabitants.

ANCHORAGE TOWNSITE LAND SALE.

There will be a sale of lots and acre tracts within the Anchorage Townsite, commencing at 2 p. m., April 23, 1917. The following lots and acre tracts will be offered for sale:

Original Townsite.

Block 1, lots 1 to 4, 9 and 10; block 2, lot 2; block 58, lots 3, 5 and 6; block 62, lots 1 to 6; block 63, lots 1, 2, 4 and 5; block 87, lots 7, 8, 9, 10 and 12; block 88, lots 3, 4, 6, 7; block 92, lots 1, 2, 7 to 12; block 95, lot 9; block 100, lot 7; block 106, lot 12; block 109, lot 10.

Acre Tracts, South Addition.

Block 13, lot 8; block 15, lot 5; block 16, lots 3, 4, 5; block 19, lots 1, 2 and 4; block 22, lot 2; block 24, lots 1 and 2; block 25, lots 1 and 2; block 26, lots 1 and 2; block 27, lots 1 and 2; block 34, lots 1 and 2; block 35, lots 1 and 2; block 37, lots 1 and 2; block 38, lots 1 and 2; block 39, lots 1 and 2; blocks 40, 41, 42, 43, 44, 45.

Acre Tracts, East Addition.

Blocks 1, 2, 3; block 4, lots 1 to 5; block 5, lots 1 to 5; block 6, lots 1 to 2; block 7, lots 1 to 2; block 8, lots 1 to 2; block 9, lots 1 to 2; blocks 10 and 11; block 12, lots 1 to 2; block 13, lots 1 to 2; block 14, lots 1 to 2; block 15, lots 1 to 2; block 16, lots 1 to 5; block 17, lots 1 to 3; block 25 North, lots 1 to 3; block 25 South, lots 1 to 2.

Lots, East Addition.

Block 18, lots 1 to 12; block 19, lots 1 to 3, 7 to 12; block 20, lots 3, 7 to 12; block 21, lot 10; block 22, lots 5, 7; block 24, lots 7, 9 to 12.

On April 4, 1917, the President, by Executive Order, amended the Alaskan Railroad Townsite regulations so as to prohibit the subdivision of tracts containing two acres or more. The following proviso was added to the regulations:

> "Provided, That no lot or tract containing an area of two or more acres shall be sold, leased, mortgaged, or otherwise encumbered, directly or indirectly, during the period of five years from the date of the register's certificate of sale, other than in its entirety, as shown by the official plat of survey and as described in the application to purchase, and any sale or encumbrance contrary to this provision shall constitute a violation of the terms of the sale, and the lot or tract and the money paid therefor will be forfeited."

In the application to purchase, the following provision will be inserted, which the purchaser agrees to when he signs his application:

> "or if I, or my successors in interest, shall during said period sell or otherwise encumber directly or indirectly the lot or tract herein described other than in its entirety, as shown by the official plat of survey; provided the same contains two or more acres."

It must, therefore, be distinctly understood by all persons who desire to purchase tracts of two or more acres that they cannot be subdivided into lots and sold. The only way such tracts can be disposed of before patent issues is by selling the entire tract as a whole. This provision was inserted so as to prevent speculation in these acre tracts, which it is intended shall be used for some agricultural or other industrial purpose.

Deferred assessments on any of the above property shall be paid at time of sale, such assessments being shown on a list posted at the Townsite Office.

A. CHRISTENSEN, Superintendent of Sale.

PERSONAL

H. F. Dose left Anchorage on Monday morning for Camp 245 to resume his duties as district engineer.

* * * *

Howard Vardaman, of Atlanta, Georgia, has joined the clerical staff of the Anchorage accounting office.

* * * *

Miss Ebba Anderson has been added to the clerical force in the office of Mr. H. P. Warren, engineering representative, Seattle.

* * * *

E. R. McFarland, superintendent of the Telegraph and Telephone Department at Anchorage, left on the steamer Mariposa on a business trip to Seward.

* * * *

D. B. Van Derlip, district accountant at Potter Creek, is confined to the Anchorage hospital suffering from bronchitis.

* * * *

Miss Blanche Patterson, formerly employed by the Isthmian Canal Commission at Panama, arrived on the Mariposa to take a position in the office of the chief accountant, Anchorage Division.

* * * *

General Storekeeper H. P. Curtis and Superintendent of Transportation W. B. Raeburn, of Fairbanks Division, are en route to Nenana after extended trips to the Eastern States on Commission business.

Meal ticket book No. 23444 was lost on January 30 somewhere between Anchorage and Potter Creek. Finder will please return same to Mr. G. C. Hammond, Special Disbursing Agent, Anchorage.

The total disbursements of the office at Anchorage for the period April 1 to April 7, 1917, were $73,268.84. The payment of salaries and wages amounted to $65,027.66; for local purchases, $155.29; to contractors, $5,814.44; other expenditures, $2,263.95; dock claims, $7.50.

DAILY WEATHER DATA.

Following is the report of weather conditions prevailing at Anchorage during the period April 4 to April 10, inclusive:

DATE	TEMPERATURE		PRECIPITATION (Inches)		WIND	CONDITION OF HARBOR
	Max.	Min.	Snowfall	Snow on Ground	Aver. Miles per Hour	
April 4	39	4	none	7.0	5.6	Ice almost gone.
April 5	39	4	none	6.0	5.2	Ice almost gone.
April 6	30	10	0.01	6.0	4.0	Ice scattered.
April 7	32	8	none	6.0	5.9	Ice scattered.
April 8	34	8	none	5.5	13.7	Ice scattered.
April 9	38	29	none	5.0	8.9	Ice scattered.
April 10	46	28	none	3.0	3.8	Ice scattered.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, APRIL 24, 1917. No. 24

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:
ALASKA RAILROAD RECORD,
Anchorage, Alaska.

EXPERIMENT STATION AT MATANUSKA.

An agricultural experiment station will shortly be established in the Matanuska Valley. The land to be utilized for this purpose embraces all of Section 14 and the E. ½ NW. ¼ and NE. ¼ of Section 15, T. 17 N., R. 1 E., S. M., and is located about one mile from the town of Matanuska.

Congress has appropriaated $10,000 for the establishment and maintenance of the station, and these funds are now available. Mr. Frederick A. Rader, of the U. S. Experiment Station Service, is on his way to Anchorage with a consignment of building material and equipment, and work will be commenced as soon as the shipment arrives.

The employees at Camp 91, Falls Creek, Turnagain Arm District, started a collection last week for the purchase of a National flag to be placed over the office building at that place. A canvass of the office and engineering forces resulted in $28 being raised within a few minutes. Many other employees were anxious to donate to the fund but their contributions had to be refused because the amount collected was already larger than the cost of the finest flag to be obtained in any of the Anchorage stores.

ANCHORAGE LOT SALE.

The following lots within the Anchorage townsite were sold at public sale by Mr. A. Christensen, manager of the Land and Industrial Department, on April 23:

Block	Lot	Purchaser	Sale Price
23	9	Mrs. C. J. Bridgsen	$750.00
95	9	M. P. Cotter	175.00
100	7	Altamon Knight	225.00
106	12	Louis Marshall	110.00
109	10	Thomas J. Williams	100.00
		South Addition.	
16	3	Herbert W. Ziebarth	200.00
16	5	William S. Elliott	250.00
19	1	Frank M. Boyle and E. F. German	350.00
19	2	Frank M. Boyle and E. F. German	300.00
22	2	Herbert A. McClure	200.00
25	1	Herbert W. Ziebarth	240.00
26	1	Henry J. Emard	250.00
26	2	William C. Fraser	200.00
27	1	Jesse L. Waller	265.00
27	2	Sherman Duggan	225.00
		East Addition.	
19	3	Harold B. Anderson	130.00
20	3	Burr A. Lee	160.00
21	10	William McCormick	160.00
22	5	Anton Johnson	155.00
22	7	Ben Johnson	170.00
24	7	H. F. Dose	225.00
24	9	Davis A. Heminger	155.00
24	10	J. B. Fordyce	150.00
24	11	William C. Fraser	130.00
24	12	Henry C. Emard	170.00
25	N. ½ 3	Henry J. Emard	300.00

AUTOMOBILE LICENSES.

Anchorage, Alaska, April 23, 1917

From and after May 1, 1917, no automobile or other motor driven vehicle will be allowed within the Anchorage Railroad Reserve unless there shall be displayed on both the front and back end of such vehicle the number of the territorial license. The figures constituting the number shall be at least three inches high and proportionate width. The space between the figures shall be ⅜ of one inch. Each driver or owner of any automobile or other motor driven vehicle must have such number recorded in this office.

Regulations governing the speed and control of automobiles are now being prepared and will be published in due time.

F. MEARS, Commissioner.

OFFICIAL CIRCULARS.

VETERINARY SURGEON.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 18, 1917

Circular No. 193:

TO ALL CONCERNED:

Mr. A. J. A. Robillard has been appointed Veterinary Surgeon for this Division, reporting direct to Mr. K. K. Kuney.

He will have general supervision over all live stock of the Commission.

F. MEARS, Commissioner.

DISPOSITION OF TOOLS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 19, 1917

Circular No. 194:

TO ALL CONCERNED:

Hereafter all tools and items of a non-expendable nature which are considered as unserviceable, surplus or obsolete will be forwarded to the "General Storekeeper for Tool House." A memorandum of shipment must in all cases be sent to the Property Clerk, giving a list of items shipped; this memorandum may be in the form of a copy of the shipping bill.

Upon receipt of the material, a credit invoice will be issued in favor of the department turning the tools in, covering all tools which can be placed in serviceable condition economically; for those which cannot be repaired, only a physical credit will be allowed.

A record of the cost of repairs to put tools in serviceable condition will be kept and charges made against departments concerned by monthly department bill.

Any special items, such as pneumatic drills or tools made especially for certain work, will be marked for reissue to the department turning them in only, upon order from the head of the department concerned, if desired.

When tools are required the head of the department or his authorized representative, will in all cases first ascertain if same are available for issue from the tool house, and no new material will be issued from the regular stores stock until after available supply has been exhausted in the tool house.

Tools which can be repaired will be taken into the tool house at a flat price, approximating 50 per cent of their original cost; issues being made at the same value, the cost of repairs being charged against the department which turned them in, by monthly department bill as previously stated.

The General Storekeeper, who will have charge of this tool house, will arrange to provide the necessary equipment required to make light repairs to tools, etc.; also for the correct accounting in connection therewith.

By following the above instructions, individuals responsible for non-expendable property can be relieved from responsibility for any tools not in serviceable condition or those no longer required, without waiting for the action of the Surveying Officer. It will also prevent an accumulation of second-hand material, which is not considered desirable to be kept with regular stores stock.

F. MEARS, Commissioner.

CAMP SANITARY REGULATIONS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 1, 1917

Circular No. 195:

Effective April 1, 1917, the following regulations governing sanitation of camps along the right-of-way of Anchorage Division will be followed:

Reg. No. 1—Location:

Construction camps shall be located on the best site obtainable, from the standpoint of water supply, drainage and sewage disposal, consistent with convenience to work.

Reg. No. 2—Water Supply:

When water supply is to be taken from a stream, the point of intake shall be above the camp site, and a sanitary survey of such stream above such intake shall be made to ascertain if there be any source of pollution. If there be a source of pollution of such stream, such fact with all available data must be reported at once to the sanitary officer of the Division, by the district engineer, and a well dug to conform to the following regulations:

No well may be located less than one hundred feet from any cesspool, toilet or stable, and must not be on ground receiving drainage from any such place.

All wells supplied with pump must be curbed up to a point one foot above the surface of the ground and tightly covered.

All wells supplied with rope and bucket must be curbed up to a point thirty inches above the surface of the ground, and fitted with a good cover.

All wells must be backfilled with earth or gravel around the curb to a depth of one foot at the curb, sloping to the surface of the ground six feet away from such curb, in order that surface water cannot get into the well.

Reg. No. 3—Toilets:

No toilet shall be located within 300 feet of any stream unless separated therefrom by a rise of ground that produces surface drainage away from such stream, and in all cases such topographical site should be selected if possible. Such toilet shall conform to the following rules and specifications:

The pit shall be at least six feet deep, four feet long and two feet wide, and shall be covered by a tight floor banked around the edges so that it will exclude flies. Fitted to an opening in the floor shall be a fly-proof box fitted with a board cover over the seat hole which shall also be fly-proof. Such box should be easily detachable from the floor. The seat cover shall be hinged at the back and made to be self-closing. A vent shaft, 4 by 4 inches, shall extend from below the floor to a point 12 inches above the roof of the structure on the outside. The superstructure for view shelter may be of canvas or wood, provided there are no openings in the floor, seat box, or cover where flies may enter. Such structure may be of take-down type. Whenever such structure is moved or camp discontinued, such pit shall be filled with earth flush with the surface of the ground.

Reg. No. 4—Stables:

Buildings or tents to be used for the purpose of stabling horses shall be located on ground freed from moss and sloping away from any well from which water is taken to be used for camp purposes, and not less than 200 feet from such well or 200 feet from mess, cook, or sleeping tents. All solid excreta from such stable shall be de-

posited daily in fly-proof box and removed once a week, or in a pit dug for the purpose and covered daily with earth or gravel in such manner that flies cannot reach it; or it may be destroyed by burning. Any method of disposal must first be approved by the sanitary officer. Throwing or dumping any excreta in any stream will not be permitted, nor shall it be permitted to accumulate about such stable where flies may breed in such accumulation. Since flies develop from eggs to maturity within ten days, it is necessary that manure be removed at intervals of one week to prevent their breeding therein. Wet or sloppy places in floors of such stables will not be permitted, but must be kept filled with gravel; likewise, the entrance to and ground around such stable must be kept in a clean and sanitary condition.

Reg. No. 5—Cook Tent:

The cook tent must be located on sloping ground or that which can be easily drained. The floor of such cook tent shall be of dressed lumber, preferably tongue and grooved flooring, water-tight; if not water-tight, such floor shall be raised twelve (12) inches above the surface of the ground so as to permit free circulation of air underneath; must be scrubbed daily and kept in a clean and sanitary condition at all times.

All fixtures and utensils must be so arranged as to permit of free access for cleaning purposes.

All work tables and other utensils must be kept free from accumulations, such as flour, dough, grease, etc.

All canned goods, excepting milk, must be emptied as soon as opened, and not permitted to stand in original tin cans.

All garbage should be burned in cook stove as completely as possible.

Suitable fly-proof and water-tight cans must be provided into which all scraps, empty cans, and waste material shall be placed, which cans shall be removed to a point remote from camp, and the contents either buried or burned. Such removal should be made every second day from May to September inclusive, and once a week during other months. Throwing such garbage in streams will not be permitted.

A well ventilated, properly screened fly-proof meat house shall be provided adjacent to the cook tent, for storing small quantities of fresh meat. On receipt of any fresh meat in bad condition, from any cause whatever, such fact, with full data, must be reported at once to the district engineer, who will report same to sanitary officer at Anchorage.

Reg. No. 6—Mess or Dining Tent:

The mess or dining tent shall be separated from the cook tent or kitchen by a door or fly that may be closed.

Tables shall be provided with cotton fly-screen, which fly-screen shall be kept spread over tables except when tables are being used to serve meals. Mess tents shall be kept as free from flies as is possible, and suitable measures must be taken to secure such results.

Reg. No. 7—Bunk or Sleeping Tents:

Bunk or sleeping tents shall be located not less than two hundred (200) feet from stables or 100 feet from toilets, and on ground with natural drainage, or ground that can be readily drained.

The floor of such bunk tent or house shall be kept in a clean and sanitary condition at all times.

Each bunk tent or house shall be provided with an opening, 16 inches by 24 inches, in each gable, which opening shall be covered with metal fly-screen. The canvas removed from such opening may be left attached at the top but must be kept rolled up so that opening is not closed.

Each Sunday all blankets in use on bunks shall be hung out of doors and thoroughly aired for a period of not less than two hours.

No person shall commit any nuisance anywhere about such construction camp, except in toilet provided for that purpose.

Reg. No. 8—Cesspool:

A cesspool to receive waste water shall be provided according to the following plan:

Such cesspool shall be located not less than ten feet from either cook, mess, or sleeping tent, and shall be at least eight feet deep by four feet square, covered with lumber one foot from the top and backfilled with earth or gravel. It shall be curbed with sound lumber or poles, with two inches left between boards for leaching purposes; a suitable drain 4 inches in diameter shall lead from the sink to the cesspool. Such drain is to be of sound lumber or 2-inch iron pipe, and buried two feet underground, or leading down through such cesspool cover shall be a chute 12 by 16 inches provided with a close fitting cover on hinges, which cover shall be kept closed at all times, except when opened for the purpose of emptying waste water into such cesspool. All waste water must be placed in such cesspool, which cesspool shall at all times be kept fly-proof and in a clean and sanitary condition. Throwing waste water on the surface of the ground will not be permitted. A vent pipe 4 inches in diameter shall extend from within the cesspool through the cover, and rise vertically a distance of ten feet above the ground.

Reg. No. 9—Pollution of Streams:

Attention is directed to Section 2039 and 2040, Criminal Code, Compiled Laws of Alaska (Carter Code, Sec. 159 and 160, Charlton Code, Sec. 159 and 160) providing that any person who shall put any sewage, drainage, polluting matter, dead animal carcass or other offensive substance into any well, creek, spring or pond, which is or may be used for domestic purposes, shall be guilty of a misdemeanor; and to Sec. 2041, (Carter Code, Sec. 161, Charlton Code, Sec. 161) providing a penalty therefor. Any resident or district engineer who has knowledge of such violation shall immediately report such fact with all available data to the sanitary officer of the division.

C. C. BENEDICT, M. D., Sanitary Officer.

Approved: F. MEARS, Commissioner.

ORGANIZATION CHANGES.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 20, 1917

Circular No. 196:

TO ALL CONCERNED:

1. Effective May 1, 1917, the jurisdiction of Trainmaster, this Division, is extended to include the dispatcher's office.

2. The position of Chief Dispatcher will be abolished May 1, and thereafter trick dispatchers will handle all business, reporting directly to Trainmaster Watson.

3. Effective same date, the dispatcher's office will be moved to the building at present occupied by the trainmaster's office, so that all branches of the trainmaster's department will be under one head. All persons having

(Continued on page 190)

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending April 14, 1917:

MAINTENANCE OF WAY.

Water Service and Plumbing.

Alterations were made during the week to the water stations at Birchwood, Matanuska and Moose Creek. The changing of piping at the cold storage plant was completed.

Bridge and Building.

The extension to Dock No. 2 was finished, and the construction of a passenger landing south of Dock No. 1 was begun. Two outfit cars for the use of the Telegraph and Telephone Department were completed. Work was started on a house for section men at Campbell Creek Siding. A bridge gang was moved to the Eklutna River and started on the driving of piers for the 56-foot spans to be placed at that point. A bridge gang at Granite Creek completed the placing of 17 temporary bents and began excavation for the permanent bents.

Eska Creek Coal Spur.

Tracklaying on this branch was completed, and the extra gang moved to Matanuska Junction, where the laying of steel on the main line was begun on April 14.

Grading and Ballasting.

During the week 1400 yards of material were moved by the steam shovel at Mile 11. The shovel was idle three and one-half days on account of a broken cylinder. On April 14 an additional material train was assigned to this work. On and after April 18 it is planned to work the shovel double shift.

Mechanical Department.

Light repairs were made to engines Nos. 1, 225 and 280. Browning crane No. 2 was in the shop for repair. Marion steam shovel No. 3 is being assembled.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

Clearing is completed from Anchorage to Bird Point Between Bird Point and one mile north of Glacier Creek there remains 2¾ miles to be cleared. The two contractors on this section, Collins & Co. and Backstrom & Co., are making good progress.

Grading.

All grading contracts have been let from Potter Creek south to Mile 89, north of Indian Creek. The following contracts were recently awarded: John Lander & Co., Station 2159 to 2170; Mike Fedall & Co., 2170 to 2181; F. F. Anthony & Co., 2181 to 2187 plus 50; Chas. Skoglund & Co., 2187 plus 50 to 2195; M. F. Malone & Co., 2195 to 2206.

N. Christofferson & Co. and Tom Wenchall & Co. finished their contracts during the week.

A few small coyote shots were put off during the period with good results.

A boiler and hoist engine have been installed at Sheep Creek, and as soon as the air compressor is set up jack hammers will be started in the large cut at that point.

Force Report.

There were 936 employees at work in the district during the week, classified as follows: Commission force 189, stationmen 630, stationmen's laborers 117.

MATANUSKA DISTRICT.

Matanuska Branch.

The ice in the Matanuska River has broken up.

The wagon road between Hole-in-the-Wall and Camp 32 will be completed within a week.

Main Line.

The entire section between the Little Susitna River and a point less than two miles south of Willow Creek is covered by station crews. North of Willow Creek eight gangs are on their stations. All stationmen are at present engaged on Commission force work building a wagon road between the limits of their sections. It is planned to have the road open to teams as far as Willow Creek by May 10.

The wagon road bridge at the Little Susitna crossing is practically completed, and the railroad pile trestle at this point is better than 50 per cent complete.

It is now necessary to use wagons for freighting, as the snow has disappeared except for a small stretch in the vicinity of Kashwitna.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Aside from maintenance and operation no work was done in this department during the period.

ANCHORAGE HARBOR NOTES.

The Northwestern arrived from Seattle on Tuesday, April 17, at 10:30 p. m., with 133 passengers and five tons of freight for the Commission; sailing for Seattle on Wednesday, April 18, at 4:25 a. m. with 17 passengers.

The A. E. C. tug Anne W. arrived from Seldovia on Wednesday, April 18, at 12:15 a. m., with one 200-ton barge, barges Nos. 104 and 106 and the barge Cache Creek in tow.

The Admiral Watson arrived from Seattle on Wednesday, April 18, at 2:50 p. m., with 6.34 tons of Commission freight and 89 passengers. On Thursday the vessel went to Goose Bay to discharge cannery supplies, returning to Anchorage the same day. At 2:35 p. m. the Watson left for Seattle with 12 passengers.

The A. E. C. tug Anne W., with a barge loaded with camp supplies and horses, sailed for Point Possession on Sunday, April 22, at 6 a. m. The tug returned from Point Possession at 5:35 p. m. the same day, and left for Seldovia at 7:40 p. m.

The steamship Skagway arrived from Seattle on Monday, April 23, at 8:20 a. m., with 187 tons of explosives for the Commission.

John W. Smith, formerly a barn boss at Camp 174, Anchorage Division, was bound over to the grand jury last week by Commissioner David to answer a charge of grand larceny preferred by Guy P. Kearns, who alleges that Smith stole four Government checks and a sum of money from him on December last while the complainant was asleep in a Commission camp. Bail was fixed at $2000.

Walter B. Rathbun, wireless operator for Anchorage, is a passenger on the steamship Alameda.

DISPOSITION OF MONEY RECEIVED FROM TOWNSITE LOT SALES

(By A. Christensen, Manager Land and Industrial Dept.)

The Sundry Civil Bill, which was recently passed by Congress, contains the following provisions relative to the disposition of 50 per cent of the moneys received from the sale of lots within townsites along the Government railroad:

> "That not to exceed 50 per centum of the moneys received from the sale of lots or tracts within any townsite or townsites heretofore or hereafter sold pursuant to the provisions of the Act of March 12, 1914, entitled "An Act to authorize the President of the United States to locate, construct, and operate railroads in the Territory of Alaska, and for other purposes," may, in the discretion of the Secretary of the Interior, be set apart and be expended within the respective townsites in which such lots or tracts are sold, for the purpose of preparing the land for occupancy, the construction, installation and maintenance of public utilities and improvements, and the construction of public school buildings, under such terms and conditions as the Secretary of the Interior may prescribe, and the moneys so set apart and designated are hereby appropriated for the purpose of carrying these provisions into effect: Provided, That such money as may have been heretofore or may hereafter be expended for such purposes under and by authority of the Alaskan Engineering Commission from the funds at its disposal shall be reimbursed from the amount designated for the purposes herein provided."

It will be observed that the expenditure of this money is under the control of the Secretary of the Interior, who is charged with the responsibility of carrying the provisions of the law into effect. The money, as stated by the Act, can be used within the discretion of the Secretary of the Interior for the purpose of preparing the land for occupancy, the construction, installation and maintenance of public utilities and improvements, and the construction of public school buildings. It is further provided that the Alaskan Engineering Commission shall be reimbursed for moneys heretofore or hereafter expended for such purposes.

Up to the present, lots have been sold within the townsites of Seward, Anchorage, Matanuska and Nenana. The total sales within the Federal and Cliff Additions at Seward amounted to approximately $27,000, on which the first payment amounted to over $14,000, and there is now available for improvements within the Federal and Cliff Additions at Seward over $7000.

The total sales at Anchorage amounted to approximately $225,000, on which approximately $100,000 has been paid, including the initial payment at the time of sale and the first annual installment, making approximately $50,000 immediately available.

At Matanuska the total sales amounted to $9815.00, on which $3500 has been paid, and there is now available for improvements $1750.

The total sales of lots at Nenana amounted to $131,000, on which approximately $45,000 has been paid, and there is now available for improvements a little over $22,000.

Action is now being taken by the Land and Industrial Department to ascertain the exact amount expended in the various townsites and the amount of funds available for further improvements, in order that a report may be made and submitted to the Secretary of the Interior as to the amount due the Alaskan Engineering Commission for expenditures heretofore made, and as to plans for future improvements.

NENANA ATHLETIC ASSOCIATION.

The Commission employees at Nenana recently formed an athletic association and are making extensive preparations for an active season in the different lines of sport. It is planned to place two baseball teams in the field to represent the Commission. Recently Commissioner Riggs delivered a lecture on Alaska for the benefit of the association, illustrating his subject with lantern slides and moving pictures of scenes taken along the Government railway route, the Copper River & Northwestern and the boundary survey. The lecture was very interesting to the large audience in attendance and netted the association about $200. The money will be used to defray the expense of uniforms and baseball equipment.

The tennis club at Nenana has already acquired a membership of 40, and nearly $600 has been subscribed for the building and equipping of courts.

The basketball season just closed was very successful for the Nenana five. The boys finished the season without a single defeat, overwhelming all opponents in easy fashion. Fairbanks was defeated in the four games played during the winter. The Nenana team was composed of veterans, every man having had college experience in the game. The line-up of the northern champions was as follows: Momb, center; Taylor, forward; Meagher, forward; Ward, guard; Hubbach, guard.

STATIONMEN SERIOUSLY INJURED.

James Osman and Dan Zogoff, partners of the grading firm of George Teko & Co., Turnagain Arm District, were badly injured by a premature blast on the afternoon of April 17 while at work in a cut near Camp 83. Osman received injuries which may disable him for life, while those of Zogoff are of less serious character.

After receiving treatment from the field surgeon, both men were removed immediately to Anchorage Hospital.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, April 7, 1917, was as follows:

Commissioner's Office	38
Shops and Yards	161
Transportation Service	36
Store and Dock Departments	282
Accounting Department	16
Disbursing Office	7
Townsite Department	20
Steward's Department	14
Hospital Department	25
Telegraph and Telephone Department	54
Track, Bridge and Ballast—Main Line	259
Turnagain Arm District	191
Matanuska District	363
Talkeetna District	154
	1620
Stationmen and Laborers—All districts	1288
Grand total all employees Anchorage Division	2908

John L. Strong has been appointed, effective April 19, assistant agent and operator at Anchorage station.

(Continued from page 187)

business with the Transportation Department, (including the dispatcher's office) will deal directly with the office of the trainmaster.

F. MEARS, Commissioner.

PREPARATION OF FORM 121.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 23, 1917

Circular No. 197:

TO ALL CONCERNED:

In connection with the handling of Form 121, Recommendation for Change in Pay or Force, hereafter it will be necessary for this form to be prepared in quadruplicate, all copies being forwarded to this office. After the change has been approved by this office the extra copy will be returned to you for your files. Until this copy is returned no action is to be taken towards making any changes in rates.

F. MEARS, Commissioner.

COMPENSATION FOR STATION LABORERS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 23, 1917

Circular No. 198:

TO ALL CONCERNED:

The matter of compensation for stationmen laborers has been taken up with the Chairman, and his reply has been received as follows:

> "Comptroller decided April 12th stationmen laborers are entitled to receive compensation under Act September 7, 1916."

In accordance with the above, compensation can be paid to all stationmen laborers who were injured since September 7, 1916, for a period longer than three days, and they should arrange to file their claims at the earliest possible date with the district engineer in charge of the district they were working on at the time of injury.

Claims of the above nature are to be handled in the same manner as claims of Commission employees.

F. MEARS, Commissioner.

MECHANICAL DEPARTMENT ACCOUNTING.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 23, 1917

Circular No. 199:

TO ALL CONCERNED:

Effective April 1, it is desired that the practice of prorating the overhead expense of the Mechanical Department to the various departments and accounts at the close of each month be discontinued and an arbitrary surcharge, which for the present will be fixed at 40 per cent, be added to all Mechanical Department labor chargeable to the various departments and to construction and operating accounts, to cover overhead expense.

The Accounting Department will open an account entitled "Shop Expense," to which should be charged all items of expense in the Mechanical Department not assignable directly to specific accounts or work orders. The total amount of the surcharge added to direct labor each month will be credited to this account, the balance remaining in the account at the end of the year to be adjusted and closed out in accordance with Interstate Commerce Commission regulations.

This will avoid monthly fluctuations in the ratio of shop expense to the distributed labor and will enable the Mechanical Department to make department bills on completion of the work, instead of waiting until the end of the month, which has resulted in delays to invoices, charges against stationmen and closing of accounts.

It should be understood that these instructions apply only to work performed for departments of the Commission and do not in any way change the instructions in effect at present which provide for a surcharge of 75 per cent on shop labor expended on work performed for other individuals or companies.

F. MEARS, Commissioner.

FORM 121 FOR COOKS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 23, 1917

Circular No. 200:

TO ALL CONCERNED:

In the future all Forms 121, Recommendation for Change in Pay or Force, covering the employment of cooks must show, below the rate of pay, the number of men for which the rate applies.

All Forms 121 should be made out in strict accordance with the revised wage schedule, see Circular No. 184, covering all designations provided for by this schedule.

F. MEARS, Commissioner.

SPECIAL DISBURSING AGENT.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 23, 1917

Circular No. 201:

TO ALL CONCERNED:

Effective April 23, Mr. G. C. Hammond will resume his duties as Special Disbursing Agent, vice Mr. Donnally, transferred to other duties.

F. MEARS, Commissioner.

LOSS OF ANNUAL PASS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 20, 1917

Transportation Circular No. 58:

Annual Pass No. 71, issued to William Woerner, lineman, T. & T., has been lost. If found, or presented for transportation on trains, conductors will lift, collect full fare and turn in to this office with full report.

F. MEARS, Commissioner.

ELECTRIC POWER TARIFF.

Department of the Interior
Alaskan Engineering Commission
Electric Light and Power Service.
Anchorage, Alaska, April 7, 1917.

Supp. No. 3 to Electric Light and Power Tariff No. 1:

The minimum rate for electric power service is $1.00 per month per active horsepower or fraction thereof.

E. R. McFARLAND, Superintendent.

Approved: F. MEARS, Commissioner.

RAILROAD TRAIN SCHEDULE.

Anchorage, Alaska, April 19, 1917.

Transportation Circular No. 57.

(Supersedes Transportation Circular No. 31, dated December 18, 1916.)

Effective 12:01 a. m. Monday, April 23, 1917, a mixed passenger and freight train will be run between Anchorage and Matanuska, Matanuska and King, and between Anchorage and Rabbit on the following schedule:

NORTHBOUND Daily Except Sunday.		MAIN LINE		SOUTHBOUND Daily Except Sunday.	
Leave	7:30 a. m.	0.0	Anchorage	Arrive	9:15 p. m.
		4.8			
	7:55	4.8	Whitney		8:50
		7.5			
	8:25	12.3	Kuney		8:30
		9.5			
	9:10	21.8	Birchwood		7:50
		5.8			
	9:40	27.6	Eklutna		7:20
		8.8			
Arrive	10:10 a. m.	36.4	Matanuska.	Leave	6:45 p. m.

NORTHBOUND Daily Except Sunday.		MATANUSKA BRANCH		SOUTHBOUND Daily Except Sunday.	
		36.4	Matanuska	Arrive	6:20 p. m.
		6.5			
	11:30	42.9	Palmer		5:55
		6.6			
	12:20 p. m.	49.5	Moose Creek		5:25
		5.5			
Arrive	12:40			Leave	4:50
		55.0	Eska		
Leave	12:50	3.7		Arrive	3:08
	1:10	58.7	Granite		2:53
		1.9			
Arrive	1:25 p. m.	60.6	King	Leave	2:45 p. m.

SOUTHBOUND Tuesday, Thursday and Saturday, only.		MAIN LINE		NORTHBOUND Tuesday, Thursday and Saturday, only.	
Leave	9:00 a. m.	0.0	Anchorage	Arrive	10:45 a. m.
		5.0			
	9:20	5.0	Campbell		10:25
		5.4			
Arrive	9:45 a. m.	10.4	Rabbit	Leave	10:00 a. m.

Mixed train leaving Anchorage northbound will stop just north of road crossing, Terminal Yard, Anchorage.

This schedule is not in effect as a time card authorizing the movement of trains, and all trains will continue to run extra as heretofore. However, for the information and guidance of all concerned, the trains covered by this schedule will not leave any station at which time is shown ahead of the designated time.

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

F. MEARS, Commissioner.

DAILY WEATHER DATA.

Following is the report of weather conditions prevailing at Anchorage during the period April 11 to April 17, inclusive:

DATE	TEMPERATURE		PRECIPITATION (Inches)		WIND	CONDITION OF HARBOR
	Max.	Min.	Snowfall	Snow on Ground	Aver. Miles per Hour	
April 11	45	33	none	2.0	3.3	Calm—Scattered ice.
April 12	45	24	none	1.0	5.0	Calm—Scattered ice.
April 13	43	19	none	trace	3.6	Calm—Scattered ice.
April 14	40	17	none	trace	3.7	Calm—Scattered ice.
April 15	43	17	none	none	3.8	Calm—Scattered ice.
April 16	42	18	trace	none	4.6	Calm—Scattered ice.
April 17	40	31	none	none	2.4	Calm—Scattered ice.

Commissioner Riggs has organized a military company at Nenana and offered his services to the Government. He has received a telegram from the Secretary of War thanking him for the proffer.

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

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

OBITUARY.

Willard B. Hastings, of the clerical force of the Anchorage Dock Department, died at Anchorage Hospital of pneumonia at 7:10 p. m., on Sunday, April 22. He was 60 years of age, a native of Michigan, and is survived by his wife and two daughters, who are residents of Seattle, Washington.

Mr. Hastings entered the employ of the Commission on September 13, 1916, as station agent at Anchorage, and on March 30, 1917, was transferred to a clerkship in the Dock Department. He was a pioneer Alaskan, having resided in the Territory intermittently since 1894.

Simon Johansen, a member of the grading firm of Brudie & Co., contractors at Camp 101, Turnagain Arm District, was found dead in a tunnel on his station at 7:30 p. m., April 17. A series of shots had been fired in the tunnel at 4 o'clock in the afternoon, and about 7 o'clock Johansen left his camp for the tunnel, presumably to ascertain the result of the explosion. When his partners arrived thirty minutes later they discovered the body lying face down in a pool of water. Death was doubtless caused by asphyxiation from powder fumes.

He was 34 years of age, a native of Norway, and is survived by his brother, Henry Johansen of Russnas, Norway.

RAILWAY EQUIPMENT FROM PANAMA.

The steamer Turret Crown and the barge St. David sailed from Seattle for Seward and Anchorage on April 16, en route from Balboa, Canal Zone, with a heavy cargo of railway equipment acquired from the Panama Canal.

The shipment for Anchorage Division includes the following: Thirty-four Western dump car bodies, 63 flat car bodies, 251 car trucks, six 200-class locomotives, seven narrow-gauge locomotives, two steam shovels, one unloader, one spreader, 100 axles and 12 extra couplers.

The following equipment will be unloaded at Seward for use of that Division: Twelve flat car bodies, six Western dump car bodies, 36 car trucks and two 200-class locomotives.

The Commission has been advised that the steamer and barge passed out of Dixon Entrance, Ketchikan, on April 20, and should arrive in Anchorage about April 28.

MARCH WEATHER SUMMARY.

Following is a summary of the weather reports for the month of March, 1917:

Place	Max.	Min.	Mean Max.	Mean Min.	Daily Mean
Anchorage	40	11	30.05	12.06	21.05
Seward	....	....	....	....	26.02
Mile 52	43	–14	32.00	11.00	21.00
Indian Creek	40	2	42.79	22.72	20.08
Potter Creek	65	30	49.80	17.20	9.90
Matanuska	70	0	43.25	23.54	19.67
Kashwitna	50	–20	38.29	6.32	31.96
Talkeetna	56	–8	44.16	21.96	22.20
Dead Horse Hill	52	–6	35.38	13.67	21.71
King River	52	8	39.70	21.83	17.86

The retail store of the Anchorage Commissary will be closed all day Tuesday, May 1, for the purpose of taking inventory.

BASEBALL SCHEDULE.

Following is the schedule of the Cook Inlet Baseball League for 1917:

May 20—Matanuska vs. Commission, at Matanuska; City vs. Potter, at Anchorage.

May 27—Matanuska vs. City, at Anchorage; Commission vs. Potter, at Potter Creek.

May 30—Matanuska vs. Potter, at Anchorage; Commission vs. City, at Anchorage.

June 3—Matanuska vs. Commission, at Anchorage; City vs. Potter, at Potter Creek.

June 10—Matanuska vs. City, at Matanuska; Commission vs. Potter, at Anchorage.

June 17—Commission vs. City, at Anchorage; Matanuska vs. Potter, at Potter Creek.

June 24—Matanuska vs. Commission, at Matanuska; City vs. Potter, at Anchorage.

July 1—Matanuska vs. City, at Anchorage; Commission vs. Potter, at Potter Creek.

July 8—Matanuska vs. Potter, at Matanuska; Commission vs. City, at Anchorage.

July 15—Matanuska vs. Commission, at Anchorage; City vs. Potter, at Potter Creek.

July 22—Matanuska vs. City, at Matanuska; Commission vs. Potter, at Anchorage.

July 29—Commission vs. City, at Anchorage; Matanuska vs. Potter, at Potter Creek.

Aug. 5.—Matanuska vs. Commission, at Matanuska; City vs. Potter, at Anchorage.

Aug. 12—Matanuska vs. City, at Anchorage; Commission vs. Potter, at Potter Creek.

Aug. 19—Matanuska vs. Potter at Matanuska; Commission vs. City, at Anchorage.

Aug. 26—Matanuska vs. Commission, at Anchorage; City vs. Potter, at Potter Creek.

Sept. 3—Matanuska vs. City, at Matanuska; Commission vs. Potter, at Anchorage.

Sept. 10—Commission vs. City, at Anchorage; Matanuska vs. Potter, at Potter Creek.

MISSING MAN.

Inquiry is made of the Commission by Mrs. J. W. Lloyd, of 3338 Roseview Avenue, Los Angeles, Cal., as to the whereabouts of her husband. Mrs. Lloyd states that her husband left Los Angeles in February for Alaska.

A dance for the benefit of the Cook Inlet Baseball League will be held at Robarts' Hall, Anchorage, on Saturday night, April 28. The money derived from this source will be applied to the indebtedness of $500, the balance due on the grand stand built last season.

Tickets may be obtained from any member of the board of directors at $1.00 each.

The steamer Alameda sailed from Seattle for Anchorage and way ports on April 17 with 10 tons of freight for the Commission. The passenger list includes 59 first class and 104 steerage.

Receipt is acknowledged, with thanks, of a photograph of the Nenana basketball team. The picture will be suitably framed and hung in the gymnasium of the Anchorage Railroad Y. M. C. A.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, MAY 1, 1917. No. 25

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:
ALASKA RAILROAD RECORD,
Anchorage, Alaska.

PROCLAMATION.

By the Governor.

Whereas a state of war exists between the United States and the Imperial Governments of Germany and Austria, and a situation has thus been created unparalleled in the history of our international relations, the duty devolves upon me, as Governor, to remind the people of the Territory that we have within our borders many men, subjects of those countries with which the United States is at war. The present crisis, therefore, calls for the exercise of sound judgment and forbearance, and no word or deed on the part of American citizens should operate to incite racial feeling or create prejudice against those who have come to the Territory for the purpose of bettering their condition and enjoying the inalienable right to life, liberty and the pursuit of happiness guaranteed by the Constitution of the United States. As strangers in a strange land they are entitled to the utmost consideration, always provided that they comport themselves in accordance with our laws and with due respect for our institutions.

This is a time when upon every earnest, fair-minded patriotic citizen of our common country rest grave duties and important responsibilities. Few of us appreciate how serious are the conditions that confront us or how fraught with good or ill may be the course of the American people during the present year.

We are called upon to render real service to our country, and this includes a renewal of our pledges in support of those institutions that have been the outgrowth of the application of democratic principles to government. I have, therefore, to urge upon all the people of Alaska that the course they shall pursue during the continuance of this war be marked by the exercise of the best judgment they can summon to their aid in all circumstances; law and order must be preserved, and careless, seditious or treasonable speech on the part of any person or persons will be at their peril. There will be no trouble, and no serious situation is likely to be created, if each and all will remember the duty they owe our country and flag, whether they be citizens of America or sojourners owing allegiance to the countries with which a state of war now exists.

GIVEN under my hand and the Seal of the Territory of Alaska, in Juneau, the Capital, this twelfth day of April, in the year of our Lord one thousand nine hundred and seventeen, and of the independence of the United States the one hundred and forty-first.

[SEAL]

By the Governor: J. F. A. STRONG.

CHARLES E. DAVIDSON,
Ex-officio Secretary of Alaska.

PATENTS TO SEWARD LOTS.

On April 6, 1917, the Commissioner of the General Land Office advised the Register and Receiver at Juneau, Alaska, that patents will issue to lots which have been sold by the Government in the Federal and Cliff Additions to the townsite of Seward, when the purchase price has been paid in full, and when no objection appears. This will enable all purchasers of lots within said additions to make final payment upon their lots at any time and secure patent from the Government.

Mr. Josiah A. Moore, special agent of the General Land Office, formerly in charge of the Anchorage townsite, was recently transferred from Juneau to Jackson, Mississippi, where he was employed for a short time in connection with the court cases pertaining to that Field Division. Mr. Moore is now stationed at Portland, Oregon.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending April 21, 1917:

MAINTENANCE OF WAY.

Water Service and Plumbing.

Repairs were made to the heating system in the machine shop. The sewers of the cottages in blocks 16, 17 and 21 were cleaned out. A steam pump was installed at Kings River to provide a temporary water supply for the work trains.

Bridge and Building.

The passenger landing opposite the dock warehouse was finished, except for the placing of pontoons and gangways. The construction of a portable passenger depot for Moose Creek was begun. Work was started on the conversion of four flat cars into gondolas for coal service.

A gang was engaged on the framing of a 121-foot Howe truss span for the Little Susitna River. Satisfactory progress was made by the bridge gang at the Eklutna River, one span being 50 per cent completed. The piling for the piers and abutments will be placed within a week. The excavation for the foundations of the Granite Creek structure was finished; and the erection of bents for the permanent bridge was 50 per cent completed at the end of the period.

Grading and Ballasting.

The steam shovel at Mile 11 moved 9300 yards of gravel, all of which material was placed in the fill south of Moose Creek. This fill is 80 per cent complete.

A small extra gang was placed on the Turnagain Arm line putting in culverts, opening ditches and fixing bad spots in the track.

Tracklaying.

Track was laid during the week from Station 5282 plus 21 to Station 5427 plus 30. Tangents were half-tied and curves full-tied.

Mechanical Department.

A belt-driven power hacksaw was installed. Light repairs were made to engines Nos. 225 and 280. The boom of Browning crane No. 2 was repaired. Work was continued on the repair of No. 3 steam shovel. A considerable volume of private shop work was done.

MATANUSKA DISTRICT.

Matanuska Branch.

It is planned to let three additional contracts for light grading in the vicinity of Camp 27. When this is done the entire Matanuska Branch above Kings River will be covered by station contracts.

The road between Hole-in-the-Wall and Camp 32 was nearly completed at the end of the week.

A small bridge force was engaged on crib building at the two Chickaloon River crossings. The cribs will be used as temporary supports for the track.

Main Line.

Every effort is being made to have the new road north of the Little Susitna River ready for freighting by May 1.

The camp at Mile 201 was about completed at the end of the period.

The wagon bridge across the Little Susitna was finished, except for hand railings. The railroad bridge should be completed about May 15.

Poropat & Co., graders south of the Little Susitna, should finish their work within a week.

No more contracts will be let north of the Little Susitna River until the wagon road is completed, at which time it is planned to cover the remainder of the work with station gangs.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

A small force of Commission employees worked on extra width clearing just south of Rainbow. The contractors from Bird Creek south are making satisfactory progress.

Grading

Because of the difficulty of drilling and springing rock, the grade work in the vicinity of Bird Point is progressing slowly. Considering the shortage of powder, station contractors in general are getting along well. Several small coyote shots were fired during the week, with good results.

A Commission force will be placed in the hard rock cut at Sheep Creek and the drilling will be done by power. The formation is so hard that contractors would not be able to take out the material by hand within a year. A boiler and hoist have been hauled to the cut and the compressor for this work will be at Sheep Creek and installed within a week. Lack of snow and a soft trail made the moving of the compressor difficult. Twelve horses were required for the hauling.

A small force was at work during the week getting the steam shovel, track, cars and dinkeys at Big Rabbit ready for the season.

Miscellaneous.

The landing at Potter Creek is clear of ice, and nearly all ice has disappeared from Turnagain Arm.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

The composite feature of the Anchorage-Seward telegraph line, which has heretofore been available for the general offices only, is now equipped to handle telephone conversations between any telephone at either Anchorage or Seward while the telegraph is being worked. This greatly increases the capacity of the circuit.

A small crew with two outfit cars is being equipped for hanging another wire between Matanuska and Kings River for the purpose of providing a much needed telegraph and an additional telephone circuit between these points.

Work on the Broad Pass extension has been practically suspended during the spring break-up. Material is being lined up for delivery on the upper Susitna after the opening of navigation, for pushing this wire to the point where the Anchorage and Fairbanks Divisions will meet.

A small consignment of telephones has been received and was put in operation immediately. There are still 27 orders unfilled because of the lack of instruments. Local connections to the Anchorage switchboard now number over 200.

Radio.

On account of certain restrictions imposed by the Navy since war has been declared, communication cannot be had with commercial boats in the harbor.

Arrangements are being made to install a small radio

set on the steamer Omineca, which will bring that boat into communication while plying between Anchorage and Kroto.

Electric Light and Power.

In addition to thawing frozen water pipes and the usual miscellaneous maintenance work, a small force was engaged in wiring the docks during the week.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, April 14, 1917, was as follows:

Commissioner's Office	39
Shops and Yards	135
Transportation Service	42
Store and Dock Departments	305
Steward's Department	14
Accounting Department	19
Disbursing Office	8
Townsite Department	22
Hospital Department	24
Telegraph and Telephone Department	54
Track, Bridge and Ballast—Main Line	384
Turnagain Arm District	189
Matanuska District	409
Talkeetna District	149
	1743
Stationmen and Laborers—All Districts	1303
Grand total all employees Anchorage Division	3046

DEPOSIT OF CALCIUM-CARBONATE.

A large deposit of calcium carbonate recently discovered at Otter Creek, near Mile 122, Anchorage Division, is believed to possess the essential properties of a valuable soil fertilizer. With a view of encouraging the shipment of the deposit, and its use experimentally by the farmers residing along the Government railway, the Commission has established the exceptionally low freight rate of 10 cents per 100 pounds for this commodity, and the same rate for the return shipment of empty containers.

The new tariff is authorized by Supplement No. 5 to Local Freight Tariff No. 5, effective April 19, 1917, which names the commodity rates on fertilizer, land plaster and phosphate of lime in bags, barrels, boxes or cans, loose and in carloads and less than carloads, and also on empty tin containers in any quantity, between Kuney or Whitney and Anchorage, Matanuska and Palmer. Copies of this supplement may be obtained by addressing the Commission.

Should the deposit prove commercially valuable and the demand justify the expenditure, a spur track will probably be constructed to the field.

PUBLIC NOTICE.

United States Post Office,
Anchorage, Alaska, April 27, 1917.

All mail matter destined to the following countries is unmailable: Germany, Austria, Hungary, Luxembourg, Bulgaria and Turkey. Mail so addressed will be returned to the sender or held at the post office, if no return address is given.

F. B. WOOD, Postmaster.

ANCHORAGE TIDE PREDICTIONS.

The tide predictions at Anchorage for the month of May are given in the following table:

Date	Time and height of high and low water.			
Tuesday, May 1	2.50 25.9	9.13 5.7	**3.14** 25.2	**9.10** 4.2
Wednesday, May 2	3.34 26.8	9.56 4.0	**4.09** 26.5	**9.55** 3.9
Thursday, May 3	4.07 27.7	10.31 2.2	**4.52** 27.7	**10.38** 3.5
Friday, May 4	4.38 28.6	11.02 0.5	**5.29** 28.8	**11.15** 3.3
Saturday, May 5	5.07 29.5	11.38 −1.1	**6.06** 29.6	**11.51** 3.2
Sunday, May 6	5.38 30.4	**12.12** −2.4	**6.40** 30.1	....
Monday, May 7	0.23 3.2	6.10 31.0	**12.47** −3.2	**7.16** 30.2
Tuesday, May 8	1.02 3.5	6.43 31.4	**1.24** −3.6	**7.55** 30.0
Wednesday, May 9	1.40 3.9	7.20 31.4	**2.04** −3.4	**8.36** 29.5
Thursday, May 10	2.21 4.4	7.59 31.0	**2.46** −2.8	**9.21** 28.9
Friday, May 11	3.06 4.9	8.44 30.2	**3.34** −1.7	**10.12** 28.2
Saturday, May 12	4.00 5.4	9.38 29.0	**4.28** −0.3	**11.10** 27.8
Sunday, May 13	5.05 5.5	10.42 28.2	**5.30** 1.0	....
Monday, May 14	0.15 27.9	6.21 5.0	**12.02** 26.8	**6.38** 2.0
Tuesday, May 15	1.20 28.5	7.38 3.8	**1.31** 26.6	**7.47** 2.6
Wednesday, May 16	2.21 29.5	8.46 1.8	**2.52** 27.2	**8.51** 2.7
Thursday, May 17	3.15 30.7	9.44 −0.2	**3.57** 28.3	**9.47** 2.5
Friday, May 18	4.02 31.7	10.34 −2.1	**4.52** 29.3	**10.33** 2.3
Saturday, May 19	4.47 32.5	11.19 −3.4	**5.29** 30.1	**11.25** 2.2
Sunday, May 20	5.29 32.9	**12.02** −4.1	**6.23** 30.6	....
Monday, May 21	0.09 2.2	6.11 32.9	**12.43** −4.3	**7.05** 30.7
Tuesday, May 22	0.53 2.6	6.50 32.4	**1.24** −4.0	**7.46** 30.4
Wednesday, May 23	1.34 3.0	7.29 31.6	**2.04** −3.2	**8.27** 29.8
Thursday, May 24	2.17 3.7	8.09 30.5	**2.45** −2.1	**9.09** 29.1
Friday, May 25	3.00 4.6	8.50 29.1	**3.28** −0.7	**9.52** 28.2
Saturday, May 26	3.47 5.5	9.53 27.7	**4.13** 0.7	**10.40** 27.4
Sunday, May 27	4.39 6.2	10.23 26.4	**5.02** 2.2	**11.31** 26.8
Monday, May 28	5.40 6.5	11.26 25.3	**5.58** 3.5	....
Tuesday, May 29	0.25 26.5	6.48 6.2	**12.43** 24.7	**6.57** 4.6
Wednesday, May 30	1.19 26.6	7.55 5.3	**2.05** 24.7	**7.58** 5.2
Thursday, May 31	2.13 27.0	8.53 3.9	**3.17** 25.5	**8.55** 5.4

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 is 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 Cosmopolitan Standard for the meridian 150 degrees west. All hours later than 12 noon appear in boldfaced type; ante meridiem figures are given in the ordinary lightfaced type.

ANCHORAGE HARBOR NOTES.

The British steamer Commodore arrived from Seattle on Tuesday, April 24, at 7.30 a. m., with the barge Bangor in tow.

The A. E. C. tug Anne W. arrived from Seldovia at 4.30 a. m., April 24, with one 200-ton barge, one 600-ton barge and one 400-ton house barge in tow. The launch Islander arrived from Seldovia at 6.15 p. m.

The Alameda arrived from Seattle at 6.20 a. m., April 25, with 36.32 tons of freight for the Commission and 260 passengers; departing for Seattle at 5.45 p. m. the same day with 28 passengers.

The steamer Skagway sailed for Seattle at 7.15 a. m. on April 25.

The British steamer Turret Crown, towing the barge St. David, arrived from Balboa, Canal Zone, via San Pedro and Seattle, at 10.05 a. m., April 26, with a total of 3045 tons of railway equipment from the Panama Canal.

The A. E. C. launch Islander sailed for Rainbow Creek at 11.00 a. m., April 26, for work on Turnagain Arm.

The A. E. C. tug Anne W., towing one 200-ton house barge and barge No. 102, sailed for Rainbow Creek at 1.40 p. m., April 26, with 227 tons of powder and supplies for the construction camps.

The British steamer Commodore, with the barge Bangor in tow, sailed for Vancouver at 7.40 p. m., April 26.

The A. E. C. tug Anne W. arrived from Rainbow Creek at 1.30 a. m., April 27.

The Admiral Evans arrived from Seattle at 6.55 a. m., April 28, with 26.9 tons of Commission freight and 136 passengers. At 7.45 p. m. the vessel left for Goose Bay to discharge cannery supplies, returning at 11.25 p. m. The steamer did not anchor in harbor but continued on to Seattle, with 32 south-bound passengers.

The A. E. C. launches Alaska and Alenco were launched from the marine ways at 1.00 a. m., April 30. The launch Alaska is being outfitted preparatory for immediate service on Turnagain Arm. The Alenco, formerly the Standard, is being finished for service as a harbor boat at Anchorage.

FREIGHT RATE ON FARM UTILITIES.

The Alaskan Engineering Commission has issued Local Tariff No. 11, naming commodity rates on agricultural implements, household goods, nursery stock, seeds and vehicles from Anchorage to Matanuska and Palmer, Alaska. This revised schedule will enable the farmers in that section of the country to ship agricultural implements at $5.80 per ton between Anchorage and Matanuska, and $6.60 between Anchorage and Palmer. The rate on household goods is $4.60 to Matanuska and $5.20 to Palmer. On nursery stock it is $5.80 to Matanuska and $6.60 to Palmer. The rate on seeds, seed potatoes, etc., is $4.60 to Matanuska and $5.20 to Palmer. The rate on vehicles, farm wagons, trucks, bob sleds, etc., is $5.80 to Matanuska and $6.60 to Palmer.

This tariff was established especially for the benefit of the farmers so that they may be enabled to secure their farming implements, seeds, etc., at the cheapest possible rate.

A pair of gold-rimmed spectacles in a black case was found last week in front of the Anchorage General Office Building. Owner may obtain same by applying to Chief Clerk.

AUTOMOBILE REGULATIONS.

The following rules and regulations are promulgated for the operation and control of automobiles and other motor-driven vehicles in the Anchorage Railroad Reserve, effective May 1, 1917:

(1) All automobiles and other motor-driven vehicles shall have displayed on both the front and back end of such vehicles the number of their territorial license or such number as may be assigned to them by this office; the figures of which shall be at least three inches high and of proportionate width; the space between the figures shall be three-eighths of one inch. All such numbers shall be registered in this office. The numbers shall be so placed on the automobile or other motor-driven vehicle as to be plainly visible in the day time, and at night shall be illuminated by the lights on such machine.

(2) The speed of all automobiles and motor-driven vehicles in the railroad reserve shall not, in any case, exceed the limit of eight (8) miles per hour.

(3) Every machine when going to and from the dock shall use the road on the south side of the most southerly railroad track as soon as a notice is posted to that effect, and shall not cross the track except in front of the Employment Office of the Commission; and when arriving at the dock the machine shall be parked in the area set apart for that purpose.

(4) 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.

(5) All passengers shall ride on the inside of the car, and no one shall be carried or allowed to ride on the running guards of the machine.

(6) Every driver of any automobile or other motor-driven vehicle shall slow down and have absolute control of the machine before crossing the tracks, to observe if there is any danger from passing locomotives or trains; and every driver or owner of any such vehicle shall observe and comply with any signs or notices placed or posted for directing traffic in the railroad reserve, and shall obey all orders given by any watchman or other authorized agent of the Alaskan Engineering Commission.

(7) Any driver or owner who fails to obey any orders given by a watchman or other authorized agent of the Alaskan Engineering Commission, or does not comply with or wilfully violates any of the provisions of these rules and regulations, shall be penalized as follows:

For the first offense such driver or owner shall be prohibited from entering the railroad reserve in any machine for a period of 48 hours; for the second offense he shall not be allowed to enter for a period of one week; and upon commission of the third offense shall thereafter be barred from driving a machine within the railroad reserve for a period of thirty days.

(8) These rules and regulations are subject to change whenever it is considered advisable to do so.

F. MEARS, Commissioner.

OBITUARY.

Frank A. Parker, formerly watchman at Camp 148, Matanuska District, died at Anchorage Hospital of organic heart trouble at 11:55 p. m., April 27. He was 26 years of age, single, a native of Winterport, Me., and is survived by his father, Richard Parker, who resides in Monroe, Maine.

OFFICIAL CIRCULARS.

CHARGES FOR TRACK, LIVESTOCK AND CARS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 23, 1917

Circular No. 202:

TO ALL CONCERNED:

In order to secure uniform regulations regarding charges for livestock, and for cars and track rented to stationmen, the following instructions will be observed in all departments and districts of this Division. Any instructions to the contrary that have been issued by district engineers are to be considered cancelled.

Track.

All track will be charged for from the time it is laid in place until it is torn up, provided it is in use by the contractor. In order to insure a uniform system of computing track rental charges against contracts in accordance with the terms of paragraph 7 of stationmen's "Proposal for Station Work," the following method will be observed:

Multiply the total sum of the daily trackage in use by one and one-half and divide by seven hundred. The following illustration will serve as a guide in handling this feature of contractors' charges:

Oct.	1	250
Oct.	2	250
Oct.	3	300
Oct.	4	300
Oct.	5	300
Oct.	6	400
Oct.	7	400
Oct.	8	400
Oct.	9	550
Oct.	10	550

3700 ft. track multiplied by 1½ equals 5550 ft. track; 5550 ft. track divided by 700 equals $7.93.

Charges for track may be waived, only when after due consideration some special circumstance makes it just and equitable to do so, and then only after special authority to waive said charges has been obtained from this office.

Livestock.

Rental on livestock furnished contractors will be continuous during the time the horses or mules are in charge of the contractors, Sundays included, and such rentals will be assessed in accordance with the terms of paragraph 9 of "Proposal for Station Work."

Rental charges will not be waived without the authority of this office. Request for remission of such charges, setting forth any special circumstances, should be submitted by district or department officers to the division office.

Cars.

Cars in use by stationmen will be charged for seven days of every week, in accordance with paragraph 7 of "Proposal for Station Work." The rental of cars will commence from the day they are placed in use until the contractor is through with them. Any request for remission of charges for rental of cars will be handled as indicated in the above paragraphs.

Please be guided accordingly.

F. MEARS, Commissioner.

PREPARATION OF EMPLOYMENT PAPERS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 27, 1917.

Circular No. 203:

TO ALL CONCERNED:

It has been the practice in certain offices in this Division to pay little or no attention to previous instructions regarding the preparation of employment papers for new employees entering the service.

Standard instructions state that all monthly employees, (except flunkies) and all hourly employees receiving wages of 75 cents per hour or better, shall fill out regular employment papers.

In addition to making out these employment papers it is required that such employees shall pass satisfactory physical examination.

Effective immediately, all departments and districts are prohibited from putting any new employee to work until all papers connected with his employment are complete in every detail. Under the system in effect, the following forms should be filled out:

Three copies of Form 120—Information Slip.

Four copies of Form 121—Recommendation for Increase in Pay or Force.

Three copies of Form 51—Employment Agreement.

The proper procedure in hiring new employees of above class is as follows:

Let it be considered that it is impracticable to put a new man to work on the same date that he is first interviewed. The first day, or half day, should be devoted to having the man physically examined by the Commission surgeon, after which the employment papers above indicated should be made out. The department employing the man should see that these papers are properly made out and all information called for supplied. If the new employee does not fill out his papers properly, he should not be allowed to go to work. When all of the employment papers are complete in every detail, the new employee should be given instructions where to report for commencement of work.

F. MEARS, Commissioner.

ORGANIZATION CHANGE.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, April 28, 1917.

Circular No. 204:

TO ALL CONCERNED:

Effective May 1, 1917, Mr. D. B. VanDerlip is appointed Chief Accountant, this Division, vice Mr. H. B. Wilkinson, resigned.

F. MEARS, Commissioner.

PREPARATION OF FORM 12.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 30, 1917.

Circular No. 205:

TO ALL CONCERNED:

It has been noticed in a number of cases that timekeepers and others who prepare Form 12, Certificate of Discharge, for employees, have signed same.

In the future this form will be signed only by the head

of department or district in which the employee leaving the service has been employed.

The space marked "Correct as to Dates" is intended for the signature of the chief timekeeper.

Timekeepers and others handling these papers will be expected to examine them as heretofore and initial them in the left-hand margin.

F. MEARS, Commissioner.

INSTRUCTIONS FOR COMPUTING TIME.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, April 1, 1917.

Circular No. 184-A:

TO ALL CONCERNED:

The following instructions, effective April 1, are issued for the information and guidance of all concerned:

Hourly Men.

1. In computing time a calendar day begins at 12 midnight and ends at 12 midnight.

2. An employee who is required to work in excess of eight hours during a calendar day shall be paid for such overtime at the rate of one and one-half times the rate applicable to the position he holds, except as otherwise provided herein.

Examples applying the foregoing rules:

Longshoreman starting work at 4 p. m., April 1, and working until 7 a. m., April 2, lays off until 4 p. m. and again starts work on his regular shift, working until 7 a. m. April 3. The time earned would be stated as follows:

April 1. 4 p. m. to midnight, less half hour luncheon: 7½ hours @ 70c.
April 2. Midnight to 7 a. m., 7 hours @ 70c.
April 2. 4 p. m. to 5 p. m., 1 hour @ 70c
April 2. 5 p. m. to midnight, 7 hours @ $1.05.
April 3. Midnight to 7 a. m., 7 hours @ 70c.

The time roll would give the following information:

John Johnson, Longsh:	1-3—22½ hours @ 70c.....	$15.75
	2-2—7 hours @ $1.05.....	7.35
Amount Earned		$23.10

3. Department heads shall see that foremen or others in actual charge of work do not permit any employees on an hourly basis to work two separate shifts aggregating more than eight hours in any one calendar day, unless it is clearly for the good of the service that this should be done.

4. An employee engaged in an operating capacity (which includes transportation employees and others performing repair work in connection with rolling and floating equipment, longshoremen and other dock employees) is not subject to the eight-hour law as coming under the act of August 1, 1892 (27 Stat. 1340) nor are these employees to be covered by the usual overtime certificate.

All other employees are subject to the eight-hour law and must not be required to work in excess of eight hours in any one calendar day except in cases of emergency as outlined in Circular No. 12, "Timekeepers' Instructions."

5. The rate for longshoremen will only apply at the Terminal and then only to those employees engaged upon the dock or in the stream.

6. No designations nor rates of pay other than those specifically mentioned in Circular 184 shall be given any employee unless otherwise authorized in writing by the Commissioner in charge.

7. Where an hourly employee works an irregular period of time, as 7 hours and 10 minutes or 6 hours and 50 minutes, his time will be entered as follows:

15 minutes or less will be shown as ¼ of an hour.
16 to 30 minutes as ½ hour.
31 to 45 minutes as ¾ hour.
All over 45 minutes as 1 hour.

Train and Engine Crews.

8. Train and engine crews' time will commence thirty minutes before time called to leave any given point, regardless of actual leaving time.

9. Tie-up time will not be allowed to train crews and engine crews in work train service in the Maintenance of Way Department and in yard service. Fifteen minutes' tie-up time will be allowed all other train and engine crews.

10. No time will be deducted for meals, unless crews are relieved from the responsibility of caring for their trains or engines.

11. All trainmen and enginemen who are regularly assigned to service by the Commission will be paid on a monthly basis; 240 hours or less will constitute a month. All time in excess of 240 hours will be computed as overtime, and paid at schedule rates.

12. If, for any cause, a crew is not called for service any day except Sunday, during the month, time will not be allowed, but regularly assigned crews will be allowed eight hours for each Sunday during the month, whether service is or is not rendered. If over eight hours are worked, actual time will be allowed.

13. When train and engine crews are called for duty and not used, four hours will be allowed; if duty is performed, eight hours will be allowed.

14. Where trainmen and enginemen in any calendar day are called and perform work and are then relieved from duty and are later called again, they will be allowed actual time worked on the second time called.

15. A calendar day begins at 12 o'clock midnight and ends at 12 o'clock midnight.

16. No overtime is to be computed until a full 240 hours' service has been rendered. All time in excess of 240 hours in any one month shall be computed as overtime at the following hourly rates: Engineers 85 cents; conductors 80 cents; firemen 65 cents; brakemen 62½ cents.

In computing overtime, the following rules will be observed:

15 minutes or less will be shown on time slips as ¼ hour.
16 to 30 minutes as ½ hour.
31 to 45 minutes as ¾ hour.
Over 45 minutes as 1 hour.

17. Where regularly assigned crews serve a fractional portion of a month, overtime for same shall not be computed until a full eight hours per day for the number of days in service has been rendered. Time in excess of this amount shall be computed as overtime at the hourly rates given above.

18. Conductors and enginemen will send in time slips for their brakemen and firemen respectively.

19. When any change or correction is made on any time slip, the time slip shall be returned to the conductor or engineer, together with a statement showing the cause for making the change or correction.

20. When any regularly assigned engineman or trainman leaves his regular domicile and does not furnish information sufficient to enable him to be found after a reas-

onable search so that he may be called for duty, he shall have time deducted from his regular monthly pay, equal to the time served by the member of the crew who relieves him.

21. Any crew placed in the service temporarily and not employed for over ten consecutive days, shall be considered an extra crew and paid on a straight hourly basis at the rates designated in paragraph 16.

22. When any member of a regularly assigned crew serves in two different capacities in any one month, he shall be paid for any intervening time (if entitled to pay for such time) at the rate applicable for the position in which he served previous to the change.

Monthly Men Except Trainmen and Enginemen.

23. The time of all monthly men should be shown in days and not in hours. Monthly men should only be put to work at the beginning of the day or at the beginning of the afternoon period as no smaller period of time than one-half day will be reported for them.

24. Full time must be shown for monthly men for Sundays and holidays, providing they have worked the day before and the day after. No time will be allowed for Sundays and holidays, unless the day before and the day after have been worked.

25. These instructions will serve to cancel all previous rules in conflict herewith.

F. MEARS, Commissioner.

RIDING IN CABOOSE CUPOLAS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, April 28, 1917

Trainmaster's Bulletin (No. 22):

TO ALL CONDUCTORS:

The habit of allowing others than train employees to ride in the cupola of cabooses must be discontinued.

These seats are made expressly for trainmen to keep watch of their trains. Trainmen must be stationed in cupola of cabooses while trains are in motion to insure careful watch of the train in order to prevent accidents.

C. WATSON, Trainmaster.

ANCHORAGE TRAFFIC REGULATIONS.

Because of the increased pedestrian traffic in the business district of Anchorage and the narrowness of sidewalks, to handle this traffic it will be necessary in the future to discontinue the placing of displays of merchandise or other articles on the sidewalks. Articles may be hung on the fronts of buildings, provided they do not extend more than 12 inches from the walls of such buildings, and provided further, that they are so arranged as to yield readily under pressure and can be easily removed.

All signs shall be not less than 8 feet clear of the sidewalk, and the erection of any post or support from the ground to the sign is prohibited. Post or other similar signs shall not be erected within the street. Portable bulletin boards shall not be placed upon the sidewalk, but may be displayed between the sidewalk and the curb.

No team shall stand nor automobile be parked within 25 feet of any fire hydrant, and no obstruction of any kind shall be placed within 25 feet of any fire hydrant.

J. G. WATTS, Townsite Manager.

H. B. Wells has been promoted, effective April 1, from Clerk to District Engineer Breck to the position of Assistant Superintendent of Construction, Matanuska District.

ANCHORAGE BOARD OF HEALTH.

By virtue of the authority contained in section 5 of chapter 42, Session Laws of Alaska, 1913, Dr. C. C. Benedict and Mr. J. G. Watts have been appointed members of the Board of Health. The appointments read as follows:

"Dr. C. C. Benedict,
"Mr. J. G. Watts,
"Anchorage, Alaska.

Anchorage, Alaska,
April 27, 1917.

"Sirs:

"Pursuant to authority contained in section 5, chapter 42, Session Laws of Alaska, 1913, entitled "An Act to provide for the registration and restriction of communicable diseases in the Territory of Alaska, and declaring an emergency," you are hereby appointed a member of the Board of Health for the Anchorage School District, with all the powers and authority prescribed by said act.

"Yours respectfully,
"MRS. E. S. REEDY, Director,
"JAMES L. McBRIDE, Treasurer,
"A. J. WENDLER, Clerk.
"Members of School Board."

Among some of the duties imposed upon members of the board of health are the following:

To make and enforce such quarantine regulations as seem best for the preservation of the public health, and for the prevention and against the spread of contagious and infectious diseases.

To establish quarantine and isolate any person affected with any one of the diseases mentioned in section 6 of the act.

To remove, or cause to be removed, any dead, decaying, or putrid body, rubbish, garbage, or other substance that may endanger the health of persons.

To disinfect houses, rooms, property, places, or localities, persons, and other things, whenever in their judgment such action shall be deemed necessary to protect or preserve the public health; and they may destroy or cause to be destroyed bedding, carpets, household goods, furnishings and other material when in their judgment such are an imminent danger to the public health.

The United States Marshals and their deputies are charged with the enforcement of the said act, under section 14 of the same, reading in part as follows:

"It is hereby made the duty of all United States Marshals and their deputies as ex-officio constables to assist in the enforcement of this act."

Anyone violating the provisions of the act is subject to punishment for each offense, by a fine of not more than $100.00 or by imprisonment not more than 50 days, or by both fine and imprisonment, as provided by section 14 of the said act, reading as follows:

"Any person who interferes with a health officer in the performance of his duties, or any person who breaks quarantine or removes any placard without the permission of the board of health, and any person who knowingly violates any of the provisions of this act or any regulations or orders established or made by authority of this act unless it can be demonstrated to the satisfaction of the board of health that such compliance was an impossibility, shall upon conviction thereof be punished for each offense by a fine of not more than one hundred dollars or by imprisonment not more than 50 days, or by both fine and imprisonment."

LOSS OF MEAL BOOK.

TO ALL CONCERNED:

Cash Meal Book, Form 259, containing coupons Nos. 3001 to 3050, has been lost from A. E. C. steamer Anne W. Finder will please return to the office of the Receiving and Forwarding Agent.

All employees are cautioned not to honor the said coupons if presented.

W. DeLONG, General Storekeeper.

PROCLAMATION.

Whereas, all persons in the United States, citizens as well as aliens, should be informed of the penalties which they will incur for any failure to bear true allegiance to the United States;

Now, therefore, I, Woodrow Wilson, President of the United States, hereby issue this proclamation to call especial attention to the following provisions of the Constitution and the laws of the United States:

Section 3 of article III of the Constitution provides in part: "Treason against the United States shall consist only in levying war against them, or in adhering to their enemies, giving them aid and comfort."

The criminal code of the United States provides:

"Section 1. Whoever, owing allegiance to the United States, levies war against them or adheres to their enemies, giving them aid and comfort within the United States or elsewhere is guilty of treason.

"Section 2. Whoever is convicted of treason shall suffer death; or, at the discretion of the court, shall be imprisoned not less than five years and fined not less than $10,000, to be levied on and collected out of any or all of his property, real and personal, of which he was the owner at the time of committing such treason, any sale or conveyance to the contrary notwithstanding, and every person so convicted of treason shall, moreover, be incapable of holding any office under the United States.

"Section 3. Whoever, owing allegiance to the United States and having knowledge of the commission of any treason against them, conceals and does not, as soon as may be, disclose and make known the same to the President or some judge of the United States or the governor or some judge or a justice of a particular State, is guilty of misprison of treason and shall be imprisoned not more than seven years and fined not more than $1,000.

"Section 4. If two or more persons in any State or Territory, or in any place subject to the jurisdiction of the United States conspire to overthrow, put down or destroy by force the Government of the United States or to levy war against them, or to oppose by force the authority thereof, or by force to prevent, hinder or delay the execution of any law of the United States or by force to seize, take or possess any property of the United States contrary to the authority thereof, they shall each be fined not more than $5000, or imprisoned not more than six years, or both."

The courts of the United States have stated the following acts to be treasonable:

The use or attempted use of any force or violence against the Government of the United States or its military or naval forces.

The acquisition, use or disposal of any property with knowledge that it is to be, or with intent that it shall be of assistance to the enemy in their hostilities against the United States.

The performance of any act or the publication of statements or information which will give or supply, in any way, aid and comfort to the enemies of the United States.

The direction, aiding, counseling or countenancing of any of the foregoing acts.

Such acts are held to be treasonable, whether committed within the United States or elsewhere; whether committed by a citizen of the United States or by an alien domiciled, or residing, in the United States, inasmuch as resident aliens, as well as citizens, owe allegiance to the United States and its laws.

Any such citizen or alien who has knowledge of the commission of such acts and conceals and does not make known the facts to the officials named in section 3 of the penal code is guilty of misprison of treason.

And I hereby proclaim and warn all citizens of the United States and all aliens owing allegiance to the Government of the United States to abstain from committing any and all acts which would constitute a violation of any of the laws therein set forth; and I further proclaim and warn all persons who may commit such acts that they will be vigorously prosecuted therefor.

In witness whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the City of Washington, this sixteenth day of April in the year of our Lord one thousand nine hundred and seventeen, and of the independence of the United States of America the one hundred and forty-first.

By the President: WOODROW WILSON.

ROBERT LANSING,
Secretary of State.

ANCHORAGE RAILROAD Y. M. C. A.

The next regular monthly meeting of the Anchorage Railroad Y. M. C. A. is called for Monday evening, May 7, at the Social Hall. The Physical Committee will submit its program for the season's activities, including baseball and tennis. Those interested in either of the two sports should register their names with Mr. W. G. Wilt (for baseball) and R. N. Moyer (for tennis).

An interesting musical program will be a feature of the Monday night meeting.

O. A. KENYON, Secretary.

DAILY WEATHER REPORT.

Following is the report of weather conditions prevailing at Anchorage during the period April 18 to April 24, inclusive:

Date	Temperature Max.	Min.	Rainfall	Wind
April 18	44	29	none	3.7
April 19	42	32	none	2.6
April 20	45	29	none	3.3
April 21	45	21	none	3.7
April 22	41	19	none	3.8
April 23	47	25	none	2.9
April 24	50	30	none	3.0

The telegraph office in the Anchorage General Office Building was discontinued on May 1. Cables and telegrams originating at Anchorage Terminal will hereafter be delivered to the Telegraph and Telephone Building, Anchorage Townsite, by scheduled messenger service.

It is announced by the Commissioner of Lighthouses that hereafter the acetylene lights in Cook Inlet will be in service throughout the entire year, instead of being extinguished during the winter season, as heretofore.

Mr. E. F. Cassel, district accountant at Anchorage, has resigned his position and will leave this week for New York City, where he expects to remain permanently.

Mr. L. R. Moses, chief dispatcher at Anchorage, has tendered his resignation, effective April 30.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA. TUESDAY, MAY 8, 1917. No. 26

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:
ALASKA RAILROAD RECORD,
Anchorage, Alaska.

NOTICE.

The hours from 10:00 a. m. until noon on Sundays are set aside for the purpose of meeting bona fide employees of the Commission, and during those hours only employees will be heard.

Parties desiring employment are respectfully referred to the Superintendent of Employment Bureau.

F. MEARS, Commissioner.

Chairman William C. Edes is expected to sail from Seattle for Anchorage on the steamer Admiral Evans May 11.

B. H. Barndollar, examiner of accounts, is due to arrive in Anchorage from Seattle about May 20.

Chauncey M. Wressell has been transferred from the clerical staff of the Washington office to a similar position in the Anchorage Disbursing Office.

The U. S. A. Transport Crook, with a heavy cargo of material and supplies for the railroad, left Seattle for Anchorage on May 5.

ANCHORAGE HARBOR NOTES.

The following vessels entered and cleared at Anchorage harbor during the past week:

Wednesday, May 2.

The Commission steamer Anne W. and barge sailed for Sheep Creek at 7.30 a. m. with supplies for Turnagain Arm construction camps.

The launch Islander and barge sailed for Turnagain Arm at 5 p. m.

The steamer Anne W. and barge arrived from Rainbow Creek at 7.15 p. m.

Friday, May 4.

The steamer Alaska arrived from Seattle at 12.15 a. m. with 26 tons of Commission freight and 131 passengers; sailing for Seattle at 3.45 p. m. with 30 passengers.

The launch Alaska and barge sailed for Potter Creek at 4 a. m. The launch Islander arrived from Turnagain Arm points at 2 p. m. The steamer Anne W. sailed for Rainbow Creek at 1.30 p. m.

Saturday, May 5.

The steamer Anne W. and barge arrived from Turnagain Arm with ties at 2 a. m.

The steamer Admiral Farragut arrived from Seattle at 3.15 a. m. with 35 tons of Commission freight and 73 passengers; sailing for Seattle at 3.45 p. m. with 3 passengers.

The steamer Turret Crown, which tied up at Dock No. 2 on May 2 to discharge cargo, moved into the stream alongside the barge St. David to load a locomotive boiler for Seward.

The steamer Mariposa arrived from Seattle at 9.45 p. m. with 43 tons of freight for the Commission and 117 passengers.

Sunday, May 6.

The steamer Turret Crown sailed for Seward at 9.15 p. m. with 486 tons of railway equipment for the Commission.

The steamer Mariposa cleared for Seattle at 1.45 p. m. with 27 passengers.

Tuesday, May 8.

The steamer Daniel Kern, towing barge C. C. No. 39, arrived from Seattle at 2.30 a. m. with 250 tons of explosives, 93 tons of car material and 300,000 feet of lumber for the Commission.

The steamer Anne W., towing one 400-ton barge and one 200-ton barge, sailed for Turnagain Arm points at 10.45 a. m.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending April 28, 1917:

MAINTENANCE OF WAY.

Water Service and Plumbing.

Work was started on the removal of the temporary 4-inch water main between the Y. M. C. A. and the General Office Building. Drinking fountains were installed in various buildings around the terminal.

Bridge and Building.

The carpenter work on the temporary passenger depot for Moose Creek was finished. The conversion of one flat car into a gondola was 90 per cent complete at the end of the week. The 121-foot span for the Little Susitna River was framed and work started on the framing of another span of the same dimension. At the Eklutna River the piledriving was finished and one 56-foot span erected. The substructure of the Granite Creek bridge was erected and work begun on the erection of three 56-foot trusses. A small force of laborers was at work back-filling the piers and abutments.

Grading and Ballasting.

The steam shovel at Mile 10 moved 9800 yards of gravel, all of which was placed in the fill south of the Moose Creek bridge. This fill was 95 per cent complete at the close of the period. Extra gangs Nos. 2 and 3 worked a part of the week grading for the change of line between Miles 11 and 13. An extra gang was at work all week on the Turnagain Arm line opening ditches and improving the roadbed.

Tracklaying.

Track was laid on the main line north of Matanuska Junction from Stations 5427 plus 30 to 5574 plus 60. A 650-foot spur was put in at Station 5410 plus 80.

Mechanical Department.

Light repairs were made to engines Nos. 1, 225 and 280; also to Bay City crane No. 3 and Browning crane No. 1. The usual amount of miscellaneous repair work and private shop jobs were done during the week.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

The clearing contractors from Bird Creek south are making good progress. Two miles only remain uncleared between Bird Creek and one mile north of Glacier.

Grading.

The contractors in the vicinity of Bird Point have encountered very hard rock, which is difficult to break and handle.

The work has been delayed somewhat in the heavy rock cut between Potter Creek and Camp 91, and also in the hard rock at Sheep Creek. The compressor at the latter point should be in operation within a few days, when faster headway will be possible.

Rasmunson & Co. put off a coyote shot between Sheep Creek and Rainbow, Mile 95, moving 14,000 cubic yards of rock with 25,000 pounds of black powder.

Picogno & Co. finished their contract south of Potter Creek during the week.

The steam shovel at Big Rabbit started work on April 24, and considering the softness of fills caused by thawing weather, made good progress.

Miscellaneous.

Exceedingly low tides made water transportation very difficult during the period. The trail is practically impassable except on horseback.

MATANUSKA DISTRICT.

Matanuska Branch.

New grading contracts on this line were let last week, as follows: Vico Babich & Co.—Stations B514 to B561; Nas Matt Co.—Stations B494 to B514; Dan Digoff & Co.—Stations B561 to B581. This work will all be accomplished by wheelbarrow and covers the stretch of light fill in the vicinity of Camp 27.

Extremely hard rock encountered in the side-hill between Stations B221 and B242 is making progress slow at that point. The other grade work north of Kings River is moving along satisfactorily. A Commission camp will be established at the hard rock cut and a force of experienced rock men set to work to relieve the contractors in that section, who will thus be permitted to start on the light earth work.

At the close of the week, 527 employees were at work on the Matanuska Branch above Kings River. Within 10 days the force will be increased to 650.

Main Line.

Poropat & Co., grading contractors south of the Little Susitna River, should finish their work within a week. They will then be transferred to their new contract just north of the river.

Camp 166 is being torn down and will be discontinued within a few days.

The piledriver crew at the Little Susitna bridge has completed the driving of all bents south of the river and started on the north approach.

John Aho & Co. have been awarded a contract calling for 30,000 to 40,000 ties, to be cut between Knik wagon road and the Little Susitna River, and along the banks of that stream.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

The work of hanging an additional wire between Matanuska and Kings River is 80 per cent complete.

The dispatcher's office was moved from the General Office Building to the trainmaster's office on May 1. Since that date all telegraph work except train dispatching is being done at the Telegraph and Telephone Building.

The telephone switchboard connections on the Anchorage board during the week averaged 3149 daily; Matanuska averaged 639; Potter Creek 374.

Electric Light and Power.

A 20-h. p. motor was installed in the cold storage plant in the terminal yards. Two more motors, one of 10-h. p. and the other of 3-h. p., have been added to the commercial load in the townsite.

Lightning arrestors were placed on the primary wires leading from the power plant.

J. M. Steele, formerly district timekeeper at Matanuska, who has been in Seattle on leave, has tendered his resignation and will not return to Anchorage.

TALKEETNA DISTRICT.

(Report as of April 21.)

At this date six camps are established in the Talkeetna District, as follows:

Camp 207, Montana Creek, which has been operated during the winter as a cache, has been enlarged. Two station gangs and one piling contractor are directed from this camp.

Camp 221, just below Talkeetna, is used principally as a base for station gangs. An engineering party, a timekeeper and a mess house force are located at this point. A Commission gang of six or seven men is at work shooting the bluff above the crib.

At Talkeetna the mess house has been reopened to accommodate the freighting outfits and the large number of transient Commission employees passing up and down the line. No mess house was operated at this camp during the winter. A large barn is available at this point for stabling freight teams.

At Dead Horse Hill a camp was established during the month to handle the work in that vicinity. This camp, known as Camp 242, at present consists of three tents for the engineering party, three bunk tents, a mess and office tent. Two gangs are working out of this place.

Camp 245, just above Dead Horse Hill, has been selected as headquarters for next season's work in the Talkeetna District. Fifteen office and other Commission buildings and five dwellings were erected during the past fall and winter. It is planned to build two or three more buildings for office purposes, and possibly three more dwellings, a social hall and two bunk houses. With the exception of one dwelling, cottonwood lumber, cut by the local saw mill, was used, approximately 300,000 feet b. m. When the logs now on the skidway and yarded in the woods are sawed there will be available for proposed construction purposes about 80,000 feet of lumber.

Cars, rails and other material and supplies have been distributed to the different camps for use of the gangs now at work, and some of the supplies for the section between Stations 9743 and 9825 have been placed, in anticipation of the season's activity at those points. Because of deep snow and the poor condition of trails much of the hauling was done by dog team, especially between Camp 245 and the engineers' camp at Mile 255. The hauling for the bridge engineer's party at the bridge site at Susitna River crossing was also done by dog team, as it was practically impossible to use horses on that work.

The telephone line in the Talkeetna District has been extended to Mile 255. A wire has also been hung across the Susitna River at the crossing. This has not been connected with the main wire as yet, it having been deemed advisable to stretch the line across the river while the stream was still frozen over. Later in the spring, when the through wire reaches this point the connection will be made.

There are at the date of this report three residencies organized within the District. By May 1 it is planned to have two additional organizations completed, and upon the opening of navigation a third residency. This will make a total of six residencies to care for the engineering work between Sheep Creek and the Susitna River crossing.

The weather has moderated considerably the last few days, although at night it freezes sufficiently to keep the trails in passable condition. Considerable trouble is being experienced, however, in travelling during the day, and the trails are getting somewhat dangerous for horses. It is possible that dog teams may again be utilized until the final spring thaw.

On April 21, the total force employed in the District was 270, classified as follows: Stationmen 108, laborers 97, mess house help 15, corral and teamsters 14, engineering 24, administration 12.

Seward Division

Following is a progress report of the various departments of Seward Division for the month of March, 1917:

Clearing Right-of-Way.

Between Miles 12 and 30 the section gang cleared 21.35 acres; between Miles 71 and 76 a Commission force cleared 6.07 acres.

Grading.

Approximately 3000 yards were removed from the mouth of Lowell Creek by steam shovel, in order to relieve the congestion caused by the deposit of gravel by the fall and midwinter freshets. More material will be removed from this point later in the spring, when the frost is entirely out of the ground.

Favorable weather has made fair progress possible on the reconstruction work between Miles 9 and 12. During the month the Commission forces have been engaged in drilling the cut between Stations 491 and 496, preparatory to excavation by steam shovel. The side-hill cuts at Stations 500, 516 and 545 have been let to contractors. The material is 90 per cent solid rock. In the big cut at Station 600 several successful coyote shots were put off during the month. Between Miles 14 and 15 good progress was made on the Snow River line change; fair progress was made on the line change across Trail Lake between Miles 34 and 35.

Work on the big snow slide at Station 995 was abandoned by the contractors on account of adverse conditions. The cut at this point will be excavated by steam shovel during the summer, and the material used to fill in some of the old bridges on the Alaska Northern Railway between Miles 68 and 69.

Glacial mud and water have retarded the work of the contractors in the deep cut between Stations 1019 and 1027. Satisfactory progress was made in the slide at Station 1231. From present indications no slides will be experienced at this point this spring.

The total material excavated during March was 45,371 cubic yards.

Bridges.

No work was done on the Kern Creek bridge during the month.

The piledriver completed the driving of piles on the Virgin Creek crossing at Mile 74 and the small opening at Mile 74¼. At the Glacial Creek crossing the piledriving is 75 per cent complete. Before piling could be driven in this vicinity it was necessary to use dynamite to break the frost cap, after which no difficulty was encountered.

Practically all contracts have been fulfilled for the delivery of piling sufficent to complete the rehabilitation of the bridges between Seward and Mile 45.

Seward Dock.

The old street and railroad approaches to the Seward dock have been taken down, much to the improvement of the appearance of the waterfront. The piling was sawed in 4-foot lengths for fuel for the General Office Building, and all serviceable timber was salvaged and stored in the material yard.

Buildings.

As a precautionary measure, the powder house at Pow-

(Continued on page 206)

OFFICIAL CIRCULARS.

INSTRUCTIONS RELATIVE TO FORM 78.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, May 4, 1917.

Circular No. 206:

TO ALL CONCERNED:

The instructions regarding the issuance of Form 78, Notification to Special Disbursing Officer and Chief Timekeeper, relative to employees who leave the work on account of sickness or accident, are not being carried out. It is desired that the instructions issued regarding this form be followed and notifications sent to the Disbursing Officer and Chief Timekeeper of all employees who leave the work on account of the above reasons.

F. MEARS, Commissioner.

WARNING AGAINST GAMBLING.

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 $500.00 and costs, or imprisonment in default not to exceed one year.

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, 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.

CANCELLATION OF AUTHORITY.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, May 3, 1917.
Stores Department.

Supplement No. 24 to Bulletin No. 14:

TO ALL CONCERNED:

Authority for the following named to sign requisitions for non-expendable property is hereby cancelled:

H. B. Wilkinson, chief accountant, Headquarters.
E. S. Reedy, chief surgeon, Anchorage Hospital.

W. DeLONG, General Storekeeper.

NON-EXPENDABLE AUTHORIZATION.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, May 3, 1917.
Stores Department.

Supplement No. 25 to Bulletin No. 14:

TO ALL CONCERNED:

Effective at once, the following named is authorized to sign non-expendable requisitions on the storehouses within the district in which he is located, for his use in connection with the requirements of the department shown opposite his name:

D. B. VanDerlip, chief accountant, Headquarters.
W. DeLONG, General Storekeeper.

WAGE SCHEDULE CHANGE.

Department of the Interior
Alaskan Engineering Commission

Supplement No. 1 to Circular No. 184:

The following rate is authorized for work on this Division, effective April 9, 1917:

Engineer, saw mill .....75c per hour

F. MEARS, Commissioner.

WAGE SCHEDULE CHANGE.

Department of the Interior
Alaskan Engineering Commission

Supplement No. 2 to Circular No. 184:

Effective May 1, 1917, the following rates are authorized for work on this Division:

Deck-hands.....$60.00 and Board to $85.00 and Board

The above cancels same item appearing in Circular 184.

F. MEARS, Commissioner.

EXECUTIVE ORDER.

[No. 2553.]

Wireless Telegraph Naval Reservation.

It is hereby ordered that the tract of land in the Territory of Alaska heretofore represented in Survey No. 484, accepted by the Commissioner of the General Land Office March 16, 1914, shown by accompanying diagram, containing 8.39 acres on Woody Island, near the town of Kodiak, Alaska, in approximate latitude 57 degrees 47 minutes N. and longitude 152 degrees 22 minutes W., be and the same is hereby reserved, subject to any vested rights existing, for the use of the United States Navy, in connection with the U. S. Wireless Telegraph Service.

Description.

Beginning at point for meander corner No. 1, on St. Paul Harbor; running thence S. 34 degrees 57 minutes E. 2.77 chains; thence S. 54 degrees 54 minutes W. 2.17 chains; thence S. 41 degrees 41 minutes E. 5.34 chains; thence N. 88 degrees 10 minutes E. 2.79 chains; thence with shore of small lake N. 7 degrees 00 minutes E. 4.30 chains; thence N. 39 degrees 03 minutes E. with same shore 4.53 chains; thence N. 43 degrees 02 minutes W. 0.91 chains; thence N. 47 degrees 14 minutes E. 2.82 chains; thence N. 23 degrees 27 minutes W. with same shore, 4.17 chains; thence N. 64 degrees 54 minutes W. 1.51 chains; thence with shore of St. Paul Harbor S. 39 degrees 45 minutes W. 5.00 chains; thence with shore S. 53 degrees 07 minutes W. 5.94 chains to point of beginning.

WOODROW WILSON.

The White House, 21 March, 1917.

EXECUTIVE ORDER.

(No. 2577.)

Alaskan Townsite.

Under and pursuant to the provisions of the Act of Congress, approved March 12, 1914 (38 Stat., 305), entitled "An Act to authorize the President of the United States to locate, construct and operate railroads in the Territory of Alaska, and for other purposes," it is hereby ordered that

the following described land, withdrawn by Executive Order of June 23, 1914, and reserved for townsite purposes under said act, be, and the same is hereby eliminated from said order and said order revoked so far as it relates to said described land, and the land restored to entry, subject to any valid existing rights of the Chena Private Townsite Survey No. 436, and of the Tanana Valley Railroad Company's right-of-way and station grounds, to-wit:

All of Sec. 28, T. 1 S., R. 2 W., Fairbanks Meridian, Alaska.

WOODROW WILSON.

The White House, 4 April, 1917.

EXECUTIVE ORDER.

[No. 2578.]

Alaska Railroad. Withdrawal.

Under and pursuant to the provisions of the Act of Congress approved March 12, 1914 (38 Stat., 305), entitled "An Act to authorize the President of the United States to locate, construct, and operate railroads in the Territory of Alaska, and for other purposes," it is hereby ordered that the following lands be, and the same are hereby, withdrawn from settlement, location, sale, entry, or other disposition and reserved for purposes in connection with the construction and operation of railroad lines under said act under such regulations as have been or may hereafter be prescribed: Provided, that nothing herein contained shall be held to preclude the use or disposition of any of the timber on said lands, not embraced within a national forest, in accordance with the provisions of Section 11 of the Act of Congress approved May 14, 1898 (30 Stat., 414), when it shall appear to the Secretary of the Interior or to the Alaskan Engineering Commission, that the granting of such privileges will not interfere with the purposes for which the withdrawal is made:

Commencing at a point on the east bank of the Susitna River opposite engineers' station 11125 of the Government railroad, as said station is marked and delineated on the ground, thence following along the shore of said river in a northerly direction a distance of one-half a mile, thence east one-half a mile, thence south one mile, thence west to bank of said river, thence northerly along the bank of said river to point of beginning.

WOODROW WILSON.

The White House, 4 April, 1917.

EXECUTIVE ORDER.

[No. 2579.]

Amending Alaskan Railroad Townsite Regulations.

Under and pursuant to the provisions of the Act of Congress, approved March 12, 1914 (38 Stat., 305), it is ordered that Executive Order No. 2214, issued June 19, 1915, be, and the same is hereby, amended as follows:

Insert at the end of the paragraph under the heading "Manner" the following proviso:

Provided, That no lot or tract containing an area of two or more acres shall be sold, leased, mortgaged, or otherwise encumbered, directly or indirectly, during the period of five years from the date of the register's certificate of sale, other than in its entirety as shown by the official plat of survey as described in the application to purchase, and any sale or encumbrance contrary to this provision shall constitute a violation of the terms of the sale and the lot or tract and the money paid therefor will be forfeited.

Insert in the paragraph under the heading "Conditions and Forfeitures," after the word "townsite" in line nine thereof, the following:

or if, during the said period, the purchaser of any lot or tract containing two or more acres, or his successors in interest, shall sell or otherwise encumber the said lot or tract, directly or indirectly, other than in its entirety as shown by the official plat of survey and in the application to purchase,

Insert in the form for application to purchase, made a part of said Executive Order, after the word "townsite" in the fourth line preceding the space provided for the applicant's signature the following:

or if I or my successors in interest shall, during said period, sell or otherwise encumber, directly or indirectly, the lot or tract herein described, other than in its entirety as shown by the official plat of survey, provided the same contains two or more acres.

WOODROW WILSON.

The White House, 4 April, 1917.

EXECUTIVE ORDER.

[No. 2589.]

Alaskan Timber Reserve No. 1.

Executive Orders No. 2217, approved June 22, 1915, and No. 2226, approved July 31, 1915, creating and amending Alaskan Timber Reserve No. 1, respectively, are hereby further amended to include the timber upon the following described areas, additional to the areas described in said orders, subject to the conditions, limitations and provisions set forth therein:

Seward to Knik River.

A tract of land five miles wide on each side of the right-of-way of the Government railroad, commencing at Seward, on Resurrection Bay, and extending along the right-of-way of said railroad to the left limit of Knik River; including within this reservation all tracts or parcels of land which have heretofore or which may hereafter be excluded from the Chugach National Forest, Alaska, under the Act of June 11, 1906 (34 Stat., 233); provided, however, that said timber reservation shall not disturb or interfere with any vested rights which shall have accrued at or prior to the creation thereof.

WOODROW WILSON.

The White House, 11 April, 1917.

POLICY INVOLVING CONTRACT CHANGES.

Department of the Interior
Washington, April 4, 1917.

TO THE HEADS OF THE BUREAUS, INTERIOR DEPARTMENT:

In a letter of even date, I have informed the Attorney General that in cases where there is time to do so this Department would be glad to confer with representatives of the Department of Justice before cancelling or rescinding any contracts which involved important questions likely to give rise to subsequent suit. Please see that this policy is followed.

FRANKLIN K. LANE.

Sealed proposals will be received at this office until 1.00 p. m., May 15, for the sale of one Berg wagon and one Studebaker wagon. Wagons can be seen at the stables of the Commission at Anchorage.

F. MEARS, Commissioner.

(Continued from page 203)

der Point was abandoned, and a new house built near the town limits, north of Lagoon Crossing, along the right-of-way.

A. N. Railway Operation.

The regular train schedule between Seward and Mile 40 has been reduced to two trains a week, Mondays and Thursdays. This schedule has been maintained without interruption. It is planned to use the rotary snow plow about June 1 to open the road between Miles 40 and 54.

During the month of March the railroad carried 70,822 pounds of commercial freight and 819,530 pounds for Commission use. There were 868 non-Commission passengers carried and 637 Commission.

Maintenance of Way.

Small section crews were maintained at Miles 12, 20 and 29. During March the crews were engaged in clearing right-of-way and on general track repairs.

Mechanical Department.

The machine shop was occupied with the usual operating repairs, overhauling flat cars, piledrivers and other rolling stock, preparatory to the season's activities.

The 65-ton Baldwin locomotive purchased in Seattle was received and the shop force was set to work assembling it for immediate service on the main line.

Force Report.

At the close of March 564 employees were on the payrolls of the Division, distributed as follows:

Headquarters office 13, engineering 21, shops and yards 39, stores and dock 28, track, grade and ballast 154, bridges 12, stationmen 255, stationmen's laborers 42.

Miscellaneous.

Very little cold weather was experienced during the month, the temperature ranging between 25 and 40 degrees above zero. At the end of March there were six inches of snow in Seward, five feet at Mile 12, seven feet at Mile 45 and one foot at Kern Creek.

Work continued on the rock dam in front of Spencer Glacier. This betterment should be completed by June 1.

The enlarging of No. 3 tunnel, to give a 6½ foot clearance on each side of the center line, was completed during the month, and all ice and muck removed. The crew was transferred to tunnels 4, 5, 6 and 7 to make the necessary repairs at those points.

Engineering parties were maintained at Seward, Mile 23 and Mile 71. It will probably be necessary to organize several additional cross-section parties to handle the work this summer.

The steamship companies have reduced the freight rate on steaming coal between Seattle and Seward from $6.50 to $4.00 a ton, which means a substantial reduction in the important item of fuel for the Division.

There were 1337.44 tons of commercial and 666.96 tons of Commission freight received at the Seward dock in March.

MT. McKINLEY NATIONAL PARK.

Following is the text of the Act of Congress, Public—No. 353—64th Congress—S. 5716, approved February 26, 1917, establishing the Mount McKinley National Park, in the Territory of Alaska:

BE IT ENACTED BY THE SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES OF AMERICA IN CONGRESS ASSEMBLED,

That the tract of land in the Territory of Alaska particularly described by and included within the metes and bounds, to wit: Beginning at a point as shown on Plate III, reconnoissance map of the Mount McKinley region, Alaska, prepared in the Geological Survey, edition of nineteen hundred and eleven, said point being at the summit of a hill between two forks of the headwaters of the Toklat River, approximate latitude sixty-three degrees forty-seven minutes, longitude one hundred and fifty degrees twenty minutes; thence south six degrees twenty minutes west nineteen miles; thence south sixty-eight degrees west sixty miles; thence in a southeasterly direction approximately twenty-eight miles to the summit of Mount Russell; thence in a northeasterly direction approximately eighty-nine miles to a point twenty-five miles due south of a point due east of the point of beginning; thence due north twenty-five miles to said point; thence due west twenty-eight and one-half miles to the point of beginning, is hereby reserved and withdrawn from settlement, occupancy, or disposal under the laws of the United States, and said tract is dedicated and set apart as a public park for the benefit and enjoyment of the people, under the name of the Mount McKinley National Park.

Sec. 2. That nothing herein contained shall affect any valid existing claim, location, or entry under the land laws of the United States, whether for homestead, mineral, right-of-way, or any other purpose whatsoever, or shall affect the rights of any such claimant, locator, or entryman to the full use and enjoyment of his land.

Sec. 3. That whenever consistent with the primary purposes of the park, the Act of February fifteenth, nineteen hundred and one, applicable to the location of rights-of-way in certain national parks and national forests for irrigation and other purposes, shall be and remain applicable to the lands included within the park.

Sec. 4. Nothing in this Act shall in any way modify or affect the mineral land laws now applicable to the lands in the said park.

Sec. 5. That the said park shall be under the executive control of the Secretary of the Interior, and it shall be the duty of the said executive authority, as soon as practicable, to make and publish such rules and regulations not inconsistent with the laws of the United States as the said authority may deem necessary or proper for the care, protection, management, and improvement of the same, the said regulations being primarily aimed at the freest use of the said park for recreation purposes by the public and for the preservation of animals, birds and fish and for the preservation of the natural curiosities and scenic beauties thereof.

Sec. 6. That the said park shall be, and is hereby, established as a game refuge, and no person shall kill any game in said park except under an order from the Secretary of the Interior for the protection of persons or to protect or prevent the extermination of other animals or birds: Provided, That prospectors and miners engaged in prospecting or mining in said park may take and kill therein so much game or birds as may be needed for their actual necessities when short of food; but in no case shall animals or birds be killed in said park for sale or removal therefrom, or wantonly.

Sec. 7.—That the said Secretary of the Interior may, in his discretion, execute leases to parcels of ground not exceeding twenty acres in extent for periods not to exceed twenty years whenever such ground is necessary for the erection of establishments for the accommodation of visitors; may grant such other necessary privileges and concessions as he deems wise for the accommodation of visitors; and may likewise arrange for the removal of such mature or dead or down timber as he may deem necessary and advisable for the protection and improvement of the park: Provided, That no appropriation for the maintenance of said park in excess of $10,000 annually shall be made unless the same shall have first been expressly authorized by law.

Sec. 8. That any person found guilty of violating any of the provisions of this Act shall be deemed guilty of a misdemeanor, and shall be subjected to a fine of not more than $500 or imprisonment not exceeding six months, or both, and be adjudged to pay all costs of the proceedings.

FREE USE PERMIT.

United States Department of Agriculture
Forest Service

Permission is hereby granted to the Alaskan Engineering Commission, to take at any time prior to July 1, 1918, from the available timbered area along the north side of Turnagain Arm from Kern Creek to a point two miles east of Bird Point, 1,000,000 feet of saw timber, 50,000 railroad ties, 100,000 linear feet of piling and any other timber needed in railroad construction.

In consideration of such permission, the permittee agrees to cut and remove said timber in accordance with the following stipulations and all regulations governing national forests prescribed by the Department of Agriculture:

1. Timber upon valid claims and all timber to which there exists valid claims under contract with the Forest Service is exempted from this permit.

2. No timber will be cut except from the area above specified, and the limits of said area shall be determined by the forest officer in charge.

3. No live timber will be used in the construction of corduroy roads, loggers' cabins, and other logging improvements when there is suitable dead timber available.

4. All cutting will be done with a saw unless otherwise permitted by the forest officer in charge.

5. No unnecessary damage will be doné to young growth or trees left standing; no trees will be left lodged in the process of felling, and long butting of merchantable timber will not be permitted.

6. Stumps will be cut so as to cause the least practicable waste and will not be cut higher than 18 inches on the side adjacent to the highest ground.

7. All trees will be utilized to as low a diameter in the tops as practicable so as to cause the least waste, and to a minimum diameter from which it is possible to produce merchantable material of any grade used in railroad construction.

8. Material cut under this permit that cannot be utilized by the Alaskan Engineering Commission may be sold or otherwise disposed of by the Forest Service.

9. All tops will be trimmed so that the branches and unused parts of the trees' stem will lie flat upon the ground.

10. The Forest Service reserves the right to make small sales to supply the local needs of the settlers dependent upon the timber on the area covered by this permit.

11. The permittee will furnish the forest officer with a scale, measure or count of all timber cut under this permit.

12. During the time that this permit remains in force, the Alaskan Engineering Commission will require its employees, and its contractors and their employees at work within the national forest on the above designated area, and within a reasonable distance from them, to do all in their power, both independently and at the request of forest officers, to prevent and suppress forest fires on and in the vicinity of such areas. The Forest Service will not be required to compensate employees of the Alaskan Engineering Commission or their contractors or employees of their contractors for services rendered by them in compliance with this regulation.

13. Work may be suspended by the forest officer in charge if the conditions and requirements contained in this permit are disregarded pending a full compliance with them.

14. Final payment to contractors to the extent of five cents per tie or $1.50 per M. for saw timber will be withheld by the Engineering Commission until the cutting requirements as herein provided are complied with and favorably passed upon by a written statement to the Engineering Commission by the forest officer in charge.

15. The Engineering Commission will request all timber operators to see or communicate with the forest officer in charge before beginning to cut timber, and will also supply contractors with a copy of the cutting regulations required by this permit.

The conditions set forth in this permit shall not be changed except by the written consent of the district forester.

The above described permit is granted this 13th day of April, 1917.

W. G. WEIGLE, Forest Supervisor.

MONTHLY LABOR REPORT.

During the month of April the Employment Bureau of Anchorage Division placed 1177 men at work, distributed as follows:

Anchorage Terminal	54
Main Line North of Anchorage	242
Matanuska Branch	294
Turnagain Arm District	347
Talkeetna District	11
Maintenance of Way	229

The positions filled by the above applicants were: Axemen 9, blacksmiths 5, blacksmith helpers 2, cooks 27, bakers 7, waiters 51, coyotemen 2, machine driller 1, hand drillers 2, axemen (engineers') 4, chainmen 3, rodmen 4, janitors 6, general laborers 162, extra gang laborers 90, section laborers 56, stationmen laborers 451, stationmen 209, timbermen 5, piledriver men 3, carpenters 4, bridge carpenters 13, tiemakers 12, teamsters 4, timekeeper 1, watchmen 3, pitmen 14, foremen 2, gas engineers 2, firemen 3, craneman 1, pumpman 1, warehousemen 2, carpenter helpers 16.

OBITUARY.

John Sartori, a laborer employed by Smith & Co., grading contractors at Camp 94, Turnagain Arm District, died on board the launch Islander at 6 p. m., May 1, while being brought to the Anchorage Hospital for treatment. The cause of death was meningitis.

The deceased was 23 years of age, single and a native of Italy. He had been employed by the contractors since April 28, only.

The Commission has issued, effective May 14, Local Freight Tariff No. 10, naming commodity rates between Anchorage and points on the Susitna River and tributaries. The rates named therein for all-water transportation are subject to suspension at the close of navigation, and subject to restoration on the opening of navigation, on notice.

Copies of this tariff may be obtained upon application to the Commission.

Tariff No. 8, effective May 14, has been issued by the Commission, naming estimated weights to be used when no facilities are provided for obtaining actual weight of freight shipments. Copies of this tariff may be obtained upon application to the Commission.

RAILROAD TRAIN SCHEDULE.

Anchorage, Alaska, April 19, 1917.

Transportation Circular No. 57.

(Supersedes Transportation Circular No. 31, dated December 18, 1916.)

Effective 12:01 a. m. Monday, April 23, 1917, a mixed passenger and freight train will be run between Anchorage and Matanuska, Matanuska and King, and between Anchorage and Rabbit on the following schedule:

NORTHBOUND Daily Except Sunday.	MAIN LINE	SOUTHBOUND Daily Except Sunday.
Leave 7:30 a. m.	0.0 Anchorage	Arrive 9:15 p. m.
	4.8	
7:55	4.8 Whitney	8:50
	7.5	
8:25	12.3 Kuney	8:30
	9.5	
9:10	21.8 Birchwood	7:50
	5.8	
9:40	27.6 Eklutna	7:20
	8.8	
Arrive 10:10 a. m.	36.4 Matanuska.	Leave 6:45 p. m.

NORTHBOUND Daily Except Sunday.	MATANUSKA BRANCH	SOUTHBOUND Daily Except Sunday.
Leave 11:00 a. m.	36.4 Matanuska	Arrive 6:20 p. m.
	6.5	
11:30	42.9 Palmer	5:55
	6.6	
12:20 p. m.	49.5 Moose Creek	5:25
	5.5	
Arrive 12:40		Leave 4:50
	55.0 Eska	
Leave 12:50	3.7	Arrive 3:08
1:10	58.7 Granite	2:53
	1.9	
Arrive 1:25 p. m.	60.6 King	Leave 2:45 p. m.

SOUTHBOUND Tuesday, Thursday and Saturday, only.	MAIN LINE	NORTHBOUND Tuesday, Thursday and Saturday, only.
Leave 9:00 a. m.	0.0 Anchorage	Arrive 10:45 a. m.
	5.0	
9:20	5.0 Campbell	10:25
	5.4	
Arrive 9:45 a. m.	10.4 Rabbit	Leave 10:00 a. m.

Mixed train leaving Anchorage northbound will stop just north of road crossing, Terminal Yard, Anchorage.

This schedule is not in effect as a time card authorizing the movement of trains, and all trains will continue to run extra as heretofore. However, for the information and guidance of all concerned, the trains covered by this schedule will not leave any station at which time is shown ahead of the designated time.

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

F. MEARS, Commissioner.

DAILY WEATHER REPORT.

Following is the report of weather conditions prevailing at Anchorage during the period April 26 to May 2, inclusive:

Date	Temperature Max.	Min.	Rainfall	Wind
April 26	48	33	none	4.1
April 27	47	35	0.12	3.3
April 28	50	27	none	3.1
April 29	48	30	none	3.0
April 30	51	30	none	3.2
May 1	62	28	none	5.0
May 2	54	28	none	3.3

George Watkins Evans, of the U. S. Bureau of Mines, arrived on the steamer Admiral Farragut on a trip of inspection to the Matanuska coal fields.

RESIDENCE FOR CHAIRMAN EDES.

A modern two-story frame residence for Chairman Edes and family is being constructed by the Commission on Second street, Anchorage Townsite. The first floor will have five rooms and bath, and the second floor two rooms and bath. The house will occupy a part of lots 2 and 3 of block 16, and will be officially designated as Cottage No. 22.

SUNDAY EXCURSION TRAIN.

Effective Sunday, May 20, and each Sunday thereafter until further notice, an excursion train will run between Anchorage and King and return. The time schedule will be published in next week's issue.

The Commission has awarded a contract to the Eska Creek Coal Co. for 5000 tons of coal, at $5.00 per ton on the cars at Emery.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, MAY 15, 1917. No. 27

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:
ALASKA RAILROAD RECORD,
Anchorage, Alaska.

RAILROAD EXCURSION RATES.

Effective with the inauguration of a Sunday train service May 20, excursion fares of 1 1-3 the regular one-way rate will be placed in effect between Anchorage and all stations on Anchorage Division and return, good going on Saturday or Sunday and returning on Sunday or Monday.

Among the in-coming passengers aboard the steamship Admiral Evans, which left Seattle for Anchorage on Friday, are Chairman William C. Edes, B. H. Barndollar, and C. L. Mason and wife.

James H. Morton, chief steward at Anchorage, has resigned to accept a position in Seattle, leaving on the U. S. A. transport Crook.

Don S. Griffiths, formerly employed as clerk in the office of the chief accountant, Anchorage, returned on the transport Crook to resume his position.

The U. S. A. transport Crook is scheduled to sail for Seattle, via Seward, at 4 p. m., Thursday, May 17.

ANCHORAGE HARBOR NOTES.

The following vessels entered and cleared at Anchorage during the past week:

Tuesday, May 8.

The steamer Daniel Kern sailed for Seattle at 6.25 p. m., stopping at Seldovia to pick up the barge Lawrence.

The launch Lina K. and barge No. 104 sailed for Turnagain Arm points at 8 p. m.

Wednesday, May 9.

The A. E. C. steamer Anne W., with barge No. 17, loaded with ties, in tow, arrived from Camp 86 at 1.45 a. m., docking at 5.40 a. m.

The A. E. C. steamer Omineca was launched from the marine ways at 6 a. m.

Thursday, May 10.

The A. E. C. steamer Anne W. and barge No. 18 sailed for Turnagain Arm points at 12.30 p. m. The barge was left at Rainbow Creek.

Friday, May 11.

The Anne W. and barge No. 106 arrived with a cargo of ties from Camp 86 at 4 a. m.

The U. S. A. transport Crook arrived from Seattle at 9.45 a. m. with 3703 tons of freight, including 69 horses, for the Commission, and 79 passengers.

The Anne W. sailed for Turnagain Arm points at 4 p. m., taking a 200-ton barge to Indian Creek.

Saturday, May 12.

The Anne W. and barge No. 3 arrived from Rainbow Creek at 4.30 a. m. with a cargo of ties.

Sunday, May 13.

The steamship Admiral Watson arrived from Seattle at 10.10 a. m. with 21 tons of Commission freight and 81 passengers; sailing at 6.30 p. m. for Seattle with 30 passengers.

The steamship Northwestern arrived from Seattle at 10.30 p. m. with 9½ tons of Commission freight and 63 passengers.

The Anne W. and 200-ton barge sailed for Rainbow Creek at 4 p. m.

Monday, May 14.

The steamship Northwestern sailed for Seattle at 4.45 a. m. with 14 passengers.

The Anne W. and barges Nos. 402 and 17 arrived from Camp 86 and Indian Creek with ties at 7.45 a. m.

The A. E. C. gasboat Vibienna was launched from the marine ways at 1.10 p. m.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending May 5, 1917:

MAINTENANCE OF WAY.

Water Service and Plumbing.

Alterations were made in the plumbing at Anchorage Hospital. Drinking fountains were installed in the hospital, the Telegraph and Telephone building and the Social Hall. The force did considerable minor repair work.

Bridge and Building.

The passenger landing at the docks was completed and placed in service. One gondola car was completed, and the construction of another car begun. The 121-foot span for the Kashwitna River structure was framed, and work started on the framing of a 56-foot pony truss.

Three 56-foot spans were put in at the Eklutna River. The next work for this crew is the erection of the Kings River bridge. The three 56-foot spans at Granite creek were placed, and at the close of the week 50 per cent of the decking had been done. This bridge was opened to traffic on May 4.

Grading and Ballasting.

The fill south of the Moose Creek bridge was finished, and the steam shovel moved to Mile 20 to fill in the temporary bridge south of Granite Creek and to bring the track up to grade. About 7000 yards of material were placed in this fill during the week. The extra gang was moved from the Turnagain Arm line to Birchwood to repair the track and roadbed between Birchwood and the Eklutna River.

Tracklaying.

Track was laid from Station 5574 plus 60 to Station 5670, and a sidetrack was laid from Station 5642 plus 04 to Station 5665 plus 81. The entire gang worked two days surfacing and full-tieing the track previously laid.

Mechanical Department.

Light repairs were made to engines 221, 225 and 280. Browning crane No. 2 was in the shop for repairs. Work was started on the assembling of engine 227. Nine flat cars were assembled, and some work was done in connection with the conversion of four flat cars into gondolas. The force was increased by the addition of 26 new employees, who were set to work on the assembling of equipment received from Panama.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

Good progress was made by the contractors working between Bird Point and one mile north of Glacier Creek.

Grading.

Steve Leakos & Co. put off a coyote shot at Station 2138, Mile 89, moving 2200 cubic yards of rock with 2600 pounds of black powder; Frank Daniels & Co., at Station 2253, Mile 91, moved 5500 yards with 10,500 pounds of powder; Fred Chalman & Co., at Station 2469, Mile 95, moved 4000 yards with 7500 pounds of powder; and Brudie & Co., at Station 2680, Mile 99, moved 12,500 yards with 25,000 pounds of powder. The last three coyote shots were made in thorough cuts.

The hard rock cut between Stations 2523 plus and 2529 plus, Sheep Creek, was taken over by the Commission to complete, the station contractors, Frederickson & Co., retiring. The plant at that place is installed and two jack hammers are doing good work. The air compressor is working satisfactorily.

The steam shovel at Mile 104, Big Rabbit Creek, made good progress during the week.

Two grading contracts were let for work at Bird Creek, Mile 86, as follows: V. Picogno & Co., Stations 1982 to 1997; H. J. Taboloff & Co., Stations 1997 to 2022.

Miscellaneous.

At Mile 86 ties were loaded on barges for shipment to Anchorage. Extreme low tides and stormy weather were unfavorable for water transportation.

MATANUSKA DISTRICT.

Matanuska Branch.

A Commission camp was established near Mile 33 during the week, when a drilling gang took over the work between Stations B225 and B243, relieving the contractors in that section to enable them to work more effectively on the easier material on their stations.

Day laborers are being placed with various station contractors, and night shifts are being added wherever practicable.

Main Line.

The wagon road north of the Little Susitna River is rapidly nearing completion. Within a few days it will be possible to haul light loads from Camp 174 to Camp 195. At the close of the week the snow had practically disappeared. All the streams in the section of Matanuska were very high, but no bridges had been washed out.

Gianninni & Co. were awarded a contract for grading between Stations D6436 and D6475 and have moved their outfit to that section.

Many of the stationmen who have been engaged on road building have resumed work on their contracts, and their places have been filled by Commission gangs.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Engineers were at work during the week staking out the permanent line on the Seward Division, and a crew was organized for permanent line construction between Mile 72 and Girdwood. Two miles of tripod line have already been built through the swamp near Girdwood.

A second wire has been hung between Matanuska and Kings River, and the equipment installed.

At the end of the week 217 telephones were connected to the Anchorage exchange.

Electric Light and Power.

Lighting was installed at the Anchorage passenger landing, on the waterfront. Some work was done in connection with the installation of the Bryant Silent Call System in Anchorage Hospital. Repairs were made in the lighting system of locomotive No. 280.

Additional wires and transformers were hung in Anchorage Townsite to provide for three commercial motors.

TALKEETNA DISTRICT.

Arrangements have been made to cover all unfinished grading work between Sheep Creek and Talkeetna with stationmen. As soon as river navigation opens the various gangs will be brought from Anchorage to begin work.

All logging within a reasonable distance of the sawmill at Camp 245 has been finished and the logs run through the

mill. About 150,000 feet of lumber are stacked in the yards, 17,000 feet of which is spruce.

The Susitna River is open for a short distance at Talkeetna, and the Talkeetna River is entirely free from ice. The channel in front of the crib work at Mile 221 is open. Precautions will be taken to safeguard this construction from damage by heavy ice which is expected as soon as the weather moderates.

At the close of the week 284 employees were at work in the Talkeetna District, distributed as follows: General supervision 3, engineering 25, office and clerical 7, foremen and subforemen 5, mechanics and laborers 107, teamsters and corral help 12, mess house 17, stationmen 108.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, April 21, 1917, was as follows:

Commissioner's Office	42
Shops and Yards	150
Transportation Service	53
Store and Dock Departments	318
Steward's Department	13
Accounting Department	19
Disbursing Office	8
Townsite Department	21
Hospital Department	25
Telegraph and Telephone Department	55
Track, Bridge and Ballast—Main Line	409
Turnagain Arm District	203
Matanuska District	457
Talkeetna District	151
	1924
Stationmen and Laborers—All Districts	1385
Grand total all employees Anchorage Division	3309

ALASKA TOURIST TRIPS.

To the tourist in search of grandeur of scenery, glimpses of native life, mining in its primitive form and in its highest stage of development, Alaska presents an almost untrodden field.

The old tourist trip from Seattle through the inside passage to Skagway and return, with its side trips to Muir the Taku Glaciers, never loses its charm. After crossing Queen Charlotte Sound one is never out of sight of towering snow-capped mountains, glaciers and roaring water courses. It is from this aspect of Alaska that the popular idea is formed. The highest mountains in North America and the greatest glaciers are seen on every hand.

A trip now becoming popular is the one from Seattle to Cook Inlet and return. Steamers leave Seattle for this section every week on regular schedule. The total length of the trip without stop-over is about 15 days. On this trip practically all the wonders of the regular tourist trip are seen, with the addition of all to be seen on the trip farther westward. Mount St. Elias, 18,024 feet high, Mount Fairweather, Mount Hubbard are all in sight for hours. From Cook Inlet, if the atmosphere is favorable, a splendid view of Mount McKinley, the loftiest mountain in North America, may be obtained. This giant has an altitude of 20,300 feet, and is the highest peak in the world above the line of perpetual snow.

After leaving Skagway the first port of call is Cordova, on Orca Inlet, or Prince William Sound, the terminus of the Copper River & Northwestern Railway, running from Cordova to Kennecott, 196 miles away, where the great Bonanza and Jumbo copper mines are located. Steamers usually stop at Cordova from three to six hours, allowing ample time to visit the bridge at Mile 53 spanning the Copper River between two active glaciers, the Miles and Childs Glaciers. To accommodate tourists the railroad company, on request, will run a gas car to the bridge.

Valdez, the next port of call, is a prosperous little community at the head of Valdez Arm. It is the headquarters of the third judicial district, and the center of an active mining district. It is also the terminus of the military road extending to Fairbanks. Fort Liscum is only a few miles away.

Between Valdez and Seward stops are usually made at Ellamar, Golden and Latouche, mining towns located on islands of Prince William Sound.

Seward, the southern terminus of the Government railroad, lies at the head of Resurrection Bay. The townsite is one of the most beautiful in Alaska. The railroad is in operation from Seward to Kern Creek, a distance of approximately 71 miles. The trip over the railroad is well worth taking.

Almost all steamers now, after leaving Seward, follow around the foot of Kenai peninsula and up Cook Inlet to Anchorage, which is at the head of deep-water navigation on Knik Arm.

Anchorage is the base for all railroad construction to the interior and between that city and Glacier Creek. The main line has been completed as far as Matanuska, 36½ miles north of Anchorage, and the branch line leading to the Chickaloon coal fields has been constructed as far as King, 24.1 miles from Matanuska. South of Anchorage trains are in operation to Rabbit, 10.4 miles distant. The city of Anchorage has a present population of about 5500 and although not quite two years old is already supplied with the usual modern conveniences.

Another trip of interest to the tourist is from Seattle to Skagway, thence over the White Pass and Yukon route, 112 miles, to Whitehorse, at the head of the Yukon River navigation, where a connection is made with the river steamers belonging to the same company, thence down the river to Dawson, in the Klondike mining district of the Yukon Territory. From Dawson the trip can be made all the way down the Yukon River to St. Michael and Nome, connecting with the ocean steamers for Seattle via the outside passage, or a trip can be arranged up the Tanana River from its confluence with the Yukon to Fairbanks, in the great Fairbanks placer district. From Fairbanks the return trip can be made back over the same route, or down the river to St. Michael, or by automobile to Chitina, on the Copper River & Northwestern Railroad, and from thence to Cordova, connecting with ocean steamers for Seattle. The latter trip gives the tourist the best general idea of the country in its many phases—oceans, rivers, railroads, mountains, wagon roads, volcanoes, placer and lode mines, and fisheries are all part of the passing show. The trip can be made in a month's time, but six weeks is recommended to allow for little side trips of interest.

About 165,000 cubic yards of material were moved in the Turnagain Arm District during the month of April.

OFFICIAL CIRCULARS.

PREPARATION OF FORM 81.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, May 9, 1917.

Circular No. 208:

TO ALL CONCERNED:

Effective at once, it will be necessary hereafter for any employees submitting claims for compensation, Form 81, to have them prepared in duplicate. Please be governed accordingly.

F. MEARS, Commissioner.

FREE RAILROAD TRANSPORTATION.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, May 9, 1917.

Circular No. 209:

TO ALL CONCERNED:

The privilege of free railroad transportation to employees is being abused. New men are quitting their jobs within two or three days after arriving at camp and requesting return transportation to Anchorage. This practice must be stopped. District engineers are instructed not to grant return transportation to men leaving our employ, unless they have worked a reasonable length of time with satisfactory service.

F. MEARS, Commissioner.

FORCE ACCOUNT WORK BY STATIONMEN.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, May 9, 1917.

Circular No. 210:

TO ALL CONCERNED:

Effective May 1, 1917, when it is desirable that stationmen perform force account work, the district engineer must authorize same in writing prior to commencement of work.

The manner of reporting the time worked by such stationmen shall be handled on all districts of this Division, as follows:

Timekeepers and others whose duties require them to record time worked by stationmen must keep accurate records showing the total number of hours worked by each stationman on force account work. This information must be given in the form of a monthly report to the office of the district engineer. The value of time in dollars and cents will not be computed by the timekeepers, this being done by the district accountant. The report will be certified correct by the timekeeper and verified and signed by the camp foreman or other official designated by the district engineer. The time worked by stationmen on force account work will not be entered on regular monthly time rolls, nor will payment for same be made until their contract has been completed, as hereinafter provided.

The district engineer upon the completion of the contract, based upon the monthly reports of force account work referred to above, will prepare a certificate, in quadruplicate, as follows:

"I hereby certify that the members of the partnership of ..... & Company, have performed ..... hours under force account and that same is correct and was performed in accordance with my instructions dated ....., attached thereto."

When the final settlement on A. E. C. Form 108a is prepared, immediately following the items covered by the contract, the force account work will be inserted:

Example:

450 hours' labor on force account work, as per certificate attached, @ 50c per hour $225.00

The total number of hours worked by each stationman under force account will be added to the total number of hours worked under the contract, as a basis for proportioning the amount earned by and due each member of the contract.

F. MEARS, Commissioner.

ORGANIZATION CHANGE.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, May 10, 1917.

Circular No. 211:

TO ALL CONCERNED:

Effective May 14, 1917, the position of Chief Steward will be abolished and the mess houses in all districts will be under the immediate supervision of the district engineers in which they are located.

The mess house at these headquarters will be under the charge of Mr. Fred Lilyman, Superintendent of Employment Bureau.

All reports in connection with this department will be rendered by the timekeeper or other in charge of the mess house, directly to the district engineer, and his office will render a report covering all mess houses under his direction to office of Chief Accountant.

Reports covering mess house at Anchorage headquarters, under charge of Mr. Lilyman, will also be rendered direct to office of Chief Accountant.

F. MEARS, Commissioner.

WAGE SCHEDULE CHANGE.

Department of the Interior
Alaskan Engineering Commission.

Supplement No. 3 to Circular No. 184:

Effective May 1, 1917, the following rate is authorized for work on this Division:

One-horse car teamster .....$115.00 per month
Boatmen—Turnagain Arm District $120.00 per month

F. MEARS, Commissioner.

OFFICIAL TIME INSPECTOR.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, May 13, 1917.

Trainmaster's Bulletin (No. 24):

TO ALL TRAIN AND ENGINEMEN:

B. C. Nichols has been appointed Official Time Inspector for the Anchorage Division.

Effective May 21, 1917, all train and enginemen will be required to use a standard watch (not less than 19 jewels); inspection to be made every two weeks and examination four times annually. Standard inspection cards will be handed you by the inspector, and a register will be kept in his office for your use. Please arrange to be governed by this bulletin.

Mr. Nichols will make the trip over the road once each month to make such examination as may be necessary.

C. WATSON, Trainmaster.

PROPOSAL FOR PRINTING.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, May 14, 1917.

Sealed proposals for printing the Alaska Railroad Record once each week for a period of fifty-two (52) weeks, commencing with the first week in July, 1917, will be received at the Commissioner's office, Anchorage, until 12 o'clock noon, May 21, 1917. Bids should include composition (machine), imposition, press-work and folding, naming the hourly rate on each of these items; alternative bids on a basis of flat rate per week for all work will be acceptable. Paper stock will be furnished by the Alaskan Engineering Commission to successful bidder. The mailing will also be done by the Commission. The right is reserved to reject any or all bids. Particulars may be obtained by communicating with the Editor of the Alaska Railroad Record, Anchorage.

F. MEARS, Commissioner.

DISPOSITION OF LOT SALE FUNDS.

The law relating to the use of 50 per cent of the funds received from the sale of lots in the Alaska Railroad townsites is included in the Act, approved April 17, 1917, to supply deficiencies in appropriations for the fiscal year ending June 30, 1917. The text of the law is as follows:

"That until June thirtieth, nineteen hundred and eighteen, not to exceed fifty per centum of the moneys received from the sale of lots or tracts within any townsite or townsites heretofore or hereafter sold pursuant to the provisions of the Act of March twelfth, nineteen hundred and fourteen, entitled "An Act to authorize the President of the United States to locate, construct and operate railroads in the Territory of Alaska, and for other purposes," may, in the discretion of the Secretary of the Interior, be set apart and expended within the respective townsites in which such lots or tracts are sold, for the purpose of preparing the land for occupancy, the construction, installation, and maintenance of public utilities and improvements, and the construction of public school buildings, under such terms and conditions as the Secretary of the Interior may prescribe, and the moneys so set apart and designated are appropriated for the purpose of carrying these provisions into effect: Provided, That such moneys as may have been heretofore or may hereafter be expended for such purposes under and by authority of the Alaskan Engineering Commission from the funds at its disposal shall be reimbursed from the amount designated for the purposes herein provided; Provided further, That a report of the expenditures hereunder shall be made to Congress at the beginning of each regular session."

OBITUARY.

August Smith, a longshoreman employed at the Anchorage docks, died at Anchorage Hospital at 3 p. m. May 12. The cause of death was pneumonia.

The deceased was 45 years of age, a native of Denmark, and is survived by his wife, Mrs. Louise Smith, of No. 533 Hobard St., Oakland, Cal.

The A. E. C. launch Chickaloon is being boxed for shipment to Seattle via the transport Crook. The vessel has been assigned for use of the Commission at Seattle harbor.

DAILY WEATHER REPORT.

Following is the report of weather conditions prevailing at Anchorage during the period May 2 to 8, inclusive:

Date	Temperature Max.	Min.	Snowfall	Wind
May 2	54	28	none	3.4
May 3	54	29	none	7.6
May 4	50	32	none	3.6
May 5	39	29	5.5	7.6
May 6	44	30	trace	3.9
May 7	42	28	none	19.2
May 8	50	37	trace	8.2

FAIRBANKS FORCE REPORT.

There were 211 Commission employees on the payrolls of Fairbanks Division on March 31, classified as follows: General supervision 7, engineering 16, office and clerical 35, medical and hospital 8, foremen and subforemen 7, mess house 12, mechanics and laborers 126.

On that date 72 stationmen and 8 stationmen's laborers were at work on the Division, all of whom were employed in the Nenana and Goldstream Districts.

LOCAL PASSENGER TARIFF NO. 3.

Local Passenger Tariff No. 3, effective May 14, 1917, has been issued by the Commission, naming passenger rates between Anchorage and points on the Susitna River and tributaries. The fares named are for all-water transportation and are subject to suspension at the close of navigation, and restoration on the opening of navigation. Copies of this tariff may be obtained upon application.

The following marine employees arrived from Seattle on the Crook: Capt. G. M. Walker, Capt. Harry Barrington, Capt. Arthur Riggs, Capt. Richard Holbrook, Capt. Edward C. Loomis, Chief Engineer S. J. Mason, Second Engineer Fred Hartman, and Gas Engineer J. Victor Warner. The above employees will serve on the Omineca, the B. and B. river boats and the launches in service in Anchorage harbor.

The total disbursements of the office at Anchorage for the period May 1 to May 7, 1917, were $60,108.81. The payment of salaries and wages amounted to $46,045.95; for local purchases $351.59; to construction contractors $13,248.87; other expenditures $462.40.

R. R. Cole has entered the service of the Commission as third trick train dispatcher at Anchorage.

R. D. Moyer, assistant chief clerk at Anchorage, has been confined to his home for several days on account of sickness.

Walter Todd has been promoted from instrumentman, Turnagain Arm District, to resident engineer, Talkeetna District.

William H. Shafer arrived from Seattle on the transport Crook to accept a position as third trick operator at Matanuska.

James E. Manning arrived from Seattle on the transport Crook to assume the position of agent at King, relieving H. R. Miller, transferred to Birchwood as agent and pumpman.

PROCLAMATION.

The White House, April 25, 1917.

My Fellow Countrymen:

The entrance of our own beloved country into the grim and terrible war for democracy and human rights which has shaken the world creates so many problems of national life and action which call for immediate consideration and settlement that I hope you will permit me to address to you a few words of earnest counsel and appeal with regard to them.

We are rapidly putting our navy upon an effective war footing and are about to create and equip a great army, but these are the simplest parts of the great task to which we have addressed ourselves. There is not a single selfish element, so far as I can see, in the cause we are fighting for. We are fighting for what we believe and wish to be the rights of mankind and for the future peace and security of the world. To do this great thing worthily and successfully we must devote ourselves to the service without regard to profit or material advantage and with an energy and intelligence that will rise to the level of the enterprise itself. We must realize to the full how great the task is and how many things, how many kinds and elements of capacity and service and self-sacrifice it involves.

These, then, are the things we must do, and do well, besides fighting—the things without which mere fighting would be fruitless:

We must supply abundant food for ourselves and for our armies and our seamen, not only, but also for a large part of the nations with whom we have now made common cause, in whose support and by whose sides we shall be fighting.

We must supply ships by the hundreds out of our shipyards to carry to the other side of the sea, submarines or no submarines, what will every day be needed there, and abundant materials out of our fields and our mines and our factories with which not only to clothe and equip own forces on land and sea, but also to clothe and support our people for whom the gallant fellows under arms can no longer work; to help clothe and equip the armies with which we are co-operating in Europe, and to keep the looms and manufactories there in raw material; coal to keep the fires going in ships at sea and in the furnaces of hundreds of factories across the sea; steel out of which to make arms and ammunition both here and there; rails for wornout railways back of the fighting fronts; locomotives and rolling stock to take the place of those every day going to pieces; mules, horses, cattle for labor and for military service; everything with which the people of England and France and Italy and Russia have usually supplied themselves, but cannot now afford the men, the materials, or the machinery to make.

It is evident to every thinking man that our industries, on the farms, in the shipyards, in the mines, in the factories, must be made more prolific and more efficient than ever, and that they must be more economically managed and better adapted to the particular requirements of our task than they have been; and what I want to say is that the men and the women who devote their thought and their energy to these things will be serving the country and conducting the fight for peace and freedom just as truly and just as effectively as the men on the battlefield or in the trenches. The industrial forces of the country, men and women alike, will be a great national, a great international service army—a notable and honored host engaged in the service of the nation and the world, the efficient friends and saviors of free men everywhere. Thousands, nay hundreds of thousands, of men otherwise liable to military service will of right and of necessity be excused from that service and assigned to the fundamental sustaining work of the fields and factories and mines, and they will be as much part of the great patriotic forces of the nation as the men under fire.

I take the liberty, therefore, of addressing this word to the farmers of the country and to all who work on the farms: The supreme need of our own nation, and of the nations with which we are co-operating is an abundance of supplies, and especially of foodstuffs. The importance of an adequate food supply, especially for the present year, is superlative. Without abundant food alike for the armies and the peoples now at war, the whole great enterprise upon which we have embarked will break down and fail. The world's food reserves are low. Not only during the present emergency, but for some time after peace shall have come, both our own people and a large proportion of the people of Europe must rely upon the harvests in America.

Upon the farmers of this country, therefore, in large measure rests the fate of the war and the fate of the nations. May the nation not count upon them to omit no step that will increase the production of their land or that will bring about the most effectual co-operation in the sale and distribution of their products? The time is short. It is of the most imperative importance that everything possible be done, and done immediately, to make sure of large harvests. I call upon young men and old alike and upon the ablebodied boys of the land to accept and act upon this duty—to turn in hosts to the farms and make certain that no pains and no labor is lacking in this great matter.

I particularly appeal to the farmers of the South to plant abundant foodstuffs, as well as cotton. They can show their patriotism in no better or more convincing way than by resisting the great temptation of the present price of cotton and helping, helping upon a great scale, to feed the nation and the peoples everywhere who are fighting for their liberties and for our own. The variety of their crops will be the visible measure of their comprehension of their national duty.

The government of the United States and the governments of the several States stand ready to co-operate. They will do everything possible to assist farmers in securing an adequate supply of seed, an adequate force of laborers when they are most needed, at harvest time, and the means of expediting shipments of fertilizers and farm machinery, as well as of the crops themselves when harvested. The course of trade shall be as unhampered as it is possible to make it, and there shall be no unwarranted manipulation of the nation's food supply by those who handle it on its way to the consumer. This is our opportunity to demonstrate the efficiency of a great democracy, and we shall not fall short of it!

This let me say to the middlemen of every sort, whether they are handling our foodstuffs or our raw materials of manufacture or the products of our mills and factories: The eyes of the country will be especially upon you. This is your opportunity for signal service, efficient and disinterested. The country expects you, as it expects all others, to forego unusual profits, to organize and expedite shipments of supplies of every kind, but especially of food, with an eye to the service you are rendering and in the spirit of those who enlist in the ranks, for their people, not for themselves. I shall confidently expect you to deserve

and win the confidence of the people of every sort and station.

To the men who run the railways of the country, whether they be managers or operative employees, let me say that the railways are the arteries of the nation's life and that upon them rests the immense responsibility of seeing to it that those arteries suffer no obstruction of any kind, no inefficiency or slackened power. To the merchant let me suggest the motto, "Small profits and quick service," and to the shipbuilder the thought that the life of the war depends upon him. The food and the war supplies must be carried across the seas, no matter how many ships are sent to the bottom. The places of those that go down must be supplied, and supplied at once. To the miner let me say that he stands where the farmer does: the work of the world waits on him. If he slackens or fails, armies and statesmen are helpless. He also is enlisted in the great Service Army. The manufacturer does not need to be told, I hope, that the nation looks to him to speed and perfect every process; and I want only to remind his employees that their service is absolutely indispensable and is counted on by every man who loves the country and its liberties.

Let me suggest, also, that every one who creates or cultivates a garden, helps, and helps greatly, to solve the problem of the feeding of the nations; and that every housewife who practices strict economy puts herself in the ranks of those who serve the nation. This is the time for America to correct her unpardonable fault of wastefulness and extravagance. Let every man and every woman assume the duty of careful, provident use and expenditure as a public duty, as a dictate of patriotism, which no one can now expect ever to be excused or forgiven for ignoring.

In the hope that this statement of the needs of the nation and of the world in this hour of supreme crisis may stimulate those to whom it comes and remind all who need reminder of the solemn duties of a time such as the world has never seen before, I beg that all editors and publishers everywhere will give as prominent publication and as wide circulation as possible to this appeal. I venture to suggest, also, to all advertising agencies that they would perhaps render a very substantial and timely service to the country if they would give it widespread repetition. And I hope that clergymen will not think the theme of it an unworthy or inappropriate subject of comment and homily from their pulpits.

The supreme test of the nation has come. We must all speak, act, and serve together!

WOODROW WILSON.

NOTICE.

All users of water from the Anchorage water supply are hereby notified that on June 1 new regulations governing the use of this water will be placed in effect. The object of these regulations is to bring all persons who are using water and benefiting from the system to pay rental therefor, and thus contribute to the support of the system. Information concerning the regulations is available at the Townsite office. It is to the interest of all concerned that this matter be given consideration.

J. G. WATTS, Townsite Manager.

FOUND.

A bank book and some personal letters bearing the name of Charles Scocos were found in a passenger coach at Matanuska last week. The owner may obtain same by applying to C. Watson, Trainmaster, Anchorage.

ADVERTISED LETTERS.

Following is a list of unclaimed mail matter on hand at the U. S. Post Office, Anchorage, Alaska, on May 1, 1917. When calling for same please say "Advertised." A charge of one cent is made for all advertised mail matter.

Arnold, Chas.; Antonio, Pastro; Alanen, A (2); Ailaroff, Alex.

Brown, Robt.; Bill and George; Burkes, Henry; Barone, Domenick (2).

Carlson, Bille; Chiwili, Pete.

Draney, Dr. J. M.; Dentella, L. (3); Dickson, James (3); David, De Benedet.

Fosberg, Gus; Feaster, Jos.

Gocovico, Gallino; Giacoma, Iwrin.

Hall, Harry D.; Henry, Walter T.; Hjartnas, Harold.

Infede, Mike.

Johnson, W. J.; Johnson, Maud; Jonovich, Tom; Jamoff, A.

Kramer, A. C.; Karlin, A.; Kerper, J. F.

Leppi, J.; Lyman, Peter.

Miacika, Nick (2); Matteo, Mike; Mork, Bill; Mayor, Frank; Martinovich, Tony; Miller, Chas. E.; Murphy, A. T.; Melcher, John; Miovicich, B.; Miloneto, Angelo; McInnis, Danial; McGinnis, G. R.

Negoelo, Georgn; Nelson, C. R.; Nifon, Torurlek.

Radelich, John; Rossi, Gimmi.

Smith, Archie; Schmerce, W.; Sund, John; Shannon, Mrs. E.; Shannon, Lizzie; Stutevors, Albert; Smith, Edward; Sopoff, Alex.; Schmith, K. F.

Wickberg, Wictor; Wieces, Jock; Wallsup, Mr.

PERSONAL DATA OF EMPLOYEES.

For the purpose of enabling the Department of the Interior to maintain a complete record of its officers and employees, all technical and clerical employees of the Alaskan Engineering Commission have been requested by Secretary Lane to furnish detailed information concerning their educational and military qualifications. Blanks for this purpose have been distributed among the various branches of the work to be filled out and forwarded to Washington.

The information asked for is as follows: Name, age, sex, color, position and salary, length of service, date of birth, where born, military experience or training, general education, technical education, knowledge of foreign languages, professional knowledge of foreign countries, intimate and professional knowledge of foreign regions, mechanical ability (including use of automobiles), administrative and business experience (including field-party organization and management).

ENGINEERING EMPLOYEES ARRIVE.

The following engineering employees arrived on the transport Crook from Seattle for the season's work on Anchorage Division: D. L. Hough, resident engineer; H. K. Ward, field boss; Charles C. Casad, instrumentman; C. S. T. Marckhoff, levelman; H. B. Williams, draftsman; Irwin C. Starkey, chainman; M. F. Holley, transitman; F. A. Pauli, estimator and draftsman; D. R. Morgan, instrumentman; Emil Young, instrumentman.

Effective April 24, Mr. E. L. McDonald has been appointed Resident Engineer at Residency 12, with headquarters at Camp 195, Matanuska District.

RAILROAD TRAIN SCHEDULE.

Northbound — MAIN LINE—Rabbit to Anchorage — Southbound

Capacity of passenger cars, stations to carry baggage and express, location and type of fuel, water and turning stations.			SECOND CLASS Mixed Leave Tuesday, Thursday, Sat. only	Distance from Rabbit.	TRANSPORTATION CIRCULAR NO. 59. May 20, 1917. STATIONS	Distance from Anchorage.	SECOND CLASS Mixed Arrive Tuesday, Thursday, Sat. only
	P		10.00 AM	0.0	RABBIT	10.4	s 9.45 AM
					5.4		
53	P		f 10.25	5.4	CAMPBELL	5.0	f 9.20
					5.0		
Yd.	FWYP		s 10.45 AM	10.4	DNR ANCHORAGE	0.0	9.00 AM
			Arrive Tuesday Thursday Sat. only		(10.4)		Leave Tuesday Thursday Sat. only
			(0.45)		..... Time over district		(0.45)
			13.87		..... Average speed per hour		13.87

Northbound — MAIN LINE—Anchorage to Matanuska. — Southbound

Capacity of passenger cars, stations to carry baggage and express, location and type of fuel, water and turning stations.		SECOND CLASS Mixed Leave Daily Ex. Sunday	FIRST CLASS Passenger Leave Sunday Only	Distance from Anchorage.	TRANSPORTATION CIRCULAR NO. 59. May 20, 1917. STATIONS	Distance from Matanuska.	FIRST CLASS Passenger Arrive Sunday Only	SECOND CLASS Mixed Arrive Daily Ex. Sunday
Yd.	FWYP	7.30 AM	9.00 AM	0.0	DNR ANCHORAGE	36.4	s 6.25 PM	s 9.15 PM
					4.8			
53	P	f 7.55	f 9.20	4.8	WHITNEY	31.6	f 6.05	f 8.50
					7.5			
53	P	f 8.25	f 9.50	12.3	KUNEY	24.1	f 5.35	f 8.20
					9.5			
7.3	PW	s 9.10	s 10.30	21.8	D BIRCHWOOD	14.6	s 4.55	s 7.25
					5.8			
53	P	s 9.40	f 10.55	27.6	EKLUTNA	8.8	f 4.30	s 7.10
					8.8			
49	PWY	s 10.10 AM	s 11.30 AM	36.4	DNR MATANUSKA	0.0	4.00 PM	6.30 PM
		Arrive Daily Ex. Sunday	Arrive Sunday Only		(36.4)		Leave Sunday Only	Leave Daily Ex Sunday
		(2.49)	(2.30)		.....Time over district.....		(2.25)	(2.45)
		13.65	14.56		.....Average speed per hour.....		15.06	13.24

Northbound — MATANUSKA BRANCH—Matanuska to King — Southbound

Capacity of passenger cars, stations to carry baggage and express, location and type of fuel, water and turning stations.		SECOND CLASS Mixed Leave Daily Ex. Sunday	FIRST CLASS Passenger Leave Sunday Only	Distance from Anchorage.	TRANSPORTATION CIRCULAR NO. 59. May 20, 1917. STATIONS	Distance from King.	FIRST CLASS Passenger Arrive Sunday Only	SECOND CLASS Mixed Arrive Daily Ex. Sunday
49	PWY	11.00 AM	12.01 PM	36.4	DNR MATANUSKA	24.2	s 3.40 PM	s 6.00 PM
					6.5			
53	P	s 11.30 AM	s 12.25	42.9	PALMER	17.7	s 3.15	s 5.30
					6.6			
31	PFW	s 12.05 PM	s 12.50	49.5	D MOOSE CREEK	11.1	s 2.50	s 5.00
					5.5			
38	F	s 2.00	f 1.15	55.0	ESKA	5.6	f 2.25	s 4.20
					3.7			
53	P	f 2.15	f 1.30	58.7	GRANITE	1.9	f 2.10	f 3.40
					1.9			
	FWY	s 2.30 PM	s 1.40 PM	60.6	DNR KING	0.0	2.00 PM	3.20 PM
		Arrive Daily Ex Sunday	Arrive Sunday Only		(24.2)		Leave Sunday Only	Leave Daily Ex Sunday
		(3.20)	(1.33)		.....Time over district.....		(1.40)	(2.20)
		6.91	14.66		.....Average speed per hour.....		14.52	9.68

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, MAY 22, 1917. No. 28

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

CO-OPERATIVE VEGETABLE GARDENS.

In response to the recent appeal of President Wilson emphasizing the importance of all citizens of the Nation aiding in the production of foodstuffs, the Land and Industrial Department has set aside the NW¼ of Block 27, Anchorage Townsite, for garden purposes and this tract will be cultivated by Government employees resident in the town. Among those who have signified their intention to maintain vegetable gardens are the following: Austin Fields, R. D. Chase, William B. Clayton, E. T. Lindner, Dr. C. C. Benedict, F. C. Kobely, R. S. Temme, F. U. Mayhew, W. T. Gill, E. R. McFarland and George D. Beaumont.

These employees intend to organize themselves into an association for the purpose of carrying on the work systematically so that the maximum results may be obtained. The Commission has already plowed the tract and a fence will be erected around the block immediately to protect the gardens from the depredations of animals. The soil appears to be admirably adapted for the raising of potatoes, cabbage, radishes and similar vegetables.

One of the most important military duties that will rest upon the people of the United States in the conduct of the war will be to produce a surplus of food. We must have enough not only to meet our own proper needs at home, but also to aid in feeding the armies and civil populations of the countries with whom we have allied ourselves.

Every vacant lot within a convenient distance should be utilized to the fullest extent for the raising of vegetables suitable to the soil and climate.

COOK INLET BASEBALL LEAGUE.

The Cook Inlet Baseball league inaugurated the season on Sunday, May 20, with two games, one at Matanuska and the other at Athletic Park, Anchorage.

The Anchorage Commission team lost their game to Matanuska by a score of 2 to 1. The game, however, has been protested.

Anchorage City were the victors over the Turnagain Arm nine by the score of 4 to 2, about 600 spectators witnessing the contest.

Next Sunday Matanuska will meet the City team at Anchorage, and the Anchorage Commission team will play Turnagain Arm at Potter Creek.

FLAG RAISING AT FALLS CREEK.

Falls Creek, Alaska, May 13, 1917.

Editor Alaska Railroad Record:

A large American flag was raised at Falls Creek during the noon hour today. The ceremony was attended by all the employees of the camp. Mr. Ryan, of the culinary department, gave an address worthy of the cause, explaining to the foreigners, of whom there were a great many present, the meaning of the Stars and Stripes and the grand country it represents. He also sang the patriotic song, "The Grand Old Flag," which was received with great applause. The stationmen contributed their share by firing the customary salute to the flag.

EMPLOYEE.

Chairman William C. Edes and B. H. Barndollar, examiner of accounts, arrived in Anchorage yesterday after several months spent in Washington, D. C., and Pacific Coast points on Commission business.

A silver cup will be presented by Mrs. Thomas Riggs, jr., to the resident of Nenana who shall be adjudged to have the neatest yard of flowers and vegetables on August 1. The judges will be selected from persons resident outside the town of Nenana.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Folowing are the progress reports of the various departments of Anchorage Division for the week ending May 12, 1917:

MAINTENANCE OF WAY.

Water Service and Plumbing.

The repairs to the pipe line leading to the dock and the marine ways were completed. Guy ropes were placed on the smoke stack of the central heating plant. Alterations were made to the plumbing of the Y. M. C. A. building.

Bridge and Building.

The bridge gang at the Eklutna River completed their work and moved to Kings River to start the erection of the bridge at that place.

B. and B. gang No. 5 completed the Granite Creek bridge and moved to Camp 156 to prepare this camp for the steam shovel outfit.

The excavation for the foundation of Cottage No. 22 was finished. The gang in the terminal yards completed the framing of a 56-foot pony truss. Work was begun on two outfit cars for the Telegraph and Telephone Department. One flat car was converted into a gondola for coal service.

Grading and Ballasting.

Steam shovel No. 1 completed the fill south of the Granite Creek bridge and moved to Mile 11 to continue widening the bank between Miles 10 and 12. The shovel moved 13,600 yards during the period. Track was laid on the main line from Station 5670 to Station 5807 plus 50. The steel gang was engaged for four days of the week on surfacing and back work.

Mechanical Department.

Running repairs were made to engines 225 and 280. Considerable work was done in connection with the assembling of new locomotives, flat cars and Oliver dump cars. Work was started on the erection of the spreader.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

Collins & Co. are making good progress between Bird Point and Glacier. Backstrom & Co. will finish their contract within a few days.

Grading.

A small Commission force began work on the cut north of Bird Point, preparatory to the installation of a steam shovel there. The rock in that section is very hard and contractors are making only fair progress in consequence. Angelo Chrissagis & Co. finished their contract during the week.

Franske & Co. put off a coyote shot north of Rainbow Creek, moving 5000 cubic yards of rock with 4500 pounds of black powder. Charles Larson & Co., just south of Sheep Creek, moved 7000 yards with 8200 pounds of powder; and Burglund & Co., north of Sheep Creek, moved 6000 yards with 5000 pounds. All shots were very successful.

The pockets for the big shot south of Potter Creek are practically all loaded, and it is planned to explode them May 13. About 60,000 pounds of powder will be used on this shot, which is expected to move 40,000 cubic yards of rock.

A new camp has been established at Indian, Mile 88, to load ties for tracklaying north of Anchorage. About 5000 ties were loaded at this camp during the week.

MATANUSKA DISTRICT.

Matanuska Branch.

The Commission camp at Mile 33 is in full operation, and a large force is engaged on the rock work in this section, which was formerly being excavated by Pappas & Co. and Pappadis & Co., contractors.

Light loads are being hauled over the new wagon road between Kings River and Camp 33, although the road is still soft between Kings River and Camp 32. Beyond Camp 33 supplies are taken in by pack train.

Main Line.

The wagon road beyond the Little Susitna River has been graded as far as Camp 195, and loads of 3000 pounds are being hauled. Much corduroying will have to be done before extensive freighting can be accomplished, however. The station gangs engaged on this road have resumed work on their contracts.

Poropat & Co. have finished grading south of the Little Susitna, and have secured a new contract two miles north of the river.

Camps for the maintenance of wagon road have been established between Camp 174 and Camp 180, and at Little Willow Creek, and are being filled up with men as fast as obtainable from the employment bureau.

The residency between Kashwitna and Sheep Creek, with headquarters at Camp 201, Caswell Creek, has been established, with Resident Engineer D. L. Hough in charge.

A wagon road will be constructed from Camp 201 to a point near the mouth of Caswell Creek, where a landing and a small warehouse will be built alongside one of the navigable channels of the Susitna River. With this facility the work between the Kashwitna and Sheep Creek can be supplied with provisions and material, by means of the Susitna River boats.

A piledriver crew was organized during the week for the purpose of driving the Caswell Creek crossing and the structures south of that point, to connect with the crew working northward from the Little Susitna.

Tie contracts have been awarded to T. Tadey & Co. and Linstrom & Co. The cutting area of the former is between the Little Susitna and Browne's Lake, and that of the latter is at Willow Creek. When the Susitna River is open a tie contract will be let covering the section between Kashwitna and Sheep Creek.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

Two small construction crews are at work out of Matanuska, one on the main line and the other on the branch, erecting permanent line. The crew on the main line at present consists of six men only, but as soon as camp cars are available the force will be increased. The permanent construction work on the branch line has reached Palmer. The main line work consists of changes around the wye at Matanuska with the object of saving several hundred feet of expensive cable in crossing under the tracks.

On the Seward Division, stakes for the permanent line have been placed from Mile 52 to Mile 62. Material is being distributed from the cache at Mile 62½ for the work in this section.

Electric Light and Power.

A small extension of the Anchorage lighting system

was made by the addition of three poles in the alley between K and L Streets, near Fourth.

The usual miscellaneous work was done in connection with light and power transmission, and the straightening and tamping of poles between Anchorage Townsite and the terminal yards occupied much of the time of the force during the week.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, April 28, 1917, was as follows:

Commissioner's Office	42
Shops and Yards	153
Transportation Service	59
Store and Dock Departments	308
Steward's Department	15
Accounting Department	19
Disbursing Office	8
Townsite Department	26
Hospital Department	26
Telegraph and Telephone Department	63
Track, Bridge and Ballast—Main Line	428
Turnagain Arm District	222
Matanuska District	538
Talkeetna District	162
	2069
Stationmen and Laborers—All Districts	1349
Grand total all employees Anchorage Division	3418

GEOLOGICAL SURVEY MAPS.

Beginning nearly 40 years ago to construct accurate topographic and geologic maps of both the known and unexplored regions of the United States, the Geological Survey has steadily progressed with this part of its work until topographic maps of 40 per cent of the country are now published, besides maps for large areas in Alaska and Hawaii. Extensive areas have also been covered by geologic maps, and all the work from the beginning of the field survey to the printing of the finished map is done by this Government bureau. Other activities of the Survey are the classification of public lands, the annual collection of mineral statistics of the United States, and investigations of the Nation's water resources; all involving the publication of scientific and technical reports containing over 20,000 pages annually.

During the last 30 years over $15,000,000 has been spent by the Geological Survey in geologic and topographic surveys in the United States. Last year's expenditure was nearly $800,000, not to mention the cost of engraving the copper plates and printing the maps in from 3 to 20 colors.

Part of the Geological Survey's mapping comes under a plan for an international map—a map of the world on the scale of 1:1,000,000—the American portion of which shall be uniform in scale and symbols with those representing areas on the other continents. The special map production under this plan is being supplemented by the issuance of State maps on the same scale, which is about 16 miles to the inch, and also on a scale twice as large. All these topographic maps are sold to the public at a slight increase over the cost of paper and printing, the nominal price charged taking no account of the heavy initial expense of engraving the copper plates and preparing for color printing.

The Geological Survey thus keeps in stock for sale some 4,600,000 copies of 2,500 different maps. These topographic maps show with great accuracy all the natural features of the country and man-built structures. Perhaps their most notable feature is the contour lines, which are graphic representations of the land surface—mountains, slopes, valleys, depressions—every inequality which the eye observes on the ground. Each map is, among other things, a real dictionary of altitudes of the area it covers. The price of the standard topographic map is 10 cents, although the field survey of the area represented may have cost $5000 or $6000.

The Geological Survey has index maps for each State. Topographic surveys have been made in every State. The standard topographic map (not the index) is 10 cents a copy, and the geologic folio 25 cents. A discount of 40 per cent is given on orders amounting to $5 at the retail price.

LOCAL BAGGAGE TARIFF SUPPLEMENT.

The Commission has issued, effective May 14, supplement No. 3 to Local Baggage Tariff No. 1. This supplement enumerates the articles that must not be checked or received for transportation as baggage, provides for excess baggage rates on the railway lines, the transport Crook and the Susitna River boats, and includes an excess baggage rate table. Copies of the supplement may be obtained upon application to the Commission.

ANCHORAGE TENNIS COURTS.

The tennis courts at Anchorage terminal will be placed in condition within a few days for the use of the Commission employees during the coming season. Funds have been granted for leveling the ground and doing the necessary rolling and tamping. The fence surrounding the courts will be repaired so as to make it dog-proof.

The purchase of ten car horses for use of Anchorage Division has been authorized by the Commission. The animals are to weigh from 1300 to 1400 pounds each. Shipment will be made from Seattle at an early date.

ROUND TRIP EXCURSION FARES.

Local Passenger Tariff No. 4, effective May 19, 1917, has been issued by the Commission naming the round trip excursion fares between Anchorage, Alaska, and points named below. The dates of sale are as follows: May 19, 20, 26, 27, June 2, 3, 9, 10, 16 and 17. Tickets sold under this tariff are limited to midnight Monday following the date of sale.

Fares and Destinations.

BETWEEN	AND	ROUND TRIP FARE
Anchorage	Rabbit	$0.80
Anchorage	Campbell	0.40
Anchorage	Whitney	0.40
Anchorage	Kuney	1.00
Anchorage	Birchwood	1.75
Anchorage	Eklutna	2.20
Anchorage	Matanuska	2.95
Anchorage	Palmer	3.40
Anchorage	Moose Creek	3.95
Anchorage	Eska	4.40
Anchorage	Granite	4.65
Anchorage	King	4.85

OFFICIAL CIRCULARS.

COMMISSARY BOOK LOST.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, May 16, 1917.

Circular No. 212:

TO ALL CONCERNED:

Commissary Book No. 20403, issued to Mr. Lynn Goyne at Camp 86, value $10.00, has been lost.

If this book is found the party finding same is requested to turn it into this office.

If this book is presented at any of the camps or commissaries, the timekeeper or clerk in charge will lift it and forward to this office.

F. MEARS, Commissioner.

COMMISSARY MATERIAL AND SUPPLIES.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska May 17, 1917.

Circular No. 213:

TO ALL CONCERNED:

Effective June 1, 1917, a uniform surcharge of ten per cent will be added to the landed cost of all supplies issued by the General Storekeeper. This uniform price will obtain over all districts.

Supplies will be issued in accordance with standard price list and no additional percentage will be added by district storekeepers or timekeepers. Goods not carried on price list will be charged out as invoiced by General Storekeeper.

The General Storekeeper has been requested to publish a new standard price list as soon as possible, covering staple supplies, such as Classification 14: powder and dynamite; Classification 6: sundries, groceries, etc.; Classification 38: trade goods, clothing, tobacco, etc.

Please be guided accordingly.

F. MEARS, Commissioner.

HOLIDAY ANNOUNCEMENT.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, May 21, 1917.

Circular No. 214:

TO ALL CONCERNED:

Decoration Day, Wednesday, May 30, 1917, will be observed as a holiday at these headquarters, and so far as practicable in the field.

F. MEARS, Commissioner.

WAGE SCHEDULE CHANGES

Department of the Interior
Alaskan Engineering Commission

Supplement No. 4 to Circular No. 184:

(Cancels Supplements Nos. 1, 2 and 3. Supplement No. 4 contains all changes.)

The following rates are authorized for work on this Division:

Engineers, Saw Mill, 75c per hour.
Deck-hands, $60.00 and bd. to $85.00 and bd. per mo.
One-horse Car Teamsters, $115.00 per month.
Boatmen, Turnagain Arm Dist., $120.00 per month.
Pursers, $100.00 per month and board.

F. MEARS, Commissioner.

WAGE SCHEDULE CHANGES.

Department of the Interior
Alaskan Engineering Commission

Supplement No. 5 to Circular No. 184:

The following rates are authorized for work on this Division:

Field boss, locating party, $175.00 and bd. per month
Stake marker, locating party, $80.00 and bd. per month
Officeman, locating party, $125.00 and bd. per month.

F. MEARS, Commissioner.

STANDARD PRICE LIST—INVENTORIES.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, May 19, 1917.

Accounting Department Circular No. 44:

TO TIMEKEEPERS AND ALL CONCERNED:

Standard price list No. 2 has been issued by the General Storekeeper.

Commencing June 1, 1917, these prices will be used for all store and camp transactions, including commissary sales to individuals and contractors.

In order to reconcile differences which will appear in Form 368 due to the changes in inventory values, timekeepers or others concerned will prepare inventories of May 31, in the following manner:

Quantity	Name of Article	Unit	Old Price	Old Amount	New Price	New Amount

In case the total of "New Amount" column of inventory shows an increase over the total of the "Old Amount," Store Profit will be credited, and Explosives and Stores Account charged by invoice in May accounts with the difference.

In case the total of "New Amount" column shows a decrease under the total of "Old Amount," Store Loss will be charged by invoice in May accounts and Stores Account and Explosives Account will be credited with the difference.

The total of "New Amount" column will be used for completing Form 368 for May.

Great care must be used in carrying out the above instructions as responsible accountants of stores and supplies will be held strictly accountable for differences appearing on Form 368 after May 31, 1917.

D. B. VAN DERLIP, Chief Accountant.

Approved:—F. MEARS, Commissioner.

ADJUSTING WAGE SCALE DIFFERENCES.

Department of the Interior.
Alaskan Engineering Commission
Anchorage, Alaska, May 21, 1917.

Accounting Department Circular No. 45.

TO ALL CONCERNED:

The following method will be followed in connection with the Commission assuming the differences between the old wage scale paid, and the new one effective April 1, 1917, covering employees working for stationmen, and all payrolls from May 1, 1917, will be handled as follows:

It will be necessary to have a statement shown on face of time roll, preferably on the right side of roll, showing the following information:

Charge Contractor:

——— hrs. Labor @ 46 7-8c $———
——— hrs. Driller @ $———

———hrs. Cook @ $———
Total .....$———
Charge Force Account:
———hrs. Labor @ 3 1-8c $———
———hrs. Driller @ $———
———hrs. Cook @ $———
Total .....$———
Total of Roll .....$———

The total hours worked and gross amount earned should be shown for each class of labor, at both the old rate and the new rate, and these two totals should equal the gross amount of time roll.

All employees will conform closely with these instructions.

D. B. VAN DERLIP, Chief Accountant.

Approved:—F. MEARS, Commissioner.

BAGGAGE CHECKS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, May 17, 1917.

Transportation Circular No. 60:

TO ALL CONCERNED:

On account of the stock of regular baggage checks being exhausted, baggage checks ordered for water transportation service will be used until such time as the new stock is received.

F. MEARS, Commissioner.

ANCHORAGE HARBOR NOTES.

The following vessels entered and cleared at Anchorage during the past week:

Tuesday, May 15.

The A. E. C. steamer Anne W. sailed for Turnagain Arm points at 5.45 a. m., towing barges 105 and 106; arriving from Camp 86 at 8.25 p. m. with the barges loaded with ties.

Wednesday, May 16.

The A. E. C. launch Vibienna sailed for Turnagain Arm at 11 p. m. to be placed at the service of District Engineer Hansen as an inspection boat.

Thursday, May 17.

The A. E. C. steamer Anne W. sailed for Turnagain Arm points at 8 a. m. with barge 101 for Rainbow Creek and a 200-ton barge for Indian Creek to load ties; returning at 11.25 p. m.

The U. S. A. transport Crook sailed for Seattle, via Seward, at 4.30 p. m., with 55 passengers.

Friday, May 18.

The steamship Alameda arrived from Seattle at 1.30 p. m. with 27 tons of Commission freight and 91 passengers; sailing for Seattle at midnight with 52 passengers.

Saturday, May 19.

The A. E. C. steamer Anne W., towing barge 106, sailed for Rainbow Creek at 9 a. m. with supplies for the Rainbow store; arriving from Camp 83 at 9.05 p. m.

Sunday, May 20.

The A. E. C. steamer Anne W. sailed for Indian Creek and Rainbow Creek at 8.30 p. m., towing a 400-ton barge.

Monday, May 21.

The steamship Admiral Evans arrived from Seattle at 5.25 p. m., with 84 passengers and 26 tons of freight for the Commission.

The A. E. C. steamer Anne W. arrived at 2 p. m., towing a barge of ties from Indian Creek and an empty 200-ton house barge from Rainbow Creek.

PERSONAL

Dr. A. J. Lovas arrived on the steamship Alameda to take a position in Anchorage Hospital. Mrs. Lovas accompanied him.

* * * *

Max J. Kuney has been appointed resident engineer, Talkeetna District, promoted from instrumentman, Turnagain Arm District.

* * * *

H. R. Munson has tendered his resignation as chief timekeeper, Anchorage Division, and will leave soon for Seattle, Washington.

* * * *

C. D. Moyer, clerk in the Steward's Department, Anchorage, left for Seattle on the transport Crook on leave of absence for two months.

* * * *

Erwin E. Wright, formerly of Seward, has secured a position with the Anchorage Store Department as checker at the Eska Creek coal mine.

* * * *

George Watkins Evans, coal expert of the Bureau of Mines, left for Seattle on the steamship Alameda after an inspection of the Matanuska fields.

* * * *

J. E. Muller of Portland, Oregon, arrived on the steamship Alameda, to take a position as stenographer in the Commissioner's office at Anchorage.

* * * *

Carl B. Bickel of Detroit, Mich., has been appointed clerk in charge of the accounting of the Susitna River Transportation Department, Anchorage.

* * * *

H. Frank Schultz has been transferred from the position of stationery clerk, Anchorage Store Department, to timekeeper, Transportation Department, Anchorage.

* * * *

J. J. Cunningham has been appointed line auditor of the Matanuska District, reporting to District Accountant A. W. Peck. Mr. Cunningham will have full authority over all timekeepers and timekeeping matters in his district.

OBITUARY.

A. Peterson, a member of the grading gang of Swan Adrian & Co., contractors in Turnagain Arm District, died at the Anchorage Hospital at 6.45 Monday evening from injuries received in a coyote blast the day previous while at work near Camp 98. Two other contractors, N. W. Sjostedt and William Doherty, were seriously injured at the same time. After receiving first aid from the field surgeons the men were brought to Anchorage Hospital by special train.

The deceased was about 28 years of age, single, a native of Sweden, and is survived by his father C. P. Jonoson, Toramola, Aivermolo, Holmajo, Sweden, and by a half-brother, Swan Carlson, of Anchorage.

WAR DEPARTMENT

THE ADJUTANT GENERAL'S OFFICE.

Under authority of Section 54, National Defense Act, the Secretary of War has established fourteen Citizens' Training Camps. Twelve of these camps are located in the most convenient places with reference to twelve proposed division areas. Two of the camps have been placed at the most convenient points with reference to four other proposed divisional areas, each of these two camps serving two areas.

The camps for the New England States will be at Fort Ethan Allen, or such other point in New England as may be designated by the Commanding General of the Eastern Department. The camps for Congressional districts numbers 1 to 26 inclusive in New York State (which comprises Long Island, New York City and a small piece of territory immediately north of New York City) will be at Plattsburg Barracks, New York. The camp for the remainder of New York State and the 10th, 11th, 14th, 15th, 16th, 21st, 25th, and 28th Congressional Districts of Pennsylvania will be at Madison Barracks, New York. The camp for the remainder of Pennsylvania (which includes Philadelphia and Pittsburgh) will be at Fort Niagara, New York. The camp for New Jersey, Delaware, Maryland, and Virginia, will be at Fort Myer, Virginia, or such other place as may be designated by the Commanding General of the Eastern Department. The camp for North Carolina, South Carolina and Tennessee will be at Fort Oglethrope, Georgia, a few miles south of Chattanooga, Tennessee. The camp for Georgia, Alabama and Florida will be at Fort McPherson, near Atlanta, Georgia. The camp for Ohio will be at Fort Benjamin Harrison, Indiana, near Indianapolis. The camp for Indiana and Kentucky will also be at Fort Benjamin Harrison. The camp for Illinois will be at Fort Sheridan, Illinois, near Chicago. The camp for Michigan and Wisconsin will also be at Fort Sheridan, Illinois. The camp for Arkansas, Mississippi and Louisiana will be at Fort Logan H. Roots, Arkansas, near Little Rock. The camp for Minnesota, Iowa, North Dakota, South Dakota and Nebraska will be at Fort Snelling, Minnesota, near St. Paul. The camp for Missouri, Kansas and Colorado will be at Fort Riley, Kansas, near Junction City. The camp for Oklahoma and Texas will be at Leon Springs, Texas, near San Antonio. The camp for Montana, Idaho, Washington, Oregon, California, Nevada, Utah, Wyoming, Arizona and New Mexico will be at the Presidio of San Francisco, California.

The courses of instruction will begin May 8th. The camps will be ready for the reception of reserve officers and candidates for commission as such on May 1st. Those who are examined for admission to these camps and who are found suitable will be notified to that effect and may report at the camp at any time between May 1st and May 8th. The citizens selected for admission will receive transportation, subsistence and uniform at the expense of the United States, although it is believed that most of them will have their own uniforms in advance. Other articles of equipment will be issued at the camp.

The National Defense Act provides that reserve officers may be ordered to active duty for the purpose of instruction not to exceed 15 days in any one calendar year, but this period may be extended with the consent of the reserve officer. However, the act further provides that reserve officers may not be ordered to active duty, even for 15 days, unless Congress has appropriated money for this specific purpose. There is, therefore, no authority at present for ordering a reserve officer to these camps for the full period of three months on a pay basis. Under these conditions the War Department hopes that the officers heretofore appointed in the Infantry, Cavalry, Field Artillery, Coast Artillery, and Engineer sections of the Officers' Reserve Corps will find it possible to attend camp under the same conditions as apply to the thousands of other citizens who will undoubtedly be present.

These citizens can receive no pay under the law as it now stands. They must be duly enlisted for the three months period of the camp but this enlistment obligates them merely to serve at the camp and not elsewhere. The enlistment includes, however, an agreement to accept an appointment in the Officers' Reserve Corps at the end of the camp period if such appointment is tendered by the Secretary of War.

The reason for establishing these camps at vacated, or partially vacated military posts is the fact that the supply of tentage has been seriously depleted. By the use of these posts, existing barracks and other facilities become available. At each post tents and temporary structures will be used to accommodate the overflow, if any.

The maximum attendance at every camp has been limited to 2500. The War Department would prefer a larger attendance, but the serious shortage of Regular Army officers makes it unwise to attempt more at this time. It is believed to be better to give 2500 men thorough instruction, than to give a much larger number inadequate instruction.

A complete division comprises nine regiments of Infantry, three regiments of Field Artillery, one regiment of Cavalry, one regiment of Engineers and miscellaneous small organizations. Each training camp will, therefore, be organized with a view to furnishing the officers of such a division, but with the addition of one cavalry regiment at each camp, to provide for a separate cavalry division.

During the first month of the camp those in attendance will be divided into 15 companies regardless of the arm of the service for which the individuals are destined. During this month the qualifications of each man will be studied with a view to assigning the necessary numbers for further instruction in the separate arms of the service. At the end of the first month, therefore, men will be reassigned in due proportions so as to form nine Infantry companies, three batteries of Artillery, two troops of Cavalry and one company of Engineers. Other men who will have been selected for the Coast Artillery will proceed to Fort Monroe, Virginia, or Fort Winfield Scott, California, for the remainder of their training. Those who remain at the division camps will receive two months' training after the reassignment mentioned above. At the end of the whole period the Regular Army officer in charge will select from each company, troop and battery the officers for one regiment of the corresponding arm. Thus we shall have carefully selected officers for 16 Infantry divisions and 2 Cavalry divisions by the time that the supply departments can furnish equipment for these troops and by the time the necessary machinery can be put in motion for procuring the enlisted men.

Each company troop and battery must furnish approximately 45 officers. Those who are not selected for immediate use will nevertheless be commissioned in the Officers' Reserve Corps, if found to be competent, and will be avail-

able for use in connection with any additional force that may be authorized.

The total number of officers required for the 16 Infantry divisions and the 2 Cavalry divisions is approximately 10,000. These should be preferably mature men and the most experienced natural leaders that the country possess. It is recognized that there are thousands of men throughout the country between the ages of 21 and 44 who have had more or less military experience either in the Regular Army or National Guard, or at military schools. With the basic experience supplemented by natural aptitude for handling men as demonstrated in business or otherwise, a splendid corps of 10,000 reserve officers should be available by the middle of July.

It is necessary that "THE FIRST TEN THOUSAND" should be the best that the country has. In planning our military forces we must assume that the war is by no means drawing to a close and that the country must expand its military forces as rapidly and effectively as the resources of the country permit. The 16 Infantry divisions and 2 Cavalry divisions aggregate approximately a half million men. The officers of this force must receive substantial promotion to meet the demands of forces to be raised later. It is conceivable that many who are appointed in "THE FIRST TEN THOUSAND" must be promoted one grade with each successive addition to our military force. For this reason the War Department hopes that mature men will seek appointment in "THE FIRST TEN THOUSAND."

Other similar camps must follow this first camp. Young men must be admitted to the first camp, but not to the exclusion of maturer men. In the second and following camps young men will predominate.

In making provision for instructors at these training camps, the resources of the War Department have been taxed to the utmost. The number of instructors is not nearly as great as it should be, but it is hoped and believed that many reserve officers and candidates for appointment as such who will be in attendance at those camps will have special qualifications to teach certain subjects and in this way be of material assistance to the Regular Army officers. This depends so much upon the personnel of each instruction company that the matter must be regulated by the Regular Army officer in charge of each company.

The outline of the entire course of instruction will be prepared in the War Department and furnished to the commanding officer of the camps. Books, maps and printed matter in general will be furnished by the Government. Those who attend these camps should bring whatever books they possess, but the authorized and necessary books for individuals will be furnished on arrival in camp.

The minimum age of those who attend is 20 years and 9 months. This enables the War Department to appoint suitable young men who are 21 years of age at the end of the training period. The maximum age is 44 years. It is expected that students at colleges who are members of the Reserve Officers' Training Corps and who are especially fitted to become members of "THE FIRST TEN THOUSAND" will be selected by the Regular Army officer on duty at the college and admitted to these camps. Such students should preferably go to the camp that pertains to their home States. It is believed that colleges in general will graduate seniors who attend these camps. Applications for authority to attend these camps will be addressed to the Commanding General of the department in which the appropriate camp is located. Applications should be addressed as follows:

To the Commanding General, Eastern Department, Govnors Island, New York, for Fort Ethan Allen, Plattsburg Barracks, Madison Barracks, Fort Niagara, Fort Myer, Fort Oglethorpe, and Fort McPherson.

To the Commanding General, Central Department, Federal Building, Chicago, Illinois, for Fort Benjamin Harrison, Fort Sheridan, Fort Snelling, and Fort Riley.

To the Commanding General, Southern Department, Fort Sam Houston, Texas, for Fort Logan H. Roots, and Leon Springs.

To the Commanding General, Western Department, San Francisco, California, for the Presidio of San Francisco.

H. P. McCAIN, The Adjutant General.

APRIL WEATHER SUMMARY.

Following is a summary of the weather reports for the month of April, 1917:

Place	Max.	Min.	Mean Max.	Mean Min.	Daily Mean
Anchorage	60	6	40.15	22.84	31.50
Seward	66	22	48.00	31.00	39.00
Mile 52	51	0	43.00	18.00	25.00
Indian Creek	68	12	52.40	25.73	26.66
*Potter Creek	80	12	67.27	25.17	42.10
*Matanuska	80	26	65.00	32.27	29.73
Kashwitna	70	−8	53.67	17.73	35.93
Talkeetná	76	8	61.40	32.07	29.33
Dead Horse Hill	62	8	51.13	22.93	28.20

*Thermometer in morning sun. Since changed.

ORDER

Department of the Interior
Washington, April 12, 1917.

In connection with the administration of coal-land leases granted by the Secretary of the Interior for the United States in the Territory of Alaska, under the Act of Congress approved October 20, 1914 (38 Stat., 741), and regulations issued May 18, 1916, I hereby designate and authorize Mr. Andrew Christensen, manager Land and Industrial Department, Alaska Railroad, as "the authorized representative of the lessor," charged with the duty of supervising operations and performing other functions imposed by the law, regulations, or leases upon the local representative of the Department of the Interior in Alaska in connection with such coal leases. The Bureau of Mines will co-operate with him in seeing that mining operations are conducted with due regard for the preservation of the property, the prevention of undue waste, and the safety and welfare of the miners.

The notation of leases, assignment of leases, of cancellation or modifications, surveys, and other matters affecting the status of the lands will be made by the local and General Land Offices under the supervision of the Commissioner of the General Land Office. Receipts in the form of rentals and royalties shall be paid to the local land office and be disposed of under the supervision of the Commissioner of the General Land Office.

In all cases the right of appeal to the Secretary of the Interior from the action of those representing the lessor is hereby granted and recognized, said right to be exercised as nearly as practicable in accordance with the practice governing other appeals.

FRANKLIN K. LANE.

Miss Freddie O'Connor, clerk in the Anchorage Coupon Department, has resigned her positon and left for Spokane, Washington.

ANCHORAGE WATER REGULATIONS.

The following regulations will be in force and effect after June 1, 1917, governing the use of water supplied by the Anchorage water supply:

1. Applications for the use of water must be made at the office of the townsite manager on printed forms which will be supplied for that purpose; the applicant shall thereon agree to abide by and conform to all rules and regulations and any modifications thereto that may be established from time to time, as a condition for the use of water.

2. All accounts for water will be kept in the name of the applicant. In case the applicant is not the owner of the property or an authorized agent, a deposit equal to one month's water rental must be made before water will be turned on. All accounts will be due and payable on or before the last day of the month for which service is rendered, and if such charges are not paid within said time they shall become delinquent and water shall be immediately shut off, and shall not be again turned on until all arrears are paid up, together with a fee of 50 cents for turning on water.

3. No person supplied with water from the mains of the water supply shall be entitled to use it for any purpose other than those stated in the application, nor extend service to more fixtures or other fixtures than those shown on said application; or supply in any way or for any purpose other persons or families, without first securing a permit from the townsite manager's office.

4. In a case where water is to be supplied for several properties or families from one connection the contract shall be with the owner or user having the connection, and he and his property shall be held responsible for all charges the same as if he were the owner of all the properties benefitted by said connection.

5. When an application has been made for the use of water, the service connection will be made as soon as practicable by the Commission's forces. The work to be done by them shall be all work between the main and property line, and shall include all material and labor. Charges shall be payable in advance, according to the schedule of charges on file at the office of the townsite manager.

6. The consumer shall be responsible for all frozen or broken pipes from the mains to the buildings, and the Commission holds no responsibility therefor. A permit shall be obtained from the office of the townsite manager before digging up pipes in any street or alley.

7. No person except an employee of the townsite manager's office shall be allowed to turn off or on at the stop cock after the plumbing has been completed and the water turned on by the said office.

8. All pipes and connections from the stop cock to the premises shall be put in at the expense of the owner, who will be responsible for all damages resulting from leaks or breaks. A special stop and waste cock, so placed as to be accessible to the consumer, and protected from frost, shall be placed on the pipe leading from the curb cock where the pipes first enter the building, or between said point and the stop cock. No branch pipe, bibb, or fixture of any kind shall be placed between this cock and the main, which shall be used for turning on or off water on the premises to repair plumbing or for other such cause.

9. All pipes leading from the stop cock shall be laid at sufficient depth to be amply protected from frost, and shall have such covering or wrapping as may be necessary to prevent freezing. No work shall be covered until inspected and accepted by an employee of the townsite manager's office authorized to make such inspection.

10. No plumber or other person shall be allowed to make any connection with the mains, or to make alterations from any conduit pipe or other fixture connecting therewith, or to connect pipes after they have been disconnected, or to turn water on or off any premises at the stop cock without a permit from the townsite manager's office.

11. Should it be desired to have water turned on after it has been turned off, or where new services have been put in and plumbing completed, a written order by an original applicant must be given to the townsite office, after which the water will be turned on, providing there are no defective or leaky fixtures.

12. Should it be desired to discontinue the use of water supply to premises for a period of not less than fifteen days, a written turn-off notice shall be given to the townsite office; the water will then be turned off, and turned on again on written application, without extra charge; but no remission of charges will be made for a period of less than fifteen days, or without the notice prescribed in this section.

13. No reductions of charges will be made on partially vacant premises until written notice of such partial vacancy is made, and then a reduction will be allowed only where such vacancy continues for fifteen days from date.

14. The water may at any time be shut off from the mains without notice, for repairs, extensions, or other necessary purposes, and persons having connections which require constant pressure, such as boilers or engines, are cautioned against this danger.

15. No person shall use water for irrigation or street sprinkling during the progress of any fire in the city, and all such uses shall be immediately stopped when an alarm of fire is sounded.

16. The townsite manager's office shall have free access to stop cocks and water meter covers, and all persons are prohibited from piling rubbish or other material thereon.

17. Water for sidewalk, street or lawn sprinkling, irrigation, hose connections, etc., will not be furnished to consumers who do not also pay for the use of water for other purposes.

18. The placing in any location where it can be used by the public of any faucet, fixture, or opening of any kind that is not so arranged that it cannot be opened by the public will not be allowed.

19. The inside diameter of hose used for sprinkling purposes must not be more than three-quarters of one inch.

20. The townsite manager reserves the right to place a water meter on any service for the purpose of measuring water supplied to the premises by such service.

21. For failure to comply with any of the above regulations water will be turned off at the premises, and a penalty of $3.00 will be imposed and shall be paid before such water will again be turned on, in addition to the usual turn on fee of 50 cents.

A contract has been awarded B. C. Nichols, of Anchorage, to inspect the watches of all train and enginemen in the service of the Commission in Anchorage Division. Watches will be examined at least once every two weeks.

C. S. Sapp has been appointed purser of the A. E. C. steamer Omineca for the coming season.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, MAY 29, 1917. No. 29

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

MATANUSKA COAL LAND LEASES.

Of the several applications filed for leases in the Matanuska field under the regulations governing the leasing of coal lands in the Territory of Alaska, approved May 18, 1916, favorable action has been taken by the Government on three of them.

Mr. William Martin, the successful applicant for leasing unit No. 7, has been mining coal from this tract since January 15, of this year, under the corporate name of the Eska Creek Coal Company. This unit embraces 600 acres on Eska Creek, in sections 8, 9 and 16, T. 19 N., R. 3 E., S. M. The total output of the mine to date is 3003 tons, all of which has been shipped over the Government railroad to Anchorage. There are fifty laborers and coal miners at present employed at this mine. The average daily production is approximately 40 tons. A spur track, 2.6 miles in length, was recently constructed by the Commission, connecting the mine with the Matanuska branch line, thus affording an economical haulage from the mine to the market at Anchorage and way stations. Previous to building the spur the coal was hauled by team to the railroad at much expense.

Units 2 and 3, embracing 1400 acres on Moose Creek, in sections 22, 23, 26 and 27, T. 19 N., R. 2 E., S. M., have been awarded to Mr. Oliver LaDuke and associates, among the latter being Messrs. Chauncey C. Harvey and Frank L. Green of 62 Pike St., Seattle. Mr. LaDuke commenced development work recently on this property, and has a force of eight men assisting him. The work so far consists in stripping the coal outcrops and in driving a crosscut tunnel to tap a part of the coal bed.

Units 10 and 11, embracing 1440 acres, situated near Chickaloon, in sections 22 to 27, T. 20 N., R. 3 E., S. M., have been leased to Mr. Lars Netland of No. 620 Fifty-ninth St., Oakland, Cal. The plans for the development of this lease have not yet been made public.

Since August, 1916, the Doherty Coal Company has been operating a mine at Moose Creek, in section 2, T. 18 N., R. 2 E., S. M., under a free use permit embracing 10 acres. The permitees have furnished the Alaskan Engineering Commission with 12,081 tons of coal since operations began, in addition to shipping a considerable tonnage to the town of Anchorage for use of the residents of that place. There are 40 men at present employed at the Doherty mine.

RIVER NAVIGATION OPENS.

The A. E. C. river steamer Omineca sailed at 3 p. m. today on its first trip of the season to Kroto, with 100 tons of railroad material and supplies and a capacity passenger list.

B. and B. boats Nos. 1 and 2 and three barges, escorted by the steamer Anne W., left shortly after, all loaded with heavy cargoes for up-river points.

DAIRY HERD FOR ANCHORAGE.

J. A. Hallett and W. G. Folsom arrived recently at Anchorage from Seattle, bringing with them eight cows, five horses and three calves, the latter born while the ship was en route to Alaska.

Messrs. Hallett and Folsom have embarked in the dairy business and are now supplying Anchorage with milk. They plan to ship in 50 head of cattle the latter part of July, some of the stock to be used in their dairy and the remainder turned out to graze until next winter, when they will be disposed of for meat.

LOST—One ten dollar commissary book, No. 22020, issued to J. M. Brown on May 24, 1917. Finder please return to W. DeLong, General Storekeeper.

THE NATIVES OF ALASKA.

Governor's Report for 1916.

According to the United States census report of 1910, there were in Alaska 25,331 persons classified as Indians. This included those of mixed blood, of whom there is a considerable number. No census of the native population has been taken since 1910, but it is probable that the native population has remained practically stationary, perhaps showing a slight increase in some sections and decreases in other places. The natives of southeastern Alaska are by far the most prosperous in the Territory. Health conditions among them are undoubtedly better than elsewhere. Civilizing influences are apparent in many of the native towns and villages, due to the work among these natives of the teachers of the United States Bureau of Education, under whose direction schools are maintained, and the influence of the missionaries who labor among them. The gospel of cleanliness and sanitation is preached and practiced by many of the teachers and preachers, as well as the doctrine of godliness, and the result of their combined work is seen in the village streets, in the homes, and in the personal appearance of these people. Some of these native towns have a measure of local self-government. They elect their town councils, promulgate ordinances dealing with health conditions and sanitation, and enforce them; certain police regulations are maintained, and, taken all in all, the progress thus made is particularly gratifying. There are a number of cooperative mercantile stores, financed by native capital and managed by natives, under the superintendence of the school-teachers. These stores are successfully conducted and are in themselves a means of giving to the native a business education that can not be provided in any other way. Thus they see the benefits of cooperation, and the annual dividends that the stockholders in these commercial enterprises receive are to them an object lesson in thrift and saving. There are also a number of sawmills conducted by natives, which not only supply them with lumber for their houses and for boat building, but a market is found for their product among white settlers in contiguous communities. The principal occupation of the natives of Alaska is fishing, and in the southeastern section many of them own their own gas boats, in whose management they are usually as expert as the white men.

Vocational training among these natives should be greatly extended in order to better fit them to cope with the changing conditions which the settlement of a territory inevitably brings. Vocational or industrial training, is carried on to some extent in the native schools, but there is a fertile field for its extension, if sufficient appropriations could be secured from congress for its enlargement. The native mind is alert and receptive, and they are quick to learn how to do the things that they see the white men do.

The Indians of Alaska have never been wards of the government; they have never been clothed and fed at government expense, and with them it has at all times been necessary to fight for their own physical existence or perish. Centuries of existence under these conditions have taught them self-reliance, and it is rarely that the native peoples of Alaska suffer from physical want, given good fishing and hunting season and opportunity for employment. The salmon fishing and canning gave employment to some 5,000 natives during the last fiscal year, and, where they are frugal and thrifty, the money thus earned aids them materially in procuring supplies of food and clothing for the winter season. This people are entitled to receive the utmost consideration from the government. The schools are giving them education; they are anxious to emulate the white man in business and industrial methods, not for purpose of competition, but that they may be better fitted for taking their places as citizens of the United States, an ambition that permeates the very core and fiber of those natives whose intelligence has been quickened by education and contact with white civilization. In this connection, it may be here stated that the Alaska Legislature, session of 1915, passed laws providing for the incorporation of native communities, and the admission of those natives to citizenship who possess the necessary qualifications detailed in the law. A few have taken advantage of this law and have applied for citizenship, and some of the native communities have sought incorporation.

Conditions obtaining in central and western Alaska and in the interior are not so satisfactory as in the southwestern region. Nevertheless, it may be stated that, according to reports received by this office, they are making slow but steady progress in moral and material improvement. The salmon catch of the present season has been far below the average in most sections, and reports have been received from some of the remote localities to the effect that there may be a distinct shortage of food. One of these localities is on the Upper Copper River, where the supply of salmon, upon which the natives there depend mainly for their sustenance, has been an almost complete failure, and therefore some provision must be made to relieve their wants. This matter has been brought to the attention of the department through correspondence, and it is hoped that action will be taken before a famine arises.

Slowly the Indians of the Pacific coast section of Alaska and the interior are learning to prepare gardens and raise vegetables for their needs. In this work they have received instruction and encouragement from the teachers of the schools maintained among them; and, although progress is noted in the line, much still remains to be done before the natives will secure any considerable part of their subsistence from the soil. In a few of the native villages on the Yukon River last year the Indians raised a sufficient quantity of vegetables (potatoes, cabbage, turnips, carrots, etc.) to last them through the winter. But they need careful instruction and supervision in the work of cultivating and preparing the soil for planting and in taking care of the product thereafter, for it must be confessed that they do not take kindly to farm and garden work. In some of the districts of southeastern Alaska, Indians have applied for, and have been granted, land allotments and are making conscientious efforts to till the soil and become farmers, realizing as they do that, if they are to achieve the fullest benefits conferred by progressive civilization, they must forego their dependence for sustenance upon fishing and hunting, and become permanently attached to the soil. If it were possible to give these natives a thorough course of instruction in agricultural work, much good would be accomplished, and a long step forward would be made in transforming them into active and intelligent citizens.

Few epidemics have been reported among the population during the year, although there is nearly always more or less sickness of various kinds, especially in the more remote villages, where usually there is an utter lack of sanitation, and personal hygiene is unknown. Tubercular

diseases are common, as well as trachoma, and various other diseases of the eye. These are particularly noticeable among the natives of the interior, and especially among those inhabiting the reaches of the lower Yukon. With an appropriation of only $25,000 for the fiscal year, two hospitals for natives were constructed, and the physicians of the Bureau of Education have done excellent work in alleviating suffering among the natives wherever these physicians have been stationed. An excellently equipped hospital was erected at Juneau during the year, and it is proving a boon to many sick and destitute natives who come hither for treatment from many places along the southern coast. Many more hospitals are needed not only in coastal Alaska, but at points in the interior. These hospitals could not only relieve suffering, but many natives not afflicted with fatal maladies could be cured and not be doomed, as many are at present, to lingering deaths. Preventive treatment is as much needed among the Indians as among the whites, and perhaps more so.

For the fiscal year 1916 Congress appropriated $200,000 for the maintenance of native schools in Alaska; a further appropriation of $25,000 was made for hospitals and medical attention. This sum is notoriously inadequate to meet existing needs, but, nevertheless, it has been extremely helpful and excellent results have been obtained.

It seems that the aboriginal races of most countries readily acquire a thirst for intoxicating liquors, probably not attained until after the advent of the white man. Whatever may be the case among the native people elsewhere it is recorded that the Alaska natives were a sober people until after the advent of the Russians, from whom they learned the use of intoxicants, and with a keenness of imitation, having acquired the taste, when they could not secure the white man's liquor set about themselves to brew a liquor that would produce the desired state of intoxication. There are different kinds of these native brews, but alike in one result—that all produce drunkenness and debauchery. In recent years there has been a marked decrease in the making of these liquors, called in the vernacular "hootch," "sourdough," or "cold" whiskey, "quass" or native beer. All are deadly and demoralizing in their action upon the native, physically and mentally. The native, as a rule, only resorts to the manufacture of this poison when he is unable to secure the whisky or beer of commerce, the chief offenders being the denizens of remote villages of the interior, western and northwestern Alaska.

Notwithstanding the continuous activity of the special agents employed by the Government under the direction of the department and this office for the suppression of the liquor traffic among the natives there are still to be found worthless white men and even some proprietors of saloons who are always ready to take the native's money in exchange for bad whisky. While these violations of the law are found in various towns, the most frequent infractions occur in the remoter sections; but in all places a marked decrease in the consumption of liquor by natives is noted. This is not wholly due to the operations of the preventive agents, although their work is efficient, but another cause is found in the fact that as education spreads among the Indian tribes they are enabled to see that the use of intoxicating liquors is the bane of their people and some of the strongest advocates of temperance and sobriety are found among them and the example set by those earnest men is having a most salutary effect.

The introduction of reindeer among the Eskimos of the Bering Sea and Arctic coasts and in western Alaska has done much to preserve the lives of that people and insure them against starvation or want, which prior to the introduction of reindeer was nearly always their familiar. The keynote to the welfare and conservation of the native peoples of Alaska is to be found in industrial or vocational education, in teaching them the laws of hygiene and sanitation and then seeing that the laws are strictly observed, and in giving them the medical attention and care that are frequently necessary, and, added to these, industrial opportunity. There used to be a somewhat brutal saying in the West that "a good Indian is a dead Indian"; but, happily, that period of ill feeling, not to say hatred, of the aborigine by the white men has passed, and he is beginning to be looked upon as having a place in the economic scheme of things, notwithstanding the old doctrine of the survival of the fittest. The Indian is entitled to his place in the sun, and it is the bounden duty of the dominant race to lead him to it gently, if possible; firmly, if necessary, but at all times patiently.

In the report of this office for the fiscal year 1915 the condition of the natives inhabiting the wide stretch of country known as the delta of the Yukon and Kuskokwim Rivers was described at length, the result of investigations conducted by the Government special employee for the suppression of the liquor traffic in the second judicial division. On his second visit, the present year, he found a great improvement over the preceding year. United States Commissioner Charles J. Koen, of St. Michael, in a general report upon conditions in his precinct, states that the natives of the Yukon Delta are now fairly prosperous, the work of the special agent in the country adjoining the lower Yukon having been of great benefit to the natives in breaking up the "hootch" makers. Mr. Koen adds:

"One arrest and conviction in this precinct has had a salutary effect on them, as the news of the conviction was carried the whole length of the river, and it was the means of making a lot of natives who did nothing else than brew this deadly liquor find new residences. A special agent should be kept on the lower river at all times and every assistance given him in making arrests and in securing convictions, as this is the only way to break up the practice. This lower river country is an asylum for medicine men and 'hootch' peddlers, and a law should be enacted for the prosecution of the medicine men, who levy tribute on the other natives through fear, but who can not be reached under existing law. A jail sentence is torture to a native, as he can not stand confinement."

Potlatching, or the making of gifts by the more opulent natives to their less fortunate brothers, but who invariably expected an ample return of their benefactions, once prevalent, is rapidly passing, although the potlatch is still found in some of the less civilized communities. It usually takes place at the close of the fishing season or the beginning of winter, and it is at this time that the natives gather at a central point and spend many days in feasting, dancing, giving and receiving gifts, the hilarity of the event being greatly accentuated if a supply of whisky or "hootch" can be had. It is safe to predict that a few more years will witness the final passing of the potlatch. In remote localities, too, as noted above, the medicine man or witch doctor may be found who, whenever occasion offers, is ready to practice his incantations for exorcising evil spirits and the cure of the sick, but he is almost entirely discredited wherever education has made any progress.

OFFICIAL CIRCULARS.

TRANSPORTATION ON THE CROOK.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, May 26, 1917.

Circular No. 215:

TO ALL CONCERNED:

The regulations governing the transportation of employees and members of their families on the U. S. A. transport Crook provides that employees, stationmen or stationmen's laborers must have three months' continuous service at the time of making application for a reduced rate.

The regulations are modified as follows:

A break of seven days or a number of breaks, the total number of days in the aggregate not being more than seven in the three months period immediately preceeding date of application, will be considered as continuous service and employees with such breaks in their service will be accorded transportation.

Employees who have breaks in their service of more than seven days in the three months immediately preceeding the date of their application will not be granted reduced rates on the transport.

Please be governed accordingly.

F. MEARS, Commissioner.

ADDITIONAL COPY OF FORM 121.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, May 28, 1917.

Circular No. 216:

TO ALL CONCERNED:

Regulations have been received from the Secretary of the Interior advising that all appointments carrying salaries of $1,800.00 per annum or over must be submitted to the Washington office for approval. Promotions of employees rated at $1,800.00 per annum and over must also be submitted.

In view of the above it will be necessary for an additional copy of Form 121 to be made out, to cover change in pay or force of such employees who will be affected by the above regulations.

Under the heading of "Reasons for Change" must be shown a statement justifying the promotion recommended and also employee's service record.

F. MEARS, Commissioner.

PREPARATION OF REQUISITIONS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, May 29, 1917.

Circular No. 217:

TO ALL CONCERNED:

We are experiencing considerable difficulty both in Anchorage and Seattle from the fact that requisitions are not being properly prepared. Necessary references are not shown upon requisitions whereby repairs can be purchased without having our Seattle office wire the General Storekeeper for additional information, such as shop number, sizes and various other information, all of which takes considerable extra time and results in delays in purchase and shipment.

As an illustration: If repairs for a No.4 Buda hand-car are wanted, this information should be shown on the requisition. If it is repairs for a certain type engine or boiler that is wanted, the horsepower, shop number, manufacturer's name and all information should be shown, so that when the requisition is received in Seattle they will know exactly from what source these repairs are to be supplied.

Slang phrases are used in a great many requisitions for the material which is required, same not being in accordance with the name of part that is carried in the catalogues. In all instances information should be absolutely complete before requisition is turned in and forwarded to Seattle for purchase. If all departments will carry out these instructions a great deal of time will be saved both by the store department and the purchasing department in making delivery.

F. MEARS, Commissioner.

PAYROLL LABOR DISTRIBUTION.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, May 29, 1917.

Circular No. 218:

TO ALL CONCERNED:

The attention of the various departments and all timekeepers at the Terminal District is called to the fact that labor distribution of payrolls are not being forwarded to the accounting department promptly.

In the future the distribution of all payrolls should be turned over to the above department not later than the seventh of the following month in which the work was performed.

F. MEARS, Commissioner.

MEAL TICKETS ON BOATS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, May 29, 1917.

Circular No. 219:

TO ALL CONCERNED:

Effective with the opening of navigation on the Susitna River, meal tickets will be used by employees, stationmen and stationmen's laborers of the Commission in payment of meals taken on river boats.

Meal tickets used by employees at these headquarters will be honored by pursers. In addition to this, meal tickets, Form 34, "H" series, which contain three tickets, will be sold by the pursers on the boats to employees, stationmen and stationmen's laborers of the Commission.

Timekeepers at the various camps on the Talkeetna District will be supplied with the above form of meal tickets, and employees, stationmen and stationmen's laborers leaving the work are requested to secure sufficient meal tickets to carry them to Anchorage, deduction for which will be made by the timekeepers at the camps where furnished.

F. MEARS, Commissioner.

MEAL TICKET REGULATIONS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, May 29, 1917.

Circular No. 220:

TO ALL CONCERNED:

Paragraphs Nos. 3 and 7 of Circular No. 179, dated

March 27, 1917, are hereby cancelled, and effective at once, all concerned will be guided by and use the following method of handling the matter contained in above paragraphs:

Paragraph No. 3:

Commencing April 1, timekeepers and others in charge of the preparation of time rolls will enter a charge for board at the rate of $1.25 per day against each and every employee, including stationmen and stationmen's hired labor for whom time is kept, except as noted in Paragraph 5, following.

This charge will be continuous from the time of beginning employment or from the first of the month, as the case may be, until the termination of employment at that camp. No allowance will be made for meals not taken except when the employee or stationman has been absent for three or more consecutive meals.

Paragraph No. 7.

When an employee leaves the service, and to whom a time check has been issued and who will require meals en route to district or general office to secure payment, he will inform the timekeeper how many meals he will need until he arrives at the district or general office, and the timekeeper will furnish enough meal books, Form 34-H, to take him to that point; these meal books consisting of only three meals each, and the price $1.25 for three meals. The timekeeper will collect this amount from the employee before making out time check and will place on payroll in separate column headed "Meal Books." If upon arrival at general office there are any meal tickets which have not been used, upon presenting them to the disbursing office he will be reimbursed for any unusued tickets. These meal tickets, Form No. 34-H, will be honored at all Commission mess houses and on boats between Anchorage and Talkeetna points.

Timekeepers and all others who will issue these books will keep a correct record of all books received and issued during the month, and will render meal book statement, Form No. 140, at the end of each month to the accounting department.

F. MEARS, Commissioner.

MARINE TRIP PASSES.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, May 24, 1917.

Transportation Circular No. 61:

TO ALL CONCERNED:

The use of Form 363, Marine Trip Pass, will be discontinued on water lines and the regular trip pass will be used. All offices having a supply of Marine Trip Passes, Form 363, will kindly forward same to this office as soon as possible.

F. MEARS, Commissioner.

AGENCY STATION AT WASSILA.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, May 25, 1917.

Transportation Circular No. 62:

TO ALL CONCERNED:

Effective June 1, Wassila, Alaska, will be opened as an agency station, for the handling of freight only.

No passenger tickets are to be sold between Matanuska and Wassila for the present.

The distance from Matanuska to Wassila is 9.2 miles, which figure will be used in computing distance rates.

F. MEARS, Commissioner.

ESKA CREEK COAL SPUR.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, May 28, 1917.

Transportation Circular No. 63:

TO ALL CONCERNED:

Eska Creek Coal spur has been placed in operation.

A derail has been placed approximately 1000 feet from the Branch Line, and another has been installed approximately 1400 feet north of the coal bunkers at the mine.

Please be governed accordingly.

F. MEARS, Commissioner.

NO PASSENGERS BEYOND KROTO.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, May 29, 1917.

Transportation Circular No. 64:

TO ALL CONCERNED:

On account of the large amount of supplies, including explosives, going to Talkeetna, it will be impossible to carry passengers beyond Kroto until after the third trip of the steamer Omineca.

F. MEARS, Commissioner.

REGISTERED MAIL VIA BOAT LINES.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, May 29, 1917.

Transportation Circular No. 65:

TO ALL CONCERNED:

Effective May 29, 1917, registered letters and packages will be handled by the boats operating between Anchorage and Susitna River points in the same manner as such letters and packages are now handled on trains, as outlined in Transportation Circular No. 44, of January 22, published on page 86 of the RECORD.

The Receiving and Forwarding Agent at Anchorage will receipt for all letters and packages received by him for forwarding, and will also secure receipt for all letters or packages delivered to pursers or the mail carrier for delivery.

Pursers on the various boats will receipt for all packages delivered to them, and also secure receipt for all packages delivered to agents or consignees.

Form 411, Waybill of Registered Package Labels, will be used in handling all registered letters and packages.

F. MEARS, Commissioner.

Since May 1 the Commission has issued 30 licenses for the operation of automobiles within the Anchorage Railroad Reserve, as follows: 21 Fords, 1 Chevrolet, 1 Studebaker, 1 Reo, 1 Hudson Six, 2 Buicks, 2 Velie trucks and 1 Federal truck.

C. D. Pollock will be in charge of the water service and steam heating of Commission buildings at Anchorage, effective June 1. Mr. Pollock relieves Mr. Edgar Heaton, who has resigned to return to the States.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending May 19, 1917:

MAINTENANCE OF WAY.

Water Service and Plumbing.

During the week five lavatories were installed in the school house, and two lavatories and one hot water boiler in the Y. M. C. A. building. Sewer and water connections were made to Cottage No. 22. Work was begun on the installation of a temporary pumping plant at Wassilla to serve the work trains in that vicinity.

Bridge and Building.

The construction of Cottage No. 22 progresses satisfactorily. The concrete foundations were finished and the subfloor placed. Cottages Nos. 19, 20, 21, 23, and 24 were painted. About 40 per cent of the piledriving at Kings River was completed. Work was started on the erection of a 50,000-gallon steel water tank at Matanuska.

Grading, Ballasting and Tracklaying.

The steam shovel at Mile 11 moved 18,500 yards of material, 1200 yards of which were hauled to the Granite Creek bridge, and 16,500 yards used in widening the fills between Miles 11 and 12. Steam shovel No. 3, at Mile 153 on the main line, moved 6428 yards of gravel, which was spread between Stations 5260 and 5290..

Track was laid from Station 5807 to Station 5922. Two days were spent by the crew in tracklaying, three in grading and one day on back work.

Mechanical Department.

Work on the assembling of locomotives, Oliver dump cars and flat cars continued during the week. Running repairs were made to all locomotives in service and to the Bay City crane. Considerable private shop work was done.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

Clearing is now completed from Mile 80 to Anchorage. Gust Backstrom and Co., working at Bird Point, finished their contract during the week. Collins & Co., between Miles 76 and 80, should finish in June.

Grading.

All contractors are making satisfactory progress. V. Picogno & Co. and Taboloff & Co. have started grading at Stations 1990 and 2017, respectively, just north of Bird Creek.

The following coyote shots were put off during the period: A. Hall & Co., south of Sheep Creek at Station 2509, moving 2000 cubic yards of rock with 2500 pounds of black powder; Chas. Larson & Co., Station 2520, south of Sheep Creek, moving 35,000 cubic yards with 37,500 pounds of powder; Sjostedt & Co., Station 2623, between Sheep Creek and Potter, moving 7000 yards with 4400 pounds of powder.

The Commission coyote shot put off at Station 2632, south of Potter Creek, moved between 35,000 and 40,000 cubic yards of rock with 60,350 pounds of black powder.

Miscellaneous.

Owing to extreme rough weather on Turnagain Arm during the week, the delivery of supplies was extremely difficult.

There were 1122 employees on the payrolls of the District at the close of the period, classified as follows: Commission force 325, stationmen 654, stationmen's laborers 143.

MATANUSKA DISTRICT.

Matanuska Branch.

Construction conditions on the branch line continue satisfactory, despite the shortage of some classes of labor. Excellent progress is being made in connection with the hard rock work near Camp 33, and this excavation will be completed in ample time for the tracklaying crew.

The weather has been favorable all week, and the long days now permit the economical working of night shifts. About 50 per cent of the stationmen are working two shifts.

Main Line.

The station crews between the Little Susitna and Willow Creek are at work on their contracts. This section is now fully covered by contractors, with the exception of some wheelbarrow work immediately south of Willow Creek.

Much difficulty is being experienced in keeping the wagon roads in condition for traffic, and it will be some time before heavy loads can be hauled. A road camp has been established between Camps 174 and 180 and a large force will soon be put to work.

No new crews were placed on the section north of Willow Creek during the week, but it is planned to establish two or three more gangs in that locality within ten days.

A piledriver crew is being organized and the driver gotten in shape for shipment to the mouth of Caswell Creek early in June.

The painting force finished the office buildings and the employees' cottages at Matanuska during the week.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

On the Seward Division, 61 poles have been set from Kern Creek south. The crew at work on the Matanuska branch has reached the bluffs along the Matanuska above Palmer, and the crew on the main line has reached the bluffs across the flats from Matanuska. Although some frozen ground is yet encountered, good progress is being made.

In the townsite, the work during the period consisted in moving and installing telephones and work on the aerial cables. With the alteration of certain equipment in the Turnagain Arm District, practically all of the cross-talk on the circuits in that direction has been eliminated.

A telegraph office has been opened at Birchwood, and a Morse set is also being installed at Kings River. Morse sets will be installed at Moose Creek and Wassilla as soon as instruments arrive. A free use of these instruments will help relieve the overloaded condition of some of the telephone circuits.

Material and other supplies for the Broad Pass extension above Indian River are ready for shipment on the first boat up the Susitna River.

Electric Light and Power.

The offices in the material yard were connected with the lighting system, necessitating laying conduit under

tracks. A motor was installed on the mimeograph machine in the general office building, and additional lights were installed on the passenger landing at the docks. There were also some changes made in the lighting on Dock No. 1. A 3-H. P. motor was added to the commercial load in the townsite.

The 3-inch water line running from the trainmaster's office to the Pacific Grocery Company's warehouse in the terminal yards was thawed electrically.

Radio.

The plant on the steamer Omineca is now in operation.

WEEKLY FORCE REPORT

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, May 5, 1917, was as follows:

Commissioner's Office	42
Shops and Yards	171
Transportation Service	60
Store and Dock Departments	330
Steward's Department	14
Accounting Department	20
Disbursing Office	10
Townsite Department	28
Hospital Department	26
Telegraph and Telephone Department	74
Tracks, Bridge and Ballast—Main Line	440
Turnagain Arm District	265
Matanuska District	548
Talkeetna District	158
	2186
Stationmen and Laborers—All Districts	1464
Grand total all employees Anchorage Division	3650

ANCHORAGE WATER RATES.

The following water rates for Anchorage Townsite will be in effect on June 1, 1917:

	Per Month
Apartment Houses:	
Two apartments, or less, water in each ....each	$ 1.50
More than 2 apartments, as above ....each	1.25
Apartments, two or less, water not in apt. ....each	.75
Single living rooms ....each	.50
Bachelor Cabins	1.00
Bakeries	5.00
Barber Shops, per chair	1.50
Bath Houses:	
First Tub	2.00
Each additional tub	1.00
Bunk Houses:	
30 bunks or less	3.50
Each additional bunk	.10
Cleaners	3.00
Cooling Water:	
Gas engine, direct	7.50
Cold Storage Plant, direct	3.00
Garages:	
Public	7.50
Private, per car	1.50
Hospitals:	
First three beds	1.50
Each additional bed	.50
Hotels:	
24 rooms or less	5.00
Each additional room	.25
Laundries, hand	1.50
Addition per employee	1.50
Laundries, steam	12.00
Lunch Counters	3.50
Meat Markets	3.00
Office Buildings:	
Building	2.50
Per room additional	.25
Photographers	3.00
Pool Halls	2.50
Residences	1.50
Extra for lawn hydrant	.50
Restaurants	5.00
Soda Fountains	2.50
Soda Works	5.00
Stables:	
First team	1.50
Each additional horse	.50
Stores	2.50

This office reserves the right to change the classification of any user when in its opinion this change has actually taken place.

Persons securing water from the tap of another will be charged full rate if the place on which such water is used is located within the water district, or upon any lot to which water is accessible. If such place is not within the water district the user will be charged 50 per cent of the regular rate, as per the classification above. In either case the owner of the tap from which water is secured will be held responsible for the rental, as per section 4 of the regulations governing the Anchorage water supply.

J. G. WATTS, Townsite Manager.

NOTICE.

The attention of all persons resident in Anchorage Townsite is called to Section 8 of the Sanitary Regulations governing the townsite, which provides that a fly-proof galvanized sheet-metal can or cans of sufficient capacity shall be provided on each lot to contain all garbage originating on that lot until such time as the garbage collection service can dispose of same.

In the future only such garbage and ashes as are placed in such can or container will be collected by the regular disposal team.

Property owners will be required to remove all other garbage which is in piles or otherwise at their own expense. J. G. WATTS, Townsite Manager.

LOST.

J. C. Johnson reports the loss of a pocket book, a bank book and other personal papers and memoranda between Potter Creek and Rabbit. The finder will please return same to the Commissioner's Office, Anchorage.

DONATION OF TOMATO PLANTS.

Commission employees desiring tomato plants for the co-operative garden may obtain a supply by calling on J. T. Clark at the Anchorage Power Plant any time between 8 a. m. and 4 p. m.

OFFICIAL CIRCULARS.

EMERGENCY REQUISITIONS.

Department of the Interior.
Alaskan Engineering Commission
Anchorage, Alaska, May 23, 1917.

Roadmaster's Circular (No. 22):

ALL CONCERNED:

Whenever it is necessary on account of an emergency for any employee of this department to secure material from any of the various storehouses, coal from the mines, etc., without requisition having been made to cover, notice thereof giving full information should immediately be given my office so that requisition to cover can be furnished. This is necessary in order that all material can be properly accounted for. Coal for locomotives will be accounted for by the Transportation Department.

C. G. JONES, Roadmaster.

USE OF NEW TIME BOOKS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, May 29, 1917.

Roadmaster's Circular (No. 23):

TO ALL SECTION FOREMEN:

There is being sent you a supply of time books, Form No. 469 (1st and 2nd period) which you are to use for reporting time, commencing with June 1, in place of time sheets at present in use. Instructions regarding their use will be found printed on inside of back cover. Paragraph 1 of these instructions, however, is not to be followed. Foremen will make all entries in time books.

The time for section men must be reported in days, and instead of showing the number of hours worked, you will show "½" or "1" as the case may be.

The distribution of the time is to be made on the pages provided for that purpose in the back of books. The character of the work must be written at the top of the page, the rates of pay entered in the proper places, and the time for each day on the different kinds of work shown. Care must be taken to see that the distribution of time agrees with the total time allowed.

Separate items must be made on the labor distribution for the following kinds of work:

1. Caring for roadbed, cleaning ditches, removing slides, and patrolling.
2. Repairing ballast, lining, gauging, shimming, tightening bolts and spikes and renewing ties, rails and other track material.
3. Repairing bridges, trestles and culverts.
4. Caring for switch lamps.
5. Removing snow, ice and sand from track.
6. Make separate items for any new work performed, or work not properly coming under any of the above headings.

The first-period time book will be used from the 1st to the 4th, when it will be mailed to the undersigned at Anchorage. Commencing with the 5th the second-period time book will be used until the 8th, when it should also be sent in. In the meantime you will have received back the first-period time book, which you will use commencing with the 9th, and the matter should be handled in this manner throughout the month, until the last period, when books will be retained in this office.

In case it becomes necessary to issue a time check to an employee whose last day worked is in a period the time for which has not yet been received at the office, a separate statement must be furnished showing such time.

The value of coupon books issued to an employee must be shown in the place furnished for that purpose.

C. G. JONES, Roadmaster.

ANCHORAGE HARBOR NOTES.

The following vessels entered and cleared at Anchorage during the past week:

Tuesday, May 22.

The steamship Admiral Evans sailed for Seattle at 2.50 a. m. with 20 passengers.

The A. E. C. steamer Matanuska sailed for the Little Susitna River at 4 a. m.

The A. E. C. steamer Anne W. towing one 200-ton barge sailed for Sheep Creek at 11.20 a. m.

The Matanuska returned from the Little Susitna River at 6.40 p. m.

The steamer Anne W. arrived from Sheep Creek at 7.20 p. m.

Wednesday, May 23.

The A. E. C. launch Vibienna arrived from Turnagain Arm at 6 a. m. and went on the ways to have additional improvements made.

Thursday, May 24.

The steamer Alaska arrived from Seattle at 6.40 p. m. with 72 passengers aboard and 40 tons of Commission freight.

Friday, May 25.

The steamer Alaska sailed for Seattle at 1 a. m. with 18 passengers.

The A. E. C. steamer Anne W. sailed for Turnagain Arm at 4.20 a. m. for ties.

The steamer Curacao arrived at 5.30 a. m. with a cargo of general merchandise for Anchorage merchants.

Saturday, May 26.

The A. E. C. steamer Anne W. and one barge arrived from Indian Creek at 2.15 a. m.

The steamer Curacao sailed for Goose Bay at 7 a. m.

The Anne W. sailed for Point Possession at 7 a. m.; the launch Vibienna sailed for Turnagain Arm at 6 a. m.

The steamer Curacao arrived from Goose Bay; did not anchor, but proceeded on her way to Seattle.

The Anne W. arrived from Point Possession at 1 p. m.

The steamer Kingfisher with the barge General Fairchild in tow arrived at 7 p. m. with 1518 tons of freight for the Commission, including 13 box cars.

COOK INLET BASEBALL LEAGUE.

A large crowd witnessed the double-header at Anchorage Athletic Park on Sunday afternoon.

Anchorage City won its game against Matanuska by a score of 7 to 2. The Commission overwhelmed the Turnagain Arm nine by a score of 11 to 2.

The U. S. A. transport Crook sailed from Seattle for Anchorage May 27 with a full cargo of freight and passengers. Included in the cargo are 59 head of horses for Anchorage Division.

R. D. Thompson has been promoted from the position of clerk to district accountant, Turnagain Arm.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, JUNE 5, 1917. No. 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.

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

DREDGE FOR ANCHORAGE HARBOR.

The Commission has purchased the machinery for a hydraulic dredge to be used for making and maintaining harbor improvements at Anchorage and other points in Alaska. The machinery is now en route from Seattle and should arrive within a few days. It is expected that work on the assembling of the dredge will start within a week, under the supervision of Consulting Engineer William Gerig, who arrived from Seattle on the transport Crook, accompanied by C. H. Robinson, chief engineer and dredge captain, and a crew of four experienced dredge men.

The dredge will be installed on the barge Sperm, which will be especially remodeled for the purpose. The nominal capacity of the equipment is 150,000 cubic yards of sand per month. The engine is of the horizontal, tandem, compound type, having cylinders 17 inches by 32 inches diameter and 20-inch stroke, and of 750 indicated horse power. There are two Scotch marine boilers, about 11 feet in diameter and 12½ feet long, each weighing approximately 25 tons. The sand pump is 11 feet in diameter and has a suction and discharge of 18 inches diameter.

The dredge is equipped with a powerful cutter, capable of excavating clay and harder materials, and is provided with the necessary pumps, an electric light plant and about one-half mile of floating and shore discharge pipe. An unique feature of this dredge is that it can be operated at any stage of tide here, and can excavate to a depth of 75 feet below the surface of the water. The machinery was designed and built by Mr. Gerig about five years ago for one of the railroads of the Pacific Coast.

Details of the harbor improvements at Anchorage will appear in a later issue of the Record.

COOK INLET BASEBALL LEAGUE.

A crowd of 1000 spectators watched the two baseball games at Athletic Park on Decoration Day. Anchorage City lost to the Anchorage Commission team by a 7 to 10 score. Matanuska defeated Turnagain Arm by a score of 6 to 2.

The games scheduled for last Sunday were called off on account of rain, but will be played at the end of the season on dates to be announced later.

H. B. WILKINSON LEAVES.

H. B. Wilkinson, during the past two years chief accountant of the Anchorage Division, leaves for Portland, Ore., with his family on the next voyage of the transport Crook.

Mr. Wilkinson entered the service on April 14, 1915, as accountant at Anchorage, and was promoted on July of that year to the position of chief accountant.

He is, in a large measure, responsible for the present system of accounts now in use on both the construction and operating units of the railway project.

On Saturday night Mr. Wilkinson entertained about 25 of his most intimate friends at a farewell smoker at his residence on Government Hill. Some of his fellow employees took advantage of the occasion to present him with a valuable gold watch, suitably engraved, and an Alaska nugget chain, as an expression of their esteem and best wishes.

Mr. Wilkinson resigns his duties here to accept a position with Twohy Brothers of Portland, by whom he was employed previous to coming to Alaska.

J. C. Williams, formerly special disbursing agent at Fairbanks, has been transferred to Nenana.

THE MOUNT McKINLEY REGION.

One of the most interesting sections of the Territory of Alaska to be opened to tourist traffic with the advent of the Government railway is the Mount McKinley region, which has recently been designated and set aside by Congress as a national park. The main line of the railroad will pass within 50 miles of this monarch of all American mountains, which, on a clear day, is plainly visible from the town of Anchorage and surrounding country.

A writer in a recent issue of the Valdez (Alaska) Miner furnishes an entertaining description of this almost unknown district, with especial reference to its advantages as a wild-game country.

The article is reproduced herewith:

The Mount McKinley region now offers a last chance for the people of the United States to preserve, untouched by civilization, a great primeval park in its natural beauty. Historically this country is new. It was not until 1897 that W. A. Dickey, after having explored in the upper Susitna basin the previous summer published a description of Mount McKinley, made his remarkably accurate estimate of 20,000 feet as the height of the mountain, and gave it the name it now bears. In 1898 the first actual survey in the neighborhood of the park was made near its east side by George H. Eldridge and Robert Muldrow, of the United States geological survey. In 1899 an army expedition in charge of Capt. Joseph S. Herron, explored a part of the area near the southwestern boundary of the park.

In 1902 the first surveying party that actually reached the vicinity of Mt. McKinley was conducted by Alfred H. Brooks and D. L. Raeburn, of the geological survey. This party entered the park at its southwest border and traversed it from end to end, bringing out the first authentic information in regard to an unexplored area of many thousand square miles and determining the position, height, and best route of approach to the base of Mount McKinley.

Inspired by the information furnished by the Brooks party, the first attempt was made in the summer of 1903 by James Wickersham, delegate to Congress from Alaska, and sponsor for the pending bill to create this great national park. Judge Wickersham's party succeeded in reaching an elevation of 10,000 but a lack of proper equipment and sufficient provisions prevented them from making the summit.

The highest peak remained unconquered until 1913, when, on March 17 Archdeacon Hudson Stuck, Harry Karstens and two companions left the mouth of Nenana river, traveled by dog sled to the Kantishna district to pick up supplies landed there by boat in the fall of 1912, and proceeded to the basin of Clearwater Fork at the north base of Mount McKinley. After preparing their own pemmican from wild meat obtained near camp, they began actual ascent about the middle of April and reached the peak on June 7, 1913. Thus the mountain was scaled seventeen years after its first adequate description was published.

A Big-Game Paradise.

As a game refuge the new park includes an area that is unique on this continent, and few regions in the world can vie with it. Many parts of Alaska are famous for big game, and hunters have come half around the world to that territory to obtain trophies of their skill. It has been my good fortune to visit several of the choicest game ranges in Alaska, notably that east of the Nenana river, adjacent to the Mt. McKinley district, and the much praised White River country. Both of these regions are well stocked with game, but for abundant sheep, caribou and moose over wild areas neither of them compares with the area within the limits of the new game preserve.

The mountains at the head of Toklat and Teklanika rivers literally swarm with magnificent white bighorn sheep, which are elsewhere extremely wary and difficult to approach but which in summer are here so little disturbed that they move off only when one comes to close range. A day's travel along one of these valleys will usually afford the casual traveler a view of many bands of sheep. The sheep range on the lower slopes of the mountains, especially in the upper reaches of the streams, near the glaciers at the valley heads, or even in the valley bottoms.

I have counted over 300 in a single day's journey of 10 miles along the river bars, and doubtless as many more were unobserved in the tributary valleys beyond my view. From a single point at my tent door one evening I counted 9 bands of sheep, containing in all 171 animals.

Thousands of Caribou Everywhere.

I remember well my first big day for caribou. The pack-train had gone ahead to pitch camp at a prearranged spot near the last spruce timber on the main Toklat, and I was examining the rocks a few miles east of the camping place. Herds of sheep were scattered along the ridges, some feeding on the tender grasses, some sleeping in the sun. I was far above timberland and my view was unobstructed for miles in all directions. With my glasses I had already counted half a dozen solitary caribou, all young bulls, grazing among the stunted willows of the stream flats.

During the next few days I saw more caribou than I dreamed existed in any one locality, including a herd of 200 which was viewed at close range on the Toklat bars. In the pass between Toklat and Stony rivers the two pack-trains and eight men stood in the midst of a vast herd, scattered for miles in all directions.

Caribou Avoid the Mosquito Plains.

We counted with the naked eye over 1,000 within half a mile of us, and hundreds of others could be seen too far away for accurate count. In order not to exaggerate, even to ourselves, we estimated the number in sight at one time at 1,500 and I believe that this number is an underestimate of the number actually there. Most of them were cows and calves or yearlings, but there were a few old bulls, conspicuous for their towering horns. During the following week we constantly saw herds of caribou, some of them numbering hundreds.

Most of these herds were on the large gravel bars, where the strong winds afford some relief from the attacks by flies and mosquitos. Other herds were high on rugged mountain ridges, and several large herds were observed far up on the glaciers, well toward the snow line, seeking a little respite from insect pests.

In other parts of Alaska caribou at times appear in huge droves as they migrate from place to place, but they stay only a short time in any one locality. In the Toklat basin and in the vicinity of Muldrow glacier, however, the caribou are at home, and they remain there throughout the summer to rear their young.

There is abundant indication that this is a permanent range. Deeply worn trails form a veritable labyrinth along the stream flats, and bedding grounds, old and new, occur everywhere. The miners from the Kantishna report that caribou may always be seen in great numbers on this range.

Difference in Animal Behavior.

There is a striking difference between the actions of caribou and those of the bighorn sheep when surprised by man. Sheep, once aroused, know exactly where to go, and usually start, without a moment's hesitation ,on the shortest route to some rugged mountain pass. He may stop to look around and appraise the danger, but he is sure to follow the route he first chose.

By contrast, the caribou appears a foolish animal; he seems at a loss to decide whether it is necessary to run away at all. Then, when convinced that danger threatens, he has difficulty in making up his mind which way to run. He has sharp eyes for any moving object, but evidently refuses to trust his sight until his nose confirms his sense of danger.

I have many times seen a caribou, after he has discovered me at a distance of no more than 100 yards, stand and look, snort, lower his head half a dozen times, then run wildly off for a short distance, turn back toward me, repeat the same maneuvers, and make several false zigzag sprints, all within easy gunshot, before he finally ran to leeward, got the man-scent, and started off for good in a great panic. In this region, with proper caution and a favoring wind, one can approach within 200 yards or less of a band of caribou, even in the open before they take alarm and move away.

Moose are very plentiful in certain parts of the new park but are not so commonly seen as sheep and caribou. As their food supply consists of willow and birch twigs and leaves and the succulent roots of water plants, they stay much of the time in timbered and brushy areas, where they are inconspicuous. By nature, too, the moose is a wary animal and permits much less familiarity than the caribou.

There are some black, brown, and grizzly bears in this district but the bear hunter has a much better chance of obtaining a hide in other parts of Alaska than he has here. All told, only eight bears were seen by the members of the survey parties during the last summer, and bear sign was so little noted in this region that it cannot be considered an especially good bear country.

The park contains good trapping grounds for the fur hunter, and a number of trappers spend part of each winter there. Foxes are plentiful, and an unusually large proportion of the pelts taken are of silver gray or black fox. One trapper told me that in Toklat basin the winter's catch for a number of years has yielded one silver gray skin for every eight foxes caught, and of the remaining seven, several are likely to be good cross fox. We saw a good many foxes and found two dens, around which young ones were playing. Lynx are also plentiful, and numerous mink, marten and ermine have been taken.

Many and Busy Beaver.

Beaver were seen in the park but are exceptionally abundant in the marshy lowlands north of it. On our trip down Bearpaw river, in the fall, while we were on our way to Tanana, we saw everywhere along the banks signs of beaver.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, May 12, 1917, was as follows:

Commissioner's Office	42
Shops and Yards	194
Transportation Service	61
Store and Dock Departments	507
Accounting Department	21
Disbursing Office	10
Townsite Department	29
Employment Bureau and Terminal Mess	14
Hospital Department	26
Telegraph and Telephone Department	76
Track, Bridge and Ballast—Main Line	415
Turnagain Arm District	335
Matanuska District	396
Talkeetna District	186
	2312
Stationmen and Laborers—All Districts	1705
Grand total all employees Anchorage Division	4017

The total disbursements of the office at Anchorage for the period May 15 to May 21, were $40,777.14. The payment of salaries and wages amounted to $36,694.05; for local purchases $2,886.42; to contractors $529.64; other expenditures $667.03.

M. D. Glassner and G. G. Blake, with the Commission in the summer of 1914 on location surveys, are now in Chile engaged in engineering work for the Braden Copper Company.

ANCHORAGE TIDE PREDICTIONS.

The tide predictions at Anchorage for the month of June are given in the following table:

Date	Time and height of high and low water.			
Friday, June 1	2.57 27.6	9.42 2.2	4.14 26.5	9.43 5.4
Saturday, June 2	3.41 28.5	10.26 0.4	5.02 27.6	10.34 5.2
Sunday, June 3	4.22 29.4	11.08 −1.2	5.45 28.5	11.18 5.0
Monday, June 4	5.13 30.4	11.49 −2.6	6.26 29.3	....
Tuesday, June 5	0.01 4.6	5.44 31.2	12.31 −3.6	7.07 29.8
Wednesday, June 6	0.45 4.3	6.26 31.8	1.14 −4.1	7.49 30.2
Thursday, June 7	1.29 4.0	7.10 32.0	1.57 −4.1	8.31 30.2
Friday, June 8	2.15 3.9	7.56 31.7	2.42 −3.6	9.16 30.2
Saturday, June 9	3.04 3.7	8.47 31.0	3.28 −2.5	10.03 30.0
Sunday, June 10	3.58 3.6	9.41 29.7	4.17 −1.1	10.52 29.9
Monday, June 11	4.58 3.5	10.41 28.4	5.09 0.5	11.46 29.8
Tuesday, June 12	6.03 3.1	11.51 27.1	6.06 2.1	....
Wednesday, June 13	0.42 29.8	7.11 2.4	1.09 26.3	7.08 3.4
Thursday, June 14	1.40 30.0	8.13 1.4	2.28 26.2	8.12 4.3
Friday, June 15	2.37 30.4	9.20 0.2	3.40 26.6	9.11 4.7
Saturday, June 16	3.31 30.7	10.15 −1.0	4.40 27.4	10.13 4.6
Sunday, June 17	4.22 31.0	11.04 −1.8	5.30 28.2	11.05 4.4
Monday, June 18	5.09 31.3	11.48 −2.5	6.14 28.8	11.53 4.1
Tuesday, June 19	5.53 31.4	12.29 −2.8	6.55 29.3	....
Wednesday, June 20	0.37 3.9	6.33 31.3	1.09 −2.8	7.34 29.6
Thursday, June 21	1.16 3.8	7.13 31.0	1.48 −2.7	8.11 29.6
Friday, June 22	1.59 3.4	7.53 30.5	2.26 −2.1	8.49 29.4
Saturday, June 23	2.40 4.1	8.30 29.6	3.04 −1.2	9.25 29.1
Sunday, June 24	3.20 4.4	9.11 28.7	3.43 0.0	10.02 28.6
Monday, June 25	4.04 4.7	9.53 27.5	4.24 1.4	10.39 28.1
Tuesday, June 26	4.51 4.8	10.40 26.4	5.05 2.9	11.26 27.6
Wednesday, June 27	5.44 4.8	11.38 25.4	5.54 4.4	....
Thursday, June 28	0.03 27.3	6.43 4.5	12.50 24.7	6.49 5.7
Friday, June 29	0.52 27.2	7.48 3.7	2.14 24.7	7.52 6.5
Saturday, June 30	1.50 27.5	8.52 2.4	3.34 25.3	8.56 6.8

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 is 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 Cosmopolitan Standard for the meridian 150 degrees west. All hours later than 12 noon appear in boldfaced type; ante meridiem figures are given in the ordinary lightfaced type.

OFFICIAL CIRCULARS.

RATES FOR TEAM AND DRIVER.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, June 1, 1917.

Circular No. 221:

TO ALL CONCERNED:

Effective June 1, 1917, the following rates are authorized for team hire:

Two-horse team and driver, $10.00 per day of 8 hours.

Two-horse team and driver, $1.50 per hour for fraction of day.

The above rates with or without wagon.

F. MEARS, Commissioner.

INTERFERING WITH T. & T. EQUIPMENT.

Department of the Interior.
Alaskan Engineering Commission
Anchorage, Alaska, June 4, 1917.

Circular No. 222:

TO ALL CONCERNED:

No telegraph or telephone wires, high tension power wires, telegraph or telephone poles, power line poles, nor guy wires or braces connected thereto, should be removed, changed or in any manner interfered with by any of the construction or maintenance forces, without reference to the Superintendent of the Telegraph and Telephone Department.

F. MEARS, Commissioner.

EMPLOYEES' FREIGHT SHIPMENTS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, June 5, 1917.

Circular No. 223:

TO ALL CONCERNED:

The attention of all employees is called to Freight Tariff No. 7, published in the Alaska Railroad Record under date of March 20, 1917, which covers freight of employees between Seattle and Anchorage or Seward; also between Seward and Anchorage.

Items Nos. 1, 2 and 3 provide for household goods, actual value of each article not to exceed $10.00 per hundred pounds, or the proportionate amount thereof; items 4, 5 and 6, for freight not otherwise specified.

On shipments of household goods, if an employee desires to avail himself of the rate provided for household goods, he should instruct the shipper to make notation on the shipping bill that the actual value of each article is not to exceed $10.00 per hundred pounds or the proportionate amount thereof. If this is not done, the rate charged will be as specified in items 4, 5 or 6, freight not otherwise specified.

F. MEARS, Commissioner.

CHARGES FOR ROLLING STOCK.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, June 1, 1917.

Transportation Circular No. 66:

TO ALL CONCERNED:

Effective this date, the cost of all engine service will be charged to Operating Expenses, and the engine service furnished for construction work or to other departments than the Transportation Department will be charged for at the rate of $7.00 per hour, in addition to the wages of the crew.

The amount so charged will be credited to Operating Expenses and Income Account in accordance with the following figures which represent the approximate cost of engine service per hour:

308—Steam Locomotives—Repairs	$1.25
309—Steam Locomotives—Depr.	.35
394—Fuel for train locomotives	4.00
397—Water for train locomotives	.20
398—Lubricants for train locomotives	.10
399—Other Supplies for train locomotives	.10
400—Engine House Exp.—Train	.65
504—Rent from Locomotives	.35
	$7.00

When locomotives are assigned exclusively to the construction service and it is possible to charge the coal used direct to the work on which engines are engaged, a rate of $3.00 per hour will be charged for engine service, exclusive of fuel.

The cost of repairs to all other classes of equipment will be charged to Operating Expenses, regardless of whether the equipment is in transportation or construction service, and a per diem rental charge to cover the cost of repairs and depreciation will be made for all such equipment in other than transportation service. This will enable the Accounting Department to make charges direct to construction accounts for maintenance of equipment instead of attempting to apportion periodical charges for general overhauling to the several pieces of work on which the equipment may have been engaged.

It will be necessary for the timekeepers to keep records of equipment and the number of days in service so that reports can be made monthly showing the total number of days and the accounts chargeable for rental of various classes of equipment.

Rental charges will be credited to Accounts 503—"Hire of Freight Cars" and 507—"Rent from Work Equipment". Box cars, flat cars, gondolas, and cabooses will be classed as freight equipment, and the balance of the equipment shown below, as work equipment.

The rates for rental of the various classes of equipment will be as follows:

Per Day of 24 Hours:

(Wages, Fuel and Supplies Are Not Included)

Box Cars	$1.00
Flat Cars	.75
Gondolas	.75
Cabooses	1.00
Oliver Dump Cars	.75
Rodger Ballast Cars	.75
Board and Outfit Cars	.75
Piledriver—Bucyrus	17.50
Steam Shovels	12.50
Locomotive Cranes	7.50
Derrick Car	3.50
Tank Cars	.75

F. MEARS, Commissioner.

Charles H. Bennett, superintendent of construction at Talkeetna, has tendered his resignation and will leave with his family on the next sailing of the Crook.

FREIGHT CHARGES ON MATERIAL.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, June 1, 1917.

Transportation Circular No. 67:

TO ALL CONCERNED:

Effective this date, freight charges will be assessed on all construction material hauled over the operated line at the rate of six cents per ton-mile. All construction material will be billed on company waybills, showing weights, but no charges. A summary of these shipments will be prepared in the Accounting Department at the close of each month, from abstracts of company waybills and department bills made against the various districts.

Freight on carload shipments of material, such as rails, ties, bridge timbers and similar commodities, should be charged direct to the work benefited and freight on other miscellaneous material and general supplies will be charged to the "Freight and Handling" account.

F. MEARS, Commissioner.

NON-EXPENDABLE AUTHORIZATION.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, May 21, 1917.

Supplement No. 26 to Bulletin No. 14:

TO ALL CONCERNED:

Effective at once, the following named is authorized to sign non-expendable requisitions on the storehouse for issues in the Susitna River Transportation Department, as shown below:

G. M. Walker, captain S. S. Omineca, Susitna River Transportation Dept.

W. DeLONG, General Storekeeper.

NOTICE TO OWNERS OF DOGS.

Anchorage, Alaska, June 4, 1917.

Notice is hereby given that a dog-catcher and pound have been provided for the townsite of Anchorage. Any dog running at large on streets, alleys, sidewalks, or other public ground within the townsite on or after June 11, 1917, will be taken up by the dog-catcher and impounded. If unclaimed after seven days, it will be advertised not less than four times within thirty days, and if still unclaimed after such advertisement it will be considered a stray and disposed of.

A penalty of one dollar, plus a maintenance charge of ten cents for every day impounded, will be levied against all dogs so taken, and they will not be released until such penalty and charge are paid in full.

All owners of dogs are therefore cautioned to keep such dogs within enclosures or on leash.

J. G. WATTS, Townsite Manager.

The Post Office Department has established an office at the town of Wasilla, and the official name has been designated as written in this item. The station at that point, which was opened on June 1, will be spelled in accordance, and not as "Wassila," as appeared in Transportation Circular No. 62, printed in last week's issue of the Record.

The steamer Omineca arrived at 6.30 last night, loaded freight today, and is scheduled to sail for Kroto at 9 o'clock tonight.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending May 26, 1917:

MAINTENANCE OF WAY.

Water Service and Plumbing.

The force in this department was engaged during the week in roughing-in the plumbing work at Cottage No. 22 and putting in a sewer to connect with the proposed city sewer.

The installation of a temporary pumping plant at Wasilla was completed.

Bridge and Building.

At the close of the week the frame work and roof of Cottage No. 22 were up and work had been begun on the shingling.

One outfit car and one gondola were completed by the force at the shop, and work was started on five more outfit cars, to be used by the Telegraph and Telephone Department.

The excavation for the foundation of the 50,000-gallon water tank at Matanuska was finished, and about 50 per cent of the concrete placed.

Construction was started on three horse-piledrivers for the Talkeetna District.

Good progress was made by the painting force on the Commission cottages at the Anchorage Townsite.

About 70 per cent of the piledriving for the Kings River bridge was completed at the end of the week, and one span had been erected.

Grading, Ballasting and Tracklaying.

Steam shovel No. 1 at Mile 11, on the Matanuska Branch, moved 17,796 yards during the period, of which material 16,524 yards were used in widening the fills between Miles 9 and 14; the balance was placed at low spots and at the bridge approaches between Miles 3 and 22.

Steam shovel No. 3 at Mile 154 moved 6,000 yards. This was spread between Stations 5290 and 5500.

The line change at Mile 11 and Mile 12 is 75 per cent complete.

Extra gang No. 4 completed the surfacing of track to Station 5312.

Track was laid from Station 5922 to Station 6054.

Mechanical Department.

A pattern-maker's wood lathe was installed in the machine shop. The assembling of the spreader plow was completed, and some work was done in connection with the assembling of Bucyrus steam shovel No. 7. Work continued on the assembling of new locomotives and other Panama equipment.

The usual amount of private shop work was done.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

On Seward Division 310 poles were set during the week, completing the new line between Kern Creek and Mile 63, with the exception of anchors and wiring. The crew working north on the Matanuska Branch reached Mile 10 with completed work, setting 78 poles and 8 anchors in difficult territory during the period. On the main line 90

(Continued on Page 240)

CHECKS ESTOPPED FROM PAYMENT.

For the information of the public there is published below a list of the checks issued by the Anchorage Disbursing Office which have been stopped from payment.

The * following name of payee indicates that a duplicate check has been issued by the disbursing agent:

Number	Date	Payee	Amount
1011	May 3, 1915	John W. Clem*	$ 13.50
2914	July 3, 1915	Louis Hornath*	52.50
4792	Aug. 25, 1915	D. L. Hough*	125.06
3817	Aug. 25, 1915	D. W. Quinn*	75.00
5339	Sep. 3, 1915	E. Holtz*	45.75
5640	Sep. 3, 1915	C. A. White*	90.00
6889	Oct. 8, 1915	Mike Daley*	60.00
7082	Oct. 8, 1915	C. Engstrom*	62.50
7355	Oct. 8, 1915	A. Standberg*	10.56
7457	Oct. 8, 1915	Ed Lindgren	52.50
7547	Oct. 8, 1915	C. White*	90.00
24214	Aug. 9, 1916	Gust Erickson	3.60
24756	Aug. 10, 1916	Charles Barricklow	127.50
27306	Sep. 7, 1916	H. Evans	90.00
28536	Sep. 13, 1916	Gust Erickson	39.60
28852	Sep. 14, 1916	Eli Barich	29.00
29683	Sep. 18, 1916	Gust Erickson	34.00
30077	Sep. 22, 1916	Eli Barich	4.69
31185	Oct. 5, 1916	H. Evans*	90.00
31961	Oct. 10, 1916	John Coregi*	121.00
32174	Oct. 10, 1916	Eli Barich	7.20
32387	Oct. 11, 1916	Eli Barich	39.60
32707	Oct. 12, 1916	Gust Erickson	85.00
33087	Oct. 13, 1916	Johnson Jones*	60.20
33222	Oct. 13, 1916	James. A. Shealy*	41.33
34071	Oct. 19, 1916	B. Lindquist*	156.60
35617	Nov. 6, 1916	Alex Rusky	22.50
35591	Nov. 6, 1916	Ed Duncan	37.19
35878	Nov. 6, 1916	H. Evans*	90.00
37062	Nov. 13, 1916	H. Price*	26.56
37078	Nov. 13, 1916	G. P. Kearns	60.40
37079	Nov. 13, 1916	B. Peterson	60.50
37149	Nov. 13, 1916	Gust Varja	7.20
37151	Nov. 13, 1916	Andrew Oster	3.60
37223	Nov. 13, 1916	Alex Chekoff	6.60
37537	Nov. 14, 1916	Gust Erickson	91.00
37753	Nov. 15, 1916	John E. Maresh	48.50
38154	Nov. 16, 1916	Theodore Catrakis	16.05
38742	Nov. 22, 1916	David Mickel*	131.38
38743	Nov. 22, 1916	Tim Sullivan*	136.38
40275	Dec. 11, 1916	G. P. Kearns	76.30
40362	Dec. 11, 1916	N. Davis	31.75
40390	Dec. 11, 1916	Pete Dukevich	3.00
40392	Dec. 11, 1916	Mike Savich	10.20
40393	Dec. 11, 1916	Steve Concar	10.20
40395	Dec. 11, 1916	Mike Churich	10.20
40396	Dec. 11, 1916	Rade Stetich	10.20
40397	Dec. 11, 1916	Tony Savich	10.20
40398	Dec. 11, 1916	Steve Svilar	10.20
40417	Dec. 11, 1916	Pac. Alaska S. S. Co.	17.50
40424	Dec. 11, 1917	Pac. Alaska S. S. Co.	15.75
40770	Dec. 13, 1916	M. E. Shortley	48.00
40897	Dec. 13, 1917	Mike Churich	7.20
40899	Dec. 13, 1916	Pete Dukevich	6.53
40900	Dec. 13, 1916	Mike Savich	7.20
40902	Dec. 13, 1916	Dan Dushan	6.53
40905	Dec. 13, 1916	Rade Stetich	6.53
42785	Jan. 10, 1917	Gust Erickson	51.20
42807	Jan. 10, 1917	John A. Johnson	80.00
40903	Dec. 13, 1916	Steve Concar	7.20
22458	July 19, 1916	H. J. Wermes & Co.	49.71
38745	Nov. 22, 1916	Jack Sullivan	133.71
26448	Sep. 1, 1916	Mike Canale	58.20

FIRST FARMERS' CONVENTION, TANANA VALLEY.

On April 28, the farmers of the Tanana Valley held their first convention at Fairbanks and formed an organization known as the Tanana Farmers' Association. The convention was preceded by a luncheon given them by the leading business men of Fairbanks, and it may be interesting in this connection to note the bill of fare provided for the occasion:

Oyster Cocktail.

Relishes

Queen Olives Gherkins Sweet Pickles

Salads

Crab en Mayonnaise on Lettuce

Meats

Young Turkey with Apricot Jelly
Ox Tongue
Prime Ribs of Beef
Wesphalia Boiled Ham

Dessert

Roman Punch, Macaroons
Wafer Crackers Cream Cheese
Cafe Noir

The following officers were elected: P. J. Rickert, president; Harry Buzby, vice president; H. T. Bentley, secretary.

The purpose of the organization is to secure mutual assistance in the matter of production and conservation, and to take steps for the protection of the members in the matter of marketing their products.

The association will be in a position to furnish definite information concerning the amount of land to be cultivated in any season, and the approximate quantity of production. It will also be enabled to take intelligent action to prevent an over-production of any one kind of produce. The organization is formed along lines similar to that of the Matanuska Farmers' Association, which has already done a great deal of beneficial work for the farmers of the Matanuska Valley.

A pleasing feature in connection with the inauguration of the association is the fact that the leading business men of Fairbanks have taken active steps to encourage and assist the farmers of their section. If this spirit of harmony and co-operation can be made to extend among the merchants throughout the Territory of Alaska, it will undoubtedly prove a valuable aid in substantially increasing the production of foodstuffs, a result greatly desired by the Government at the present time.

MISSING MAN.

The Commission is in receipt of a cable from Governor Strong inquiring for the present address of one Matt McGovern. Any person able to furnish this information should communicate with the Commissioner's Office, Anchorage, or with the Governor's Office, Juneau.

More than $400 has been subscribed by Nenana residents for the establishment of a public library, and the first large order of books is expected to arrive from Seattle in June.

PROCLAMATION.

Whereas the maintenance of a food supply is absolutely essential to national preparedness; and

Whereas the people of this territory and the United States have cause for grave concern, owing to the depletion of the food reserves of the world through crop shortages of last year, increased demands from the countries engaged in war, and the fact that there is little promise of abundant winter grain crops; and

Whereas, while Alaska is not strictly an agricultural country, still it is well known that our soil is capable of producing many kinds of fruits and vegetables, and especially potatoes may be raised in abundance.

And it is clearly recognized that the man who tills the soil and produces food for his family at home will thus aid in furnishing food for the soldier in the field by decreasing our importations of certain kinds of foodstuffs. A service may, in this way, be rendered as truly patriotic as that given by the men who bear the brunt of battle.

Therefore, in the present crisis a peculiar responsibility rests upon the farming population and citizens generally of this Territory, and there is imperative need that the people of Alaska shall fully realize the necessity for the largest possible production of farm products during the present year, and every available plot of land should be utilized in the production of foodstuffs;

Now, therefore, I, J. F. A. Strong, Governor of the Territory of Alaska, do urge upon the farmers of Alaska and the citizens of the respective towns, that they recognize this responsibility and their duty to safeguard the welfare of the Territory and the Nation in this crisis, and to plant ground and increase the volume of agricultural products and thus lessen the importation of such into the Territory. In this way the development of agriculture will be promoted and thrift increased in a way that will redound to the benefit of all the people.

Given under my hand and the seal of the Territory of Alaska, in Juneau, the capital, this second day of May, in the year of our Lord one thousand nine hundred and seventeen, and of the independence of the United States the one hundred and forty-first.

By the Governor: Signed: J. F. A. STRONG.

Signed: CHARLES E. DAVIDSON,
Ex-officio Secretary of Alaska.

EXECUTIVE ORDER.

Sale of Alaskan Railroad Townsites.

It is hereby ordered that the sale and disposition of lots in Alaskan railroad townsites, pursuant to the Act of Congress approved March twelfth, nineteen hundred and fourteen (thirty-eighth Statutes at Large, page three hundred and five), shall be governed by Executive Order number twenty-two hundred and fourteen, dated June nineteenth, nineteen hundred and fifteen, as amended by Executive Order number twenty-five hundred and seventy-nine, dated April fourth, nineteen hundred and seventeen, or such sale and disposition may be made in conformity with the terms and conditions of Executive Order number twenty-four hundred and eighteen, dated July eleventh, nineteen hundred and sixteen, providing for the sale of the Federal and Cliff additions to the townsite of Seward, Alaska, as may be determined by the Secretary of the Interior.

The White House, 4 May, 1917.

WOODROW WILSON.

DAILY WEATHER REPORT.

Following is the report of weather conditions prevailing at Anchorage during the period May 9 to May 29, inclusive:

Date	Max.	Min.	Rainfall	Wind
May 9	49	33	0.06	4.8
May 10	43	34	0.19	4.3
May 11	47	35	0.09	4.3
May 12	48	29	none	5.9
May 13	50	27	none	4.5
May 14	51	35	none	7.5
May 15	54	40	none	6.1
May 16	54	40	none	5.0
May 17	55	41	none	3.5
May 18	50	42	none	6.0
May 19	57	40	none	9.9
May 20	53	35	none	7.4
May 21	54	42	none	6.3
May 22	49	40	none	3.4
May 23	50	40	none	5.5
May 24	50	32	0.03	4.0
May 25	52	39	0.02	6.0
May 26	50	28	none	5.1
May 27	59	47	trace	4.5
May 28	60	47	trace	3.6
May 29	58	49	none	2.9

OBITUARY.

Gust Tampakis, a station contractor, died at Anchorage Hospital at 4.45 a. m., May 27, from the effects of a pistol wound received accidentally on May 23 at Camp 174, Matanuska District.

The deceased was 40 years of age, single, a native of Greece, and is survived by three brothers, George, Jim and Andras Tampakis, residents of Tyrazos, Thessalia, Greece. He arrived in Alaska May 2, 1915, coming to Anchorage from Bellingham, Wash., and had been employed by the Commission intermittently since that time.

George Teko, head man of the grading gang of George Teko & Co., contractors in Turnagain Arm District, was struck by a rock and instantly killed on May 30 while blasting in a cut near Camp 83. Teko was standing behind a tree when the shot was discharged and was hit in the head by a small rock which glanced off a tree behind him. The body was brought to Anchorage by special train.

The deceased was 38 years of age, single, a native of Russia, and is survived by a brother, Alex Tiekes of Fortuna Ledge, Alaska, and by a half-brother, Alex Thompson of Camp 88. He had been employed by the Commission intermittently during the past two years, most of the time on contract work.

D. D. Vint, chief draftsman at Anchorage, and Mrs. Vint, are outgoing passengers on the transport Crook. Mr. Vint has been granted two months' leave of absence.

Mrs. W. D. McDermott of Kingsville, Texas, is a recent addition to the clerical force of the Anchorage freight and passenger accountant's office. Mrs. McDermott has had wide experience in railway accounting, principally with Texas railroads.

(Continued from Page 237)

poles were set, and 26 anchors. The temporary line has reached Indian River, 17 miles above Dead Horse Hill, but no telephones have yet been installed.

The installation of additional instruments in Anchorage Townsite has been practically suspended on account of a shortage of telephones and the fact that the switchboard is already overloaded. There are now 220 local connections to the one-position board, where it is impracticable to work more than one operator. A very large percentage of these instruments connect offices and business houses. Ordinarily, 150 drops with 30 business telephones make a fair load for one operator to handle with the apparatus at present in use.

Electric Light and Power.

The cross-arms carrying primary wires in Anchorage Townsite were painted red by the linemen during the week. This is with a view of giving a distinctive color to wires carrying high voltage, for the purpose of protecting the workmen.

Two 10-h. p. motors were added to the commercial load in the townsite. The roughing-in of wiring in Cottage No. 22, the Chairman's residence, was completed. The poles on South E Street were cross-armed.

MATANUSKA DISTRICT.

Matanuska Branch.

John Merrick and Co. finished their grading contract during the period.

The temporary piers and the excavation for the bents of the south crossing of the Chickaloon River have been completed, and the bridge crew has commenced work on the north crossing.

At the close of the week 641 employees of all classes were at work on the branch.

Main Line.

The wagon roads along the main line are in extremely bad condition, due to the thawing of the ground. It has been found necessary to establish several camps for the large number of men engaged in corduroying and otherwise repairing the roads. Several station gangs have been added to the road forces. Under present conditions no more than 2500 pounds of freight can be hauled by the four-horse teams.

Three more contracts will be let during the coming week for grade work between Willow Creek and the Kashwitna. When this is accomplished, that section will be entirely covered by contractors, with the exception of three short stretches of light work.

As soon as river navigation opens stationmen and supplies will be shipped to a landing on the Susitna River, about opposite Camp 201, for the work north of the Kashwitna.

The driving of the Little Susitna structure has been completed and the crew has commenced on the first opening north of the river.

At the end of the week there were 605 employees at work on the main line within this district.

TALKEETNA DISTRICT.

(Report as of May 19.)

No additional contracts were awarded during the week. Satisfactory progress is being made by all contractors in the district.

A new camp has been established at Station 8908, south of Goose Creek, and arrangements have been made for a camp on the Susitna River, approximately 3 miles south of Montana Creek, to serve as a temporary supply point for material required for the lower end of the district.

At the date of this report the snow is fast disappearing, and overland travel between Sheep Creek and Dead Horse Hill has been resumed. The river south of Montana Creek is still closed by ice jams, and numerous and extensive jams have been formed between Miles 230 and 239. From Mile 240 to Indian River the channel is open, with very little ice running.

There were 312 employees within the district at the close of the period, classified as follows: General supervision 2, engineering 26, office and clerical 7, foremen and subforemen 4, mechanics and laborers 108, teamsters, packers and corral help 13, mess house help 20, stationmen 110, stationmen's laborers 22.

ANCHORAGE HARBOR NOTES.

The following vessels entered and cleared at Anchorage during the past week:

Sunday, May 27.

The steamer Kingfisher sailed at 9.50 p. m., to meet the barge Louisiana, en route from Seattle, and tow it to Anchorage.

B. and B. boat No. 1 was launched from the ways at 10 a. m.

Monday, May 28.

The steamer Admiral Farragut arrived at 8 a. m. with 8. 91 tons of freight for the Commission and 71 passengers; sailing for Seattle at 4.45 p. m. with 17 passengers.

Tuesday, May 29.

The steamer Mariposa arrived from Seattle at 11.20 a. m. with 7.24 tons of Commission freight and 83 passengers; and sailed for Seattle at 4.20 p. m. with 26 passengers.

The launch Alenco sailed for the Little Susitna River at 11.15 a. m., returning at 4.40 p. m.

The steamer Omineca sailed for Kroto at 3.10 p. m., with 100.226 tons of railway equipment and supplies and 50 passengers.

B. and B. boat No. 1 sailed for Susitna River points at 4.30 p. m., with 12.5 tons of freight.

The steamer Anne W., towing the barges Max, Cache Creek and No. 31, sailed for the mouth of the Susitna at 4.45 p. m. The barges had 18.87 tons of freight for the Commission for use in the Talkeetna District.

B. and B. boat No. 2 sailed for Susitna River points at 5.30 p. m., with 18 tons of freight.

Wednesday, May 30.

The launch Vibienna arrived from Potter Creek at 9.15 p. m.

Thursday, May 31.

The steamer Anne W. arrived at 8.15 a. m. from Camp 88, with barge 106 loaded with ties; returning to Point Possession at 11.45 a. m. with barge No. 105. After leaving the barge the vessel returned to Anchorage at 5.30 p. m. and sailed at 6 p. m. with a barge of supplies for Rainbow Creek.

Friday, June 1.

The steamer Commodore, towing the barge Bangor, arrived from Seattle at 9 a. m., with 354.11 tons of miscellaneous freight and 88,620 feet of lumber for the Commission.

The steamer Anne W., towing barge No. 105, arrived from Point Possession at 3.45 p. m.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, JUNE 12, 1917. No. 31

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

ALASKA AND THE PAPER INDUSTRY.

The Alaska Legislature, in its recent session, called the attention of the Federal Government to the vast undeveloped resources lying dormant within the national forests, and petitioned Congress that a pulp and paper factory be constructed and operated within the Territory, pointing out that private capital is not available at present for the development of this industry.

The preamble of the petition states, in substance, the following facts: "Conditions in the paper industry have constituted one of the most serious of our domestic problems during the past year. Recent prices of news print at New York have ranged upward of $60 a ton, and experts of the Forest Service report that it is entirely practicable to manufacture news print in Alaska and deliver it in New York through the Panama Canal at a cost of not more than $30 a ton. There are 70 billion feet of spruce and hemlock in the national forests of Alaska, besides timber on the other public lands of the Territory; in many respects its conditions as to abundant forests of paper-making woods, waterpower, and direct tidewater transportation, duplicate those of Norway, the leading country in the world in its paper industry."

Secretary Houston, of the Department of Agriculture, after a thorough investigation of paper conditions in the United States, has recommended that a pulp mill for the manufacture of news print be built, to be run under the supervision of the Government. He expressed the opinion that greater riches will be derived from this source than all the other natural resources of the Territory combined.

There were in 1915 about 250 pulp mills in the United States, with a potential wood consuming capacity of approximately 6,500,000 cords per annum. It has been estimated that the cost of the wood used by these mills during 1915 was $37,000,000, the average cost per cord delivered at the mills, for pulp wood of all kinds, being $8.58; for wood waste only—slabs, trimmings, shavings, etc.—$4.25.

Since 1911 the American wood pulp industry has declined and importations from Europe and Canada have correspondingly increased. Canadian statistics show that the consumption of wood pulp in Canada increased nearly 10½ per cent in 1914, compared with 1913. Since 1910 the increase has been 104 per cent. The 66 pulp mills in Canada consumed 1,224,376 cords of pulp wood, valued at $8,000,000, while in addition nearly 1,000,000 cords of pulp wood, valued at $6,500,000, were exported in an unmanufactured state, principally to mills in the United States.

Disregarding all artificial restrictions on the course of trade, it is but the natural outcome that the wood pulp industry should gravitate more and more from the eastern United States to Canada, from a region where the pulp wood is becoming scarce and costly to one of more abundant and cheaper timber. In time, the present manufacturing regions, even in Canada, will have to yield likewise to other and newer sources of supply, notably to Alaska.

Something like one-third of the United States companies are now paying from $10 to $16 per cord for their entire supply of wood, and, without prospect of relief in sight, realize the outcome of trying to compete with mills more favorable circumstanced.

The signs of the times indicate that if the United States is to retain its pre-eminence in wood pulp manufacture it must make use of its accessible Alaskan resources, where waterpower is absurdly cheap and where vast quantities of eminently suitable pulp timber, from the national forests, can be delivered to desirable mill sites for the next 40 or 50 years at prices of about $2.50 to $4 per cord, covering all charges, and this without any heavy investment in timber lands.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending June 2, 1917:

MAINTENANCE OF WAY.

Water Service and Plumbing.

The roughing-in work on the plumbing in Cottage No. 22 has been completed, and the installation of a hot water heating plant for this house was commenced.

Bridge and Building.

The construction of Cottage No. 22 progressed satisfactorily. At the close of the period 50 per cent of the plastering had been done.

The painting of Cottages Nos. 25, 26, 27, 28 and 36 was completed. Cottages Nos. 18, 19, 20 and 21 were kalsomined.

A septic tank to carry sewage from the machine shop and power plant was finished during the week. Three piledrivers for the Talkeetna District work were 80 per cent complete. The foundation for the water tank at Matanuska was finished and four posts were set. The piledriving for the Kings River bridge was completed and the structure was 90 per cent completed. Repairs were made to the gridiron at Dock No. 1.

Grading, Ballasting and Tracklaying.

Steam shovel No. 1, at Mile 11, moved 15,000 cubic yards during the week, all of which material was placed in the line change between Miles 11 and 12. Steam shovel No. 2, on the main line, moved 7500 cubic yards, which were spread between Stations 5500 and 5710.

The track has been raised to Station 5450. Track was laid from Station 6054 to 6160 plus 20. The track gang worked four days full-tieing and surfacing back-work and preparing the grade for tracklaying.

Mechanical Department.

The force in this department continued the assembling of Panama equipment. Engine No. 277 was 90 per cent complete at the end of the period; steam shovel No. 7 was 75 per cent complete. Running repairs were made to engines 221, 225 and 280 and to cranes Nos. 1, 2 and 3. Twelve four-yard dump cars were assembled and turned over to the Store Department, and 19 Panama flat cars were turned over to the Transportation Department.

Some work was done in connection with the soot-settling chamber for the Anchorage Hospital. The usual amount of private shop work was accomplished.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

At the close of the week, poles had been set between Kern Creek and snowline at Mile 60. The crew has been transferred to Kern Creek to build a pole line from that point to Girdwood.

Permanent construction on the main line north of Anchorage has reached Moose Creek.

The old line running over Indian-Ship Creek summit has been permanently abandoned. A part of the wire will be salvaged.

Additional installations include a telegraph set at Moose Creek, and telephones in the agent's office at Wasilla and at Browne's Cache, about two miles below Montana Creek.

The work of splicing cables in Anchorage Townsite is under way. The heavy open-wire line in the alley between Fourth and Fifth Streets will be dismantled as fast as the cables are connected.

Electric Light and Power.

The Commission photographic studio, in the terminal yards, was wired for light and power.

A conduit for running service wires to Cottage No. 22 was laid.

Radio.

A thorough test was made of the radio set on the steamer Omineca during her first trip to Kroto, and the results achieved were satisfactory.

MATANUSKA DISTRICT.

Matanuska Branch.

Very high water in the Matanuska River caused some little damage to the fills, and for two days wagon communication was cut off between Kings River and the other camps.

Construction conditions, in general, remain satisfactory. A small section of Schedin & Company's work, and of Berg & Company's, was transferred to Kinoff & Company in the interest of expediency.

Main Line.

The wagon roads are gradually being worked into shape and heavier hauling is now possible.

New grading contracts have been awarded in the section between Little Willow Creek and Kashwitna River to Gaz & Co. and Romoff & Co. The clearing between the Kashwitna and Station K7780 has been let to Richard O'Rork & Co.

The landing on the Susitna River opposite Camp 201 will be completed as soon as the river boat arrives with supplies, which is expected within a week.

At the close of the period 1200 employees, of all classes, were at work within the district.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

The shortage of timbermen is delaying the clearing south of Bird Point.

Grading.

J. Bordin & Co. finished their grading contract south of Rainbow.

The Commission forces working in the cut at Station 1772, near Bird Point, are getting along well. The work is preparatory to the installation of a steam shovel at that place.

Contractors at Bird Point are handicapped by hard rock, which makes drilling extremely difficult. It has been found necessary to drive bootlegs in shallow cuts. The contractors between Bird Creek and Potter Creek are making very satisfactory headway, as are the Commission forces in the hard rock cut at Sheep Creek.

A Commission force in the big cut at Mile 99 is making good progress. A camp was established at this place during the week.

A. Moen & Co. put off a coyote shot at Mile 92, moving 12,000 cubic yards of rock with 25,000 pounds of black powder.

Approximately 233,000 cubic yards of material were excavated in the district during the month of May.

TALKEETNA DISTRICT.

(Report for month of May.)

With the exception of a small clearing contract between Stations 10665 and 10710 and three contracts for firewood, no awards for work were made during the month. However, arrangements have been made with various stationmen to cover the entire line from Sheep Creek to Mile 232, exclusive of the bridge and crib work. Satisfactory progress is being made by all contractors at present engaged within the district.

A new camp for the engineering and construction forces has been established at Station 8908, to be known as "Goose Creek Camp." All work from Sheep Creek to Montana Creek will be directed from there. Max Kuney, resident engineer, will have his headquarters at this place.

Opposite Station 8970, on the river, a cache has been established and supplies for the work on Mr. Kuney's residency will be landed there. This camp will be known as "Browne's Cache Landing."

Another new camp has been established opposite Station 10625. This will also serve both the engineering and the construction forces. Walter Todd, as resident engineer, will direct the work. The camp will be known as "Mile 234."

North of Dead Horse Hill, the next new camp will be located on the river opposite Station 11315, in charge of George Hellesoe as resident engineer. The engineering and construction forces of the residency will be established there, and the camp will be referred to as "Mile 249."

Preparations are under way for the placing of a camp at Gold Creek, to be known as "Mile 260."

With the establishment of the above the complete list of all Commission camps within the Talkeetna District is as follows:

No.	Name.	Station	Mile	Resident Engineer
1.	Goose Creek	8908	203	Max Kuney
2.	Browne's Cache Landing	8908 (op.)	203	
3.	Montana Creek	9125	207	Max Kuney
4.	Bluff Camp	9880	221	P. H. Canty
5.	Talkeetna	9985	223	P. H. Canty
6.	Camp 234	10625	234	Walter Todd
7.	Camp 242	11000	242	L. C. Porter
8.	District Headquarters	11125	245	
9.	Camp 249	11315	249	Geo. Hellesoe
10.	Camp 255	11651	255	F. S. Wilson
11.	Gold Creek	11945	260	J.D.Meacham

With the exception of the one at Goose Creek, all camps are convenient to good landings and can be served by river boats.

There now exists a fairly good trail from Sheep Creek to Mile 255, and this is being extended to Indian River. Considerable snow covered the ground the greater part of the month between Dead Horse Hill and Mile 255, and the final breakup in the river did not occur until May 21, although previous to that time different places in the river were open. The ice ran continuously from the 21st until the 23d, and large detached floes continued to pass Talkeetna at intervals until May 24.

In addition to the contractors engaged in clearing and grading, a considerable force is employed in trail building and road work, in repairing bridges and landing places destroyed by last year's floods, and in erecting new camps and cleaning up old ones.

On May 26 there were 311 employees on the payrolls, classified as follows: General supervision 2, engineering 26, office and clerical 8, foremen and subforemen 7, mechanics and laborers 93, teamsters, packers and corral help 8, mess house help 20, stationmen 118, stationmen's laborers 29.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, May 19, 1917, was as follows:

Commissioner's Office	43
Shops and Yards	198
Transportation Service	62
Store and Dock Departments	373
Accounting Department	21
Disbursing Office	10
Townsite Department	32
Employment Bureau and Terminal Mess	18
Hospital Department	25
Telegraph and Telephone Department	78
Track, Bridge and Ballast—Main Line	461
Turnagain Arm District	326
Matanuska District	375
Talkeetna District	180
	2202
Stationmen and Laborers—All Districts	1758
Grand total all employees Anchorage Division	3960

ANCHORAGE RIFLE CLUB.

At the last meeting of the Anchorage Rifle Club, Mr. D. R. Adams was elected executive officer, to succeed Mr. G. A. Stanton, resigned on account of being transferred to duty away from Anchorage. Target practice is held on Wednesday evenings at the range a mile north of town.

A requisition for targets, marking staffs and ordnance supplies is being prepared by the secretary of the club, and members desiring arms, ammunition or accessories should confer with him at Room 3, General Office Building.

A notice recently received from the secretary of the National Rifle Association advises that the heavy demand for equipment and ammunition may cause the Secretary of War to suspend the sale of these articles as a military necessity, in which event any money sent by members will be refunded.

A. HAAG, Secretary.

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchorage Disbursing Office during the period May 22 to May 31, was $8,469.18, as follows:

Lenchenkoff & Adams	$ 88.16
C. A. Anderson & Co.	2,504.40
Angelo Chrissagis & Co.	1,748.90
Gust Backstrom & Co.	4,127.72

The total disbursements of the office at Anchorage for the period May 22 to May 31 were $37,174.00. The payment of salaries and wages amounted to $25,246.39; for local purchases $2,510.84; to contractors, $8,469.18; dock claims, $7.04; other expenditures $940.55.

ANCHORAGE HARBOR NOTES.

The following vessels entered and cleared at Anchorage during the past week:

Saturday, June 2.

The steamer Anne W., towing one 400-ton barge of supplies, left for Rainbow Creek at 8.15 a. m.

The barge Bangor docked at No. 2 wharf at 4 a. m. and began discharging cargo.

The U. S. A. transport Crook arrived from Seattle at 12.10 p. m. with 2203 tons of miscellaneous freight and 59 head of horses, all for the Commission. There were 219 passengers.

The steamer Anne W., towing one 200-ton barge of ties arrived from Indian River at 11.25 p. m.

Sunday, June 3.

The steamer Anne W. sailed for Turnagain Arm at 10.00 a. m. with stationmen and laborers for Turnagain Arm construction, and returned at 8.30 p. m.

Monday, June 4.

The steamer Omineca arrived from Kroto at 6.30 p. m.

Tuesday, June 5.

The steamer Commodore, towing the barge Bangor, sailed for Seattle at 2.15 a. m.

The steamship Northwestern arrived from Seattle at 2.30 p. m., with two tons of freight for the Commission and 72 passengers; and sailed for Seattle at 10 p. m. with 36 passengers.

The schooner Lucy, under her own sail, arrived from San Francisco at 2.30 p. m.; did not anchor, but proceeded to Goose Bay.

The U. S. A. T. Crook sailed for Seattle via Seward at 7.20 p. m. with 44 passengers.

The steamer Omineca sailed for Kroto at 9.00 p. m. with 99.48 tons of freight.

Wednesday, June 6.

The steamship Admiral Watson arrived from Seattle at 1.00 p. m. with 357.476 tons for the Commission and 45 passengers.

Thursday, June 7.

The steamship Admiral Watson sailed for Goose Bay at 3.00 a. m., returning at 7.50 a. m.; and sailed for Seattle at 3.00 p. m., with 18 passengers.

The steamer Anne W. sailed for Seldovia at 6.30 a. m.

The launch Matanuska sailed for Goose Bay at 6.00 p. m., and returned at 10.40 p. m.

Friday, June 8.

The steamer Omineca arrived from Kroto at 9.00 p. m.

Saturday, June 9.

The steamer Anne W., towing the barge Sperm, arrived from Seldovia at 5.00 a. m.

The launch Eklutna, with the barge Nickolai in tow, arrived from Turnagain Arm at 7.45 a. m.

The launch Matanuska sailed for Goose Bay at 10.10 a. m. and returned at 3.30 p. m., towing barge 102.

The launch Islander sailed for Kern Creek, towing barge 106, at 12.15 p. m.

Request has been made by G. C. Hammond, special disbursing agent at Anchorage, to the Treasurer of the United States to stop payment of his official check No. 45713, dated May 15, 1917, and drawn to the order of J. J. Meacham for $30.00. This check was endorsed by payee and lost by endorsee.

WAR AND THE BAKED POTATO.

For some time past the Northern Pacific Railway has made a special feature of the "Great Big Baked Potato" on the bills of fare of its dining service. As an attractive advertising novelty the serving of the old fashioned baked potato—the largest and finest that money could buy—has proved very popular with the travelling public. Hazen J. Titus, superintendent of the dining car department of the railway, spared no pains nor expense to secure the best potatoes on the market, and the farmers of the West were actively solicited to save their finest produce for the Northern Pacific.

Last fall Mr. Titus learned of the Matanuska Valley and its potato production and through Manager Christensen of the Land and Industrial Department arrangements were made to have the Alaska product featured on the bills of fare of the railway under the title "Alaska Great Big Baked Potato." This fall the farmers of Matanuska were to aid in supplying that demand.

The exigency of war, however, has made many changes necessary in the various activities of the country, and among the changes is the discontinuance of the "Big Potato" on the Northern Pacific.

In a circular dated April 16, Mr. Titus announces that effective at once, the "Great Big Baked Potato" must go, and quotes from the appeal of President Wilson to the Nation for a larger food production and greater conservation of foodstuffs as the reason for its discontinuance. The circular (in part) follows:

"Appreciating the fact that the popular service of the Great Big Baked Potato by the Northern Pacific Railway is a means of considerable waste, in some instances, that well-known service will be discontinued in the interests of the public, and be substituted by the service of more seasonable portions in any other manner of preparation desired than in the Great Big Baked Potato. It is only through the influence of war conditions that this is being done."

COOK INLET BASEBALL LEAGUE.

On Sunday Matanuska defeated the Anchorage City team, at Matanuska, by a score of 4 to 1. Turnagain Arm were the victors over the Commission nine by a 5 to 2 score.

Next Sunday's schedule is as follows: Commission vs. City at Anchorage; Matanuska vs. Turnagain Arm at Potter Creek.

The present standing of the teams:

	Won	Lost	Pct.
Matanuska	3	1	.750
Anchorage City	2	2	.500
Anchorage Commission	2	2	.500
Turnagain Arm	1	3	.250

Frank J. Hart has entered the employ of the Commission as stenographer in the office of Chief Clerk Cunningham, Anchorage.

H. F. Dose, district engineer at Talkeetna, arrived on the steamer Omineca for a brief business visit at headquarters.

LIBERTY LOAN BONDS.

The employees of the Alaskan Engineering Commission and the residents of Alaska in general will, within a few days, be given an opportunity to render patriotic aid to their Government by participating as purchasers in the $2,000,000,000 issue of Liberty Loan 3½ per cent bonds. As soon as definite arrangements are made for the acceptance of local subscriptions the public will be so informed through the medium of the daily and weekly press.

The total amount of the Liberty Loan authorized by Congress is $5,000,000,000. Of this only $2,000,000,000 is being offered to public subscription at this time. The bonds are to be issued in denominations of $50, $100, $500 and $1000, and will pay 3½ per cent interest. They are exempt from all Federal, State and local taxation, with the exception of inheritance taxes.

These bonds should be eagerly subscribed by the patriotic people of America, not only because it is their first duty to help their Government, but because they are the safest investment on earth. They are secured by the entire wealth of the United States, the annual increase of which alone amounts to about 50 billions of dollars.

Our country is at war with the most powerful and resourceful foe the world has ever known. Millions of men and millions in money will be required to make the result decisively victorious. The draft will provide the men. It is the privilege and duty of those not in the army to provide the money.

DAILY WEATHER REPORT.

Following is the report of weather conditions prevailing at Anchorage during the period May 30 to June 5, inclusive:

	Max.	Min.	Rainfall	Wind
May 30	58	47	Trace	6.5
May 31	54	46	None	4.2
June 1	52	44	Trace	4.2
June 2	52	47	Trace	5.4
June 3	52	46	0.86	4.1
June 4	53	45	Trace	6.1
July 5	50	44	0.11	4.0

MAIL SERVICE VIA CROOK.

Arrangements have been made with the Post Office Department whereby a mail service between Seattle and Anchorage will be provided this summer via the U. S. A. transport Crook. The new service will be of great convenience to the Cook Inlet section by cutting down the running time of the mails from two to four days.

WASILLA TOWNSITE LOT SALE.

The first sale of lots within the Wasilla townsite will be held at Wasilla at 1 p. m., June 20, 1917, at which time such lots will be sold as the demand may require.

The lots will be sold at public auction in accordance with the provisions of the Alaskan Railroad Townsite Regulations, and the terms will be, briefly, as follows:

No lot will be sold for less than $25.00, and no bid exceeding that amount will be accepted unless made in multiples of $5.00. The minimum of $25.00 on each lot sold for less than $50.00 must be paid in cash within 24 hours after the lot is sold, and if the price bid is $50.00 or more, one-half of the bid price must be paid in cash within that time and the remainder within one year from the date of the register's certificate of sale, or the entire price may be paid at the time of sale.

There are no restrictions as to the number of lots that any person may purchase, nor are there any conditions of forfeitures except that the one-half payment must be made within the time above specified.

All payments must be made in cash, post office money order, Government checks, or certified checks on national banks.

A. CHRISTENSEN, Superintendent of Sale.

MISSING MAN.

Inquiry has been made of the Commission concerning the present address of Anton Mangen. Any person able to furnish this information should communicate with the Commissioner's Office, Anchorage.

FORESTRY REGIMENT ORGANIZING.

A "forestry regiment," made up of foresters, practical woodsmen, loggers, portable sawmill operators, and others experienced in lumbering operations, for service in France, will, it is announced, be raised immediately. The Forest Service, at the request of the War Department, will prepare plans for the organization and equipment of the force and will aid in securing suitable men. The regiment will form a unit of the Engineer Corps now being recruited to be sent abroad as soon as it can be organized and equipped.

The organization of this regiment is the result of a suggestion made by the British Commission. Similar forces have been raised in Canada and are rendering valuable services. The object of the American forestry regiment, it is said, will be to convert available timber into material suitable for bridges, railroads, trenches, and other construction work with the least possible waste. At the same time the cutting will be done under the supervision of technical experts in cooperation with the French foresters. In this way the permanent damage to the forests incident to furnishing the imperatively needed timber, it is hoped, will be kept as small as possible.

Mrs. William C. Edes arrived from Seattle on the steamship Alameda on Sunday.

L. A. Townsend, of the Anchorage dock office staff, has been transferred to Talkeetna District office.

Miss Eva Lockhart, stenographer in the Commissioner's office, Anchorage, has left for Seattle for a month's visit with relatives.

Gilbert F. Loetscher arrived at Anchorage on the steamer Alameda to accept a position as stenographer with the Commission.

The natives of Alaska have been instructed to increase their food supplies to the utmost this season, and the teachers in the various schools are directing the work.

A report from Fairbanks under date of May 14 states that the Nenana River is open to navigation, and that two launches reached Chena from Nenana on May 13.

OFFICIAL CIRCULARS.

ANCHORAGE HOSPITAL RATES.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, June 1, 1917.

Circular No. 224:

TO ALL CONCERNED:

Effective this date, the following rates per day will be charged for rooms furnished in the Anchorage Hospital:

Room No.	Number of Beds	Description of Rooms	Private	Empl. Families
206	One or more	General ward for men, main floor	$4.00	$2.00
211	One	Small single room, near elevator	4.00	2.00
	Private		7.00	4.50
212	More than one	Corner room with bath and toilet	5.50	2.00
	Private		7.00	4.50
301	More than one	Corner room with bath and toilet	5.50	3.00
302	One	Small single room	5.50	2.50
303	One	Small single room	5.50	2.50
304	One	Small single room	5.50	2.50
305	One or more	General ward for men, 2nd floor	4.50	2.00
	Private		7.00	4.50
306	More than one	Corner room, no bath or toilet	5.50	2.00
315	One	Small single room, near elevator	4.00	2.00
	Private		7.00	4.50
316	More than one	Corner room with bath and toilet	5.50	2.00

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

F. MEARS, Commissioner.

FOREST FIRE REGULATIONS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, June 7, 1917.

Circular No. 225:

TO ALL CONCERNED:

During the summer months there is great danger of destructive forest fires starting from any small campfire, smudge, or carelessly thrown matches or lighted tobacco, and causing an incalculable loss to the country. During the construction period of the road this menace is especially threatening. It is the desire of the Alaskan Engineering Commission that all of its employees carefully guard against leaving any smouldering fires or thoughtlessly thrown matches, lighted cigarettes, or anything of like nature in any place where it is apt to ignite grass, moss or other covering or material. Campfires, smudges and all other fires should be carefully extinguished with water or buried with a sufficient depth of earth so as to prevent any possibility of spreading. As an illustration of the care that should be taken, a fire started in the moss may smoulder and continue unnoticed for several days, and then when a breeze occurs be fanned into flame that soon may have the entire vicinity burning beyond control. If every person will take it upon himself to observe the utmost precautions the danger from fire will be reduced to a minimum.

In order that proper steps may be taken to prevent the spread of fires, every employee will be expected to comply with the following instructions:

As soon as a fire is discovered on the public lands north of Knik River, if it is already beyond control, the matter shall be reported to the nearest district engineer, who will issue proper instructions in the premises.

The district engineer will notify this office and the fire guard or special agent of the General Land Office as soon as practicable, and if the fire is liable to destroy valuable timber, he will take steps to control it, using whatever employees he may need. The time of the men so employed shall be kept separately and charged against the General Land Office. The account will be properly adjusted by the representative of the General Land Office when he arrives.

The district engineer, or other person in charge of any work, is authorized to supply such men as will not seriously interfere with the work of the Commission to assist in controlling or extinguishing fires when called upon to do so by the fire guard or special agent of the General Land Office, it being understood that they will receive the same wages during the time they are thus employed as when engaged in their regular work.

If it is discovered that any person has left a fire without taking the proper precautions to prevent its spread, all of the facts should be reported at once to the fire guard or special agent for appropriate action.

Strict compliance with these instructions is expected.

For the information of all concerned the following law is quoted relating to the penalty for setting fire to timber and leaving fires unattended:

"Section 1. That any person who shall willfully or maliciously set on fire, or cause to be set on fire, any timber, underbrush, or grass upon the public domain, or shall leave or suffer fire to burn unattended near any timber or other inflammable material, shall be deemed guilty of a misdemeanor, and upon conviction thereof in any district court of the United States having jurisdiction of the same shall be fined in a sum of not more than five thousand dollars or be imprisoned for a term of not more than two years, or both.

"Section 2. That any person who shall build a fire in or near any forest, timber, or other inflammable material upon the public domain shall, before leaving said fire, totally extinguish the same. Any person failing to do so shall be deemed guilty of a misdemeanor, and upon conviction thereof in any district court of the United States having jurisdiction of the same shall be fined in a sum not more than one thousand dollars or be imprisoned for a term of not more than one year or both." (31 Stat., 169)

F. MEARS, Commissioner.

INSTRUCTIONS TO TIMEKEEPERS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, June 9, 1917.

Circular No. 226:

TO ALL CONCERNED:

The attention of this office has been called to the following irregularities:

On some of the districts, when an employee has been transferred from one camp to another during the month, timekeepers have been giving time check to cover time at the camp from which transferred. This is not a proper procedure.

When an employee is transferred from one camp or

department to another, and is not leaving the service, he should be given an identification slip, Form No. 68, and should receive a time check only when leaving the service of the Commission.

There shall be no time checks issued by any department after the 28th of each month.

Some of the timekeepers have been entering the time of the employees for whom Form 121 is required on the payroll before receiving a copy of the approved form back from the chief timekeeper. No changes in payrolls are to be made until timekeepers have been advised that a Form 121 has been approved by this office.

These instructions are to be fully complied with.

F. MEARS, Commissioner.

PREPARATION OF FORM 253.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, June 11, 1917.

Circular No. 227:

TO ALL CONCERNED:

In preparing Form 253, Requests for Transportation, employees should insert the words "and return," if return transportation is desired. Otherwise transportation will only be issued one way.

F. MEARS, Commissioner.

BAGGAGE STORAGE CHARGES.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, June 8, 1917.

Transportation Circular No. 68:

TO ALL CONCERNED:

Baggage storage checks, Form 595, have been forwarded to all agents. Effective at once, agents are required to collect charges for storage on baggage remaining on hand longer than the free time allowance, according to tariff. As baggage is received at the station, the date and hour of the receipt should be stamped or written on the baggage checks, and storage checks should be hung on baggage on which free time allowance has expired, at least twice each day,—at 9. a. m. and 2.00 p. m. When the baggage is subsequently delivered, the accrued storage charges should be collected according to the storage check, but if no storage check has been hung, the date and hour of receipt shown on the baggage check should be examined so that if free time allowance has expired, storage check is to be cut and proper charge collected.

Monthly report of baggage storage collections, Form 519, must be rendered by all stations having stock of baggage storage checks. If no checks are issued, or collections made during the month, a blank report should be rendered, endorsed: "No checks issued or collections made."

The report should cover every transaction from the first to the last day of the month, both dates inclusive, and should be correct in every particular.

The commencing and closing number of checks issued during the entire month should be entered in the upper left-hand corner under the heading "Summary of Stock Issued."

Checks should be reported in numerical order, commencing in the first column, and if baggage on which storage check has been hung is on hand at the close of the month, check is to be reported in proper order, and in the amount column insert the letters "O. H." and again report storage check in month collection is made.

In printing Form 595, storage checks, an error was made and they were not perporated, so that when folding the last part of the check the dates on this part do not coincide with dates on the second part, and care is to be used by all agents when punching these checks.

F. MEARS, Commissioner.

OBSOLETE AND NEW FORMS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, June 9, 1917.

Transportation Circular No. 69:

TO ALL CONCERNED:

This is to advise you that the following forms are obsolete, and are replaced as below:

Form 415, Excess Baggage Report, is obsoleted by Form 594, Report of Excess Baggage Collections.

Form 240, Refund for Ticket, is obsoleted by Form 533, Ticket Redemption Certificate.

Form 236, Monthly Report of Uncollected Items, is obsoleted by Form 416.

All agents will immediately forward to the Store Department, for stationery room, their stock of the above obsolete forms.

F. MEARS, Commissioner.

BAGGAGEMEN'S C. O. D. TAGS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, June 11, 1917.

Transportation Circular No. 70:

TO ALL CONCERNED:

Effective at once, train baggagemen will discontinue the use of excess baggage checks in handling excess baggage, and will in future use Form 610, Train Baggagemen's C. O. D. tag.

Train baggagemen will use Form 610 on all shipments of excess baggage on which passenger requests them to carry to a station beyond that to which it is checked.

Train baggagemen will also use this form in checking baggage at non-agency stations if there is any excess. Where C. O. D. baggage has been checked to non-agency station train baggagemen will collect charges for same and turn the cash together with C. O. D. tag to agent at first agency station.

This form is not to be used as a baggage check, and any baggage on which this Form 610 is applied the regular baggage check must also be attached.

Stubs of train baggagemen's C. O. D. tags are to be forwarded to this office with trip report, Form 593.

Agents will forward train baggagemen's C. O. D. tags to Accounting Department, and will report collections on Form 594 at the close of each month.

F. MEARS, Commissioner.

WAGE SCHEDULE CHANGE.

Department of the Interior
Alaskan Engineering Commission

Supplement No. 6 to Circular No. 184:

The following rate is authorized for work on this Division:

Mess Men .....40 cents per hour

F. MEARS, Commissioner.

WAGE SCHEDULE CHANGE.

Department of the Interior
Alaskan Engineering Commission

Supplement No. 7 to Circular No. 184:

The following rate is authorized for work on this Division:

Foreman, Section, Anchorage Terminal $150.00 per month

F. MEARS, Commissioner.

WAGE SCHEDULE CHANGE.

Department of the Interior
Alaskan Engineering Commission

Supplement No. 8 to Circular No. 184:

The following rate is scheduled for work on this Division:

Oiler on Dredge .....$75 per month and board

F. MEARS, Commissioner.

ORDER.

Department of the Interior
Washington, May 15, 1917.

Envelopes and other official mail containers used by this Department and its bureaus and services, including offices and agencies outside of Washington, shall be stamped in red with the following line:

YOUR PATRIOTIC DUTY — BUY A LIBERTY BOND

Rubber stamps for the purpose will be ordered in quantity by this Department and requisitions for the number needed by each bureau and its outside offices should be made in the usual way; also for red ink pads.

FRANKLIN K. LANE, Secretary.

EXECUTIVE ORDER.
(No. 2608)

Chugach National Forest, Alaska.

Under authority of the Act of Congress approved June 4, 1897 (30 Stat., 11, 34-36), and on the recommendation of the Secretary of Agriculture, it is hereby ordered that the following described tract of land be excluded from the Chugach National Forest, Alaska:

Beginning at a point, identical with Meander Corner No. 2 of U. S. Survey 608, said point being 100 feet measured at right angles from the center line of the Alaska Northern Railway, thence Northerly, parallel to and 100 feet Westerly from the center line of the said railway, 2069 feet more or less to Corner No. 5 of said U. S. Survey No. 608, an iron pipe 3 ins. dia., capped and marked "S-608-Cor. 5", thence Westerly along the northerly line of said U. S. Survey No. 608, South 78 degrees 56 minutes West, 730.62 feet to Meander Cor. No. 1, on the east side of Lake Kenai, thence southerly following the meanders of U. S. Survey No. 608, South 21 degree 40 minutes East 283.80 feet, thence South 27 degrees 55 minutes East 330.00 feet, thence South 30 degrees, 55 minutes east 112.20 feet, then south 35 degrees 55 minutes East 184.80 feet, then South 41 degrees 25 minutes East 237.60 feet, thence South 52 degrees 10 minutes East 237.60 feet, thence South 47 degrees 25 minutes East 250.80 feet, then South 49 degrees 10 minutes East 237.60 feet, thence South 61 degrees 40 minutes East 145.20 feet, then South 67 degrees 10 minutes East 376.20 feet to the place of beginning.

And it is hereby ordered, under and pursuant to the provisions of the Act of Congress approved March 12, 1914 (38 Stat., 305), that the tract above described be and the same is hereby withdrawn from settlement, location, sale, entry or other disposition, and reserved for townsite purposes and for other purposes in connection with the construction and operation of railroad lines under said act, under such regulations as have been or may hereafter be precribed.

The White House, 4 May, 1917.

WOODROW WILSON.

PREPARATION OF SHIPPING BILLS.

(The following circular is re-printed for the attention and guidance of those concerned.)

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, Feb. 12, 1917.

Transportation Circular No. 49:

TO ALL CONCERNED:

In forwarding Commission shipments the party preparing shipping bill will please show the Department the material or supplies are consigned to, as Mechanical Department, Store Department, Maintenance of Way Department, B. & B. Department, T. & T. Department, etc.

It is also desired that care be taken to show weights of all shipments, as this information is necessary for statistical purposes.

H. F. DOSE, Acting Division Engineer.

TALKEETNA DISTRICT CHANGES.

Department of the Interior
Alaskan Engineering Commission
Camp 245—Talkeetna, May 29, 1917.

TO ALL CONCERNED:

Effective June 1, 1917:

Mr. F. W. Silke has been appointed assistant superintendent of construction, and will have charge of and be responsible for all construction work and supplies furnished the Construction Department, from Station 8736 (Sheep Creek) to Station 10765 (Lane Creek).

Mr. R. H. Hill has been appointed assistant superintendent of construction, and will have charge of and be responsible for all construction work and supplies furnished the Construction Department, from Station 10765 (Lane Creek) to Station 12022 (Indian River).

Mr. H. P. Rieske has been appointed assistant superintendent of construction, and will be in charge of all special assignments not included in the above.

Mr. W. S. Brown has been appointed district timekeeper, vice Mr. F. M. Daniels, transferred to other duties.

Mr. C. G. Cameron has been appointed district line auditor with duties outlined in Circular No. 182.

All the above will report to the undersigned.

H. F. DOSE, District Engineer.

CIRCULAR.

Department of the Interior.
Washington, May 21, 1917.

The Post Office Department has requested that in using the rubber stamp "Your Patriotic Duty—Buy a Liberty Loan Bond," which was the subject of an order of this Department on the 15th instant, it be put on the left end of envelopes and other mail containers, so as not to interfere with the postmark and cancellation stamp.

E. A. AYERS, Chief Clerk.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, JUNE 19, 1917. No. 32

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

U. S. TO PURCHASE TANANA VALLEY R. R.

Secretary of the Interior Franklin K. Lane, under date of June 1, announces that arrangements are being perfected for the purchase of the Tanana Valley Railroad, a privately owned line in the vicinity of Fairbanks.

This road, a narrow-gauge (3 feet) single-track steam railroad, is 44.7 miles in length. It has a terminus at Chena, at the head of navigation on the Tanana River, and one section of the line, 9 miles in length, extends to Fairbanks. A line 35 miles in length extends to Chatanika, in the mining district, from a junction point 5 miles from Chena and 4.7 miles from Fairbanks.

Fairbanks, while generally referred to as the head of navigation for river steamers, is often cut off from river service on account of low water, and the Tanana Valley Railroad was built to handle the freight and passengers from Chena to Fairbanks and to serve the mining district in the vicinity of Gilmore and Chatanika.

The line has been of great benefit to the mining industry of the Fairbanks district and in the past has paid good interest on the investment. The earnings of the road have lessened gradually, as the mining industry has decreased, although the road still pays a considerable amount over and above the cost of operation and maintenance. In 1914, the last year for which figures are available at this moment, the gross earnings of the railroad were $116,579.50; the expenses $94,259.81; leaving net earnings of $22,319.69. The total number of passengers carried was 27,832 and the freight tonnage amounted to 10,231.

This road will become a part of the government system now under construction between Seward and Fairbanks, and will prove particularly valuable as a distributor of coal from the Nenana fields, when that section is tapped by the main line now being built south from Nenana.

RED CROSS WEEK.

Proclamation.

Inasmuch as our thoughts as a nation are now turned in united purpose toward the performance to the utmost of the services and duties which we have assumed in the cause of justice and liberty;

Inasmuch as but a small proportion of our people can have the opportunity to serve upon the actual field of battle, but all men, women and children alike may serve and serve effectively by making it possible to care properly for those who do serve under arms at home and abroad;

And inasmuch as the American Red Cross is the official recognized agency for voluntary effort in behalf of the armed forces of the Nation and for the administration of relief:

Now, therefore, by virtue of my authority as President of the United States and president of the American Red Cross, I, Woodrow Wilson, do hereby proclaim the week ending June 25, 1917, as Red Cross Week, during which the people of the United States will be called upon to give generously and in a spirit of patriotic sacrifice for the support and maintenance of this work of national need.

WOODROW WILSON.

TRANSPORT CROOK EN ROUTE.

The U. S. A. transport Crook left Seattle for Anchorage at 4.45 p. m. on June 15, carrying 2854 tons of miscellaneous freight for the Commission, including 980 tons of 70-lb. rails and 19 head of horses. The vessel is due to arrive here on the morning of the 21st.

The next sailing of the Crook from Seattle is scheduled for July 3.

R. J. Weir, engineer-in-charge of Seward Division, arrived in Anchorage on Saturday to consult with the members of the Commission on construction matters.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending June 9, 1917:

MAINTENANCE OF WAY.

Water Service and Plumbing.

Work was continued during the week on the installation of a hot-water heating system for Cottage No. 22. The temporary 4-inch water main east of the machine shop was taken up. Repairs were made to the plumbing at Dock No. 2, the Telegraph and Telephone building, the General Office building, Bunk House No. 3 and the General Store building.

Bridge and Building.

A shortage of lumber necessitated the reduction of forces at the terminal yards. Repairs were made to the gridiron at Dock No. 1. The Pacific Grocery Company's warehouse was moved eastward from its former location about 60 feet, in order to provide a better view of the road crossing in the yards.

The plastering of Cottage No. 22 was completed. About 75 per cent of the total work on this house has been accomplished. Good progress was made on the erection of the steel water tank at Matanuska, the work being now about 60 per cent complete.

The Kings River bridge was completed during the period, and the bridge gang (No. 5) will next begin repair work on the Eagle River structure.

Grading, Ballasting and Tracklaying.

Steam shovel No. 1, at Mile 11, moved 10,500 yards of gravel, completing the line change between Miles 11 and 13, except for riprap. The shovel was removed to Station 1150, in the Eska Creek canyon, and moved about 2000 yards of riprap, which was placed between Stations 1370 and 1470. Extra gang No. 3 has been surfacing the Eska Creek spur.

Main line track was laid from Station 6160 plus 20 to Station 6404, the south end of the bridge over the Little Susitna River.

Steam shovel No. 2 moved 10,000 cubic yards of ballast during the week, which was spread from Station 5710 to Station 5950. Extra gang No. 4 continued raising and lining track. The track has been surfaced to Station 5620.

Mechanical Department.

Engine No. 277 has been assembled and is now in service; engine No. 275 is about 60 per cent, and engine No. 266 is 20 per cent, assembled. Work was started on the assembling of No. 6 steam shovel; No. 7 was 95 per cent complete.

The force continued the setting up of four-yard Western and K. J. dump cars. Running repairs were made to all locomotives in service.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

Permanent construction on the Matanuska Branch has reached the rock bluffs between Moose Creek and Eska; on the main line it has reached Wasilla. Between Girdwood and Kern Creek permanent construction is 50 per cent completed.

At Dead Horse Hill the outside wiring for a temporary telephone exchange has been placed. The Indian River extension is being delayed on account of the non-arrival of material, part of which is at Kroto. At Matanuska three terminal cable boxes were installed.

There are now 224 local connections to the townsite telephone exchange, 157 of which are business telephones. There are 25 orders unfilled on account of lack of instruments. The work of moving, installing and disconnecting has been unusually heavy.

Electric Light and Power.

A 2½-inch conduit was laid from the machine shop to the carpenter shop, preparatory to the installation of the DC motors. One 5-h. p. motor was added to the townsite load. During the week four motors were removed and eight installed. One 10-KW transformer was installed at the marine ways.

MATANUSKA DISTRICT.

Matanuska Branch.

Construction along this section continues satisfactory, and it is believed that conditions will be favorable for laying of steel shortly after July 1.

Pappadis & Co. and Pappas & Co. will finish their contracts within a week, and Matt & Co. and Babich & Co. should complete their work soon after.

Main Line.

The following new contractors were established during the week between Camp 195 and the Kashwitna: Felton & Co., Alex. Gaz & Co., A. Romoff & Co. and Dan Suzee & Co. Two more contracting outfits will be placed between Camp 187 and Camp 195 within a few days. The work will then be entirely covered as far north as the Kashwitna, with the exception of three small wheelbarrow contracts.

The work north of the Kashwitna will be opened as soon as the river boats land supplies at Camp 201.

The condition of the wagon roads is being improved rapidly by the large gangs at work. So far three road camps have been established: one near Mile 177, one near Mile 190, and the other at Mile 192.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

Less than ¾ of a mile remains to be cleared between Anchorage and Glacier Creek.

Grading.

Extremely hard rock is making progress slow for the grading contractors in the vicinity of Bird Point. The Commission forces at that place, opening the cut for steam shovel, are progressing favorably, as are the contractors on the heavy work at Bird Creek. The same may be said of all contractors, as a whole, working between Potter Creek and Mile 90, south of Falls Creek.

The Commission force in the big cut 1½ miles south of Potter Creek put off two coyote shots in borrow last week, moving and throwing into fill about 8000 cubic yards of rock. About 7500 pounds of black powder were used.

A night crew will soon be started on the steam shovel at Rabbit Creek. Material is being hauled away from the shovel by four trains consisting of 14 four-yard cars and dinkeys. The extreme haul is 3½ miles.

At the end of the week 1158 employees were on the payrolls of the district, classified as follows: Stationmen 626, Commission employees 387, stationmen's laborers 145.

CIVIL SERVICE "MOBILIZATION."

The Civil Service Commission authorizes the following:

It is to be expected that the work of recruiting the ranks of the civil service should be overshadowed somewhat by the more spectacular activities of the armed forces. But the host of scientific and technical employees, clerks, artisans, and laborers, known as the Federal civil service, and numbering more than 450,000 normally, must now be expanded to emergency proportions, and in the face of what is probably the greatest demand for man power the country has ever known. This is the task of the Civil Service Commission.

The problem is not merely to obtain applicants in sufficient number to meet the Government's needs; it is of first importance that persons appointed shall be qualified in every way. The Commission's lists from which it expects to meet the needs of the Government are composed of 96,000 eligibles, qualified in nearly every phase of industrial training.

The demands upon the Commission by the War and Navy Departments have, of course, been heaviest. The War Department alone has appointed from the civil service lists approximately 1500 clerks and stenographers in the past few weeks. The Commission is now examining about 3000 stenographers a month, in addition to applicants for other clerical work or for employment in technical, scientific, or mechanical lines.

The Greatest Difficulty.

The Commission's greatest difficulty has been in furnishing in sufficient number certain kinds of mechanics and technical men for navy yards and arsenals. Most of these needs have been met, but there is still urgent demand for ship draftsmen, ship mechanics of various kinds, boiler makers, coppersmiths, machinists, electrical machinists, drillers, pipe coverers, flange turners, and helpers to boiler makers, machinists and coppersmiths. Lately the number of applications from mechanics in shipbuilding trades has increased to some extent, but many more are wanted.

In addition to supplying immediate needs, the Commission, through its 3000 local representatives, has canvassed the country and enrolled for future use about 25,000 mechanics of all kinds who have expressed their willingness to accept employment in a navy yard or arsenal if called upon.

DAILY WEATHER REPORT.

Following is the report of weather conditions prevailing at Anchorage during the period June 6 to June 12, inclusive:

	Max.	Min.	Rainfall	Wind
June 6	51	41	0.56	5.6
June 7	51	46	0.22	5.7
June 8	53	43	Trace	7.7
June 9	56	41	none	5.5
June 10	56	33	none	7.0
June 11	65	39	none	5.9
June 12	62	39	none	6.3

V. H. Wilhelm and F. W. Williamson, U. S. surveyors connected with the General Land Office at Juneau, arrived on the steamship Alaska on Saturday.

Mr. Wilhelm will be in charge of the subdivision survey work in the vicinity of Kashwitna, and Mr. Williamson on similar work in the Kachemak Bay section.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, May 26, 1917, was as follows:

Commissioner's Office	43
Shops and Yards	201
Transportation Service	62
Store and Dock Departments	377
Accounting Department	21
Disbursing Office	10
Townsite Department	35
Employment Bureau and Terminal Mess	18
Hospital Department	27
Telegraph and Telephone Department	87
Track, Bridge and Ballast—Main Line	450
Turnagain Arm District	365
Matanuska District	441
Talkeetna District	164
Locating Engineer's Party	20
	2321
Stationmen and Laborers—All Districts	1736
Grand total all employees Anchorage Division	4057

GOVERNMENT TO OPEN COAL UNITS.

Secretary Franklin K. Lane has directed the Alaskan Engineering Commission to start mining operations in the Matanuska coal fields immediately. Sumner S. Smith, mine inspector for Alaska, under the Federal Bureau of Mines, has been named as resident mining engineer in the Matanuska coal field and will take charge of the operation of the mines. The location of the units to be developed by the Commission will be announced later.

The purpose of this work is to furnish an immediate supply of coal to the Alaskan Engineering Commission for use in the operation of its trains and construction work.

It is expected that the mines will be opened on a comprehensive scale, and carried on under the immediate supervision of Mr. Smith, with the cooperation of George W. Evans, district engineer for the Bureau of Mines, stationed at Seattle, who already has had experience in this field. The mines will be equipped with modern mining machinery, which will include apparatus for washing and cleaning the coal.

First aid and mine rescue equipment will be installed at an early date, in accordance with the policy of the Bureau of Mines, which has made a consistent effort to have such equipment placed throughout the various coal mining districts of the United States for the protection of the lives of the miners.

It is not the intention of the Government to remain in the coal mining business permanently, one of the principal objects of this pioneer development by the Government being to stimulate the interest in coal mining by private parties in this and the other coal fields of Alaska. When a permanent supply of coal is assured it is probable that the Commission will withdraw from the industry and that the mines so developed by the Government will then be leased to private parties under the provisions of the coal leasing regulations.

Commissioner F. Mears, accompanied by Engineers Dose and Kuney, left yesterday on a ten days' inspection trip to Chickaloon, Wasilla and Talkeetna.

UNIQUE INDUSTRY NEAR SEWARD.

(From the Pacific Motor Boat Magazine)

Alaska has many interesting industries and practically all of these are closely related in some way or another with the use of motor boats. In fact motor boats furnish the predominating method of transportation in the North because of the lack of railroads and highways, and the great maze of inland waterways that reach the coastline sections in which most of the industrial development has taken place. Few industries depending on motor boats, however, are so unique and interesting as that which has developed at Pleasant Beach near Seward, where a plant has been built that tans leather and manufactures oil from sharks which are caught and towed in by outboard motors.

This business has been built up by J. F. La Varne. Anchored off the beach is the little 18-ft. skiff powered with an Evinrude outboard motor which is used to put out the lines that catch the sharks and also to tow in the fish after they are caught.

Long lines, called set lines, are used by La Varne for this fishing, these being ½-inch Manila and about 50 feet in length. Fastened to the main line at intervals of 6 ft. are shorter lines about 2½ feet long on which are placed the 5-inch hooks. These hooks are baited with salmon heads. One end of the long line is held down with a heavy anchor and the other end is fastened to a substantial buoy and the lines, a number of which are set at once, are left out for a number of hours. Then the little outboard motor boat comes chugging along and the line is gradually taken in. By the time the boat comes the sharks are usually dead, and if not, they are dispatched by a blow on the head with an ax. By the time they have been on the line for a few hours they seldom show any fight, although on one occasion La Varne had an exciting time when he returned within an hour or two after the line had been set and found three live sharks on a short line. The three sharks started to swim off in the same direction and for a time they towed the little boat all over the bay, almost swamping it a number of times. The occupants finally, however, managed to get near the beach, and jumping out in shallow water, they made the line fast to the shore and let the sharks tire themselves out for a few hours, after which they were pulled in without difficulty. The supply of sharks seems to be almost unlimited and as many as nineteen have been caught on one line at a time. It is no uncommon task for the little Evinrude boat to have to tow five or six sharks to the beach at a time.

When the sharks are brought ashore they are skinned on the beach, every skin being carefully preserved in two pieces for treatment at the tannery. Oil is extracted from the liver, ten to forty gallons being taken from each fish. The oil is valuable for a great many purposes, among them being the softening of leather, for lubrication in grinding and for general chemical purposes. The skins make up into a very fine grade of leather, extremely tough and at the same time very pliable and capable of taking a good polish, and believed to be especially suitable for shoes. Under the present conditions of leather shortage, new sources of supply of raw material are being eagerly sought by manufacturers, so that La Varne has no difficulty in disposing of the hides. In fact, the demand is so great that an immediate expansion of the business is necessary in order to meet the great market that is offered.

La Varne has spent the winter in the East in conference with shoe manufacturers and expects during the coming season to greatly expand the facilities of his plant. A large tannery will probably be built and two seineboats are to be used for the shark fishing at Pleasant Beach, while it is possible that several other fishing stations will be established and a wooden steamship purchased to act as a tender for these plants and carry the products to Seattle. A company has been formed backed by eastern money for the purpose of expanding the shark fishing business into an industry of big proportions, at which time the little outboard motor boat may be relegated to the background, but at the present time the little 18-footer with its 3 h. p. Evinrude is the industry's sole reliance.

COOK INLET BASEBALL LEAGUE.

The Anchorage Commission nine were the victors over Anchorage City on Sunday by a score of 8 to 7. The game was played before a crowd of nearly 1000 at Athletic Park.

Turnagain Arm, playing on the Potter Creek diamond, defeated Matanuska by a score of 8 to 1. The attendance was about 300.

Next Sunday's schedule is as follows: Matanuska vs. Commission at Matanuska; City vs. Turnagain Arm at Anchorage.

The present standing of the teams:

	Won	Lost	Pct.
Matanuska	3	2	.600
Anchorage Commission	3	2	.600
Anchorage City	2	3	.400
Turnagain Arm	2	3	.400

BRICK PLANT FOR SEWARD.

The Alaskan Engineering Commission has granted a permit to Mr. John A. Nelson of Seward, Alaska, to remove clay, sand and earth from the waterfront at Seward to be used in the manufacture of brick. Mr. Nelson and his associates are now engaged in the erection of a plant for manufacturing brick, and have taken steps toward securing the necessary machinery.

WASILLA EXCURSION TRAIN.

The regular train leaving Anchorage Wednesday, June 20, will connect with a special train at Matanuska for Wasilla, arriving at the latter place in time for the lot sale. Returning, the special will leave Wasilla in time to connect at Matanuska with the south-bound train for Anchorage.

The round-trip fare from Anchorage to Wasilla is fixed at $3.75; from Birchwood $1.90; from Matanuska $0.70.

MISSING MAN.

Inquiry has been made of the Commission concerning the present address of Thomas T. Smith. His mother, a resident of Brookhaven, Miss., is anxious to hear from him.

LOST—On Friday evening between the Anchorage power plant and railroad crossing, a pair of gold-rimmed eye-glasses, in case.

Finder will please return to P. L. Hunter or Commissioner's Office, Anchorage.

Stoppage on official check No. 45713 drawn to the order of J. J. Meacham, for $30, has been released, the check having been reported found.

UNDELIVERED SALARY CHECKS.

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

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

Following is a partial list of salary checks remaining undelivered on June 10:

Abloff, Pete
Abraham, Chas. (2)
Abramson, Nels
Adams, Albert
Adams, Virgil
Addis, Steve
Adkins, Cliff
Agostino, B.
Akoff, Harry
Akoff, Nick
Alexson, H.
Alla, John
Allen, Andrew
Almquist, G.
Aloff, Mike
Anderson, Chas.
Anderson, Ed
Anderson, Joe
Anderson, Otto
Anderson, Pete
Angelo, M.
Aniatas, Philip
Antinucci, D. (2)
Antinuccio, Frank (2)
Automex, Felix
Antonie, Raffael
Apror, Mike
Archigoff, B. (2)
Argins, S.
Argrvich, Chris.
Arhoff, Nick
Aronson, Arne
Aronson, Olaf (2)
Asikan, Adam
Austel, Chas.
Axon, John
Azzdla, Lino
Bailey, Al. C.
Baker, William
Bangren, Otto
Bardwly, Sam
Barnhill, W. H.
Baroli, E.
Basko, Alex
Basoff, Pete
Bastiani, D.
Bastoff, A.
Battista, C.
Bazinet, Ed.
Beaman, Perry
Beckoff, Mor.
Bekkla, Charlie
Bell, R.
Bellow, R.
Bergstrom, Herman
Bernard, O. S.
Berta, John
Berti, John
Beton, Mike
Betros, Louis
Beates, Gust
Bibby, J. S.
Bicca, Bob
Bigoff, Alex
Bigoff, Mike (2)
Bill, George
Bipff, Alex
Bitoff, Alek
Blake, Roy
Blarina, Matt
Blarina, Vensel
Bodenberg John
Bodin, Albert
Bogg, J.
Bokoff, B.
Boles, Nick
Bonel, Aleck
Booster, John
Boscandir, D.
Boscoff, Alek
Bosoff, Harry
Bostrom, Chas.
Bozroff, John
Bozroff, Peter
Brash, Mike
Bratt, G.
Brock, Thos.
Brock W.
Brown, Ephraim A.
Brown, Jim
Brown, W. S.
Butkovich, Bob
Butler, Theodore (2)
Callas, George
Calvin, S. R.
Canale, Mike
Canoff, John
Capelli, Frank
Carey, John (2)
Carlgren. Hugo
Carle, Mike (2)
Carr, John
Carr, Frank
Carlson, A. (2)
Carlson, C.
Carlson, H.
Carlson, Jack (2)
Carlson, John
Carlson, Oscar
Carpenter, W. T.
Carrel, Mike
Carrier, Dan
Cherboff, Nick
Chickvilo, Bill
Chilovich, Pete
Chros, Louis
Chuk, Steve W.
Churich, Mike
Ciscoff, M.
Cisori, T.
Cholchak, Anton
Collins, J.
Coloff, Gus
Compestino, John (2)
Conley, Felix
Conroy, J.
Conray, John (2
Croak, Mike
Cornell, Henry (2)
Cornovale, B.
Corrigan, Bert
Coshow, Fayne
Cottle, V. H.
Coukes, George
Cresa, A.
Crosara, G.
Dahl, Oscar
Dalvich, Bob
David, D.
Davolgus, Pete
Deboff, Bill
Degoff, Dan
Delebosich, Andry
Del Marchi, S.
Diboff, Alex
Digoff, Bill
Dinovich, G.
Docas, N.
Docu, Nick
Doeft, Mike
Dominich, L.
Donahue, J.
Doszh, Tony
Dougherty, J.
Drashoff, L.
Drichas, Sam
Dudoff, Jim
Duffy, Pat
Dunn, Harry (3)
Dzutsoff, Bibo
Edwards, M. Y.
Edstrom, Emil
Eloff, Sam
Enbone, Arthur
Eevaerts, T.
Eklund, P.
Ekoff, Frank
Ellas, John
Ellis, Jas. (3)
Elving, C. E.
Emerzos, Aristos
Engstrom, J. A.
Erickson, A.
Erickson, Emil
Erickson, Gus
Erickson, Gust (2)
Erickson, J. (2)
Erickson, Sam
Ethanos, George
Evans, Ed. (2)
Evans, Mike
Ezoff, George
Fahy, Pat
Fardzian, Alex (2)
Farjin, Nick
Farlikos, Mike
Farr, Jim
Farrer, P. M .
Felikos, M.
Ferantos, A.
Ferris, R. E.
Finderli, Tony
Fitzpatrick, J. W.
Flanagan, John
Fletcher, Geo.
Florianowicz, J.
Forbes, A. H.
Foribi, Geo.
Forsgren, E.
Franchi, Pietro
Frank. Frank (2)
Frank, Joe (2)
Franklin, C. A.
Fraser, Geo.
French, Joe
Friend, J. L. (3)
Fundahn, Ed.
Furniotu, Pit
Gamatt, George
Gank, Don
Garson, Alec
Garthoff, Jim
Gaskill, Burt E.
Gasoff, Dan
Gates, Fred
Gatoff, Jim (2)
Gavazzi, A. (2)
Geoff, Harry
Geokas, Dick
Geraw, J. A.
Gets, Joe
Gezoff, Mike
Ghylin, Emil
Giaz, Frank
Gilbertson, N. T.
Gillespie, David (2)
Gillespie, M.
Gkoff, Geo.
Glatz, Otto
Glumac, Nick
Gogoff, Pete
Gonnakopulos, G.
Goras, Bill
Gorich, Sam
Gorman, H. W. (2)
Gost, Mike
Goumans, Louis
Grew, Harry
Gross, Nick
Grossley, A. (2)
Grubisich, Chas.
Gucovich, Geo.
Gulick, George
Gurst, Mike
Gust, Frank W.
Gustafson, C.
Haas, William
Hadarsoff, David (2)
Hair, William L.
Halstrom, Fred
Haltorn, Paul
Hancock, Richard
Hangrave, Nels
Hansen, H. (2)
Hansen, Paul
Hansen, William
Harrison, H.
Harrison, Lee (2)
Harwood, G.
Heanas, John
Hedquist, Alex
Hempler, A.
Hendrickson, G.
Hernandez, Justo
Hinde, Edwin G.
Hodges, W. E.
Holmberg, Ole
Holstrom, Arvid
Holubovsky, S.
Howard, John
Hugh, Hans
Husall, Harry
Ingnac, Polih.
Irvine, Sep
Isakson, H.
Jackis, George
Jackoff, Jim
Jackson, W. M.
Jarich, L. (2)
Jean, Frank
Jeckus, Geo.
Jensen, John
John, Conny
John, Jim
John, T. (2)
John, Tony
Johnson, Carl S. (2)
Johnson, Chas.
Johnson, Dave
Johnson, John
Johnson, Nels
Johnson, Ole
Johnson, Ole J.
Johnson, Oscar

(Continued next issue.)

OFFICIAL CIRCULARS.

ACTING CHIEF DRAFTSMAN.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, June 15, 1917

Circular No. 228:

TO ALL CONCERNED:

Mr. E. R. Arbuckle is appointed Acting Chief Draftsman during absence of Mr. D. D. Vint.

F. MEARS, Commissioner.

REVISED FORM 81.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, June 18, 1917.

Circular No. 299:

ALL CONCERNED:

Form 81, Claim for Compensation on Account of Injury, has been revised, and the new form provides for dates relative to total and partial disability, and it will be necessary for all employees in the future who prepare forms for compensation account of injury to make them out on the new form. All offices having a supply of the old form will forward them to the Store Department at the earliest possible date.

F. MEARS, Commissioner.

RATE FOR SPREADER RENTAL.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, June 12, 1917

Transportation Circular No. 71:

TO ALL CONCERNED:

Effective this date, the rate of rental for spreader will be $5.00 per day of 24 hours (wages, fuel and supplies not included).

F. MEARS, Commissioner.

HANDLING AND STORAGE OF OIL.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, June 13, 1917

Transportation Circular No. 72:

TO ALL AGENTS:

It is desired that extreme care be used by all agents and operators in connection with the handling and storage of oil at the various depots for station use. Care must be taken to see that oil is properly protected in order that there will be no danger from fire originating from careless use.

F. MEARS, Commissioner.

GOVERNMENT TRANSPORTATION REQUESTS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, June 14, 1917.

Transportation Circular No. 73:

ALL CONCERNED:

Upon instruction from the Chairman, effective August 1, 1917, the method now used in furnishing transportation to employees of other departments of the United States Government who are traveling on official business, as well as transportation of material and supplies, will be discontinued, and such employees will in the future be required to furnish regular Government transportation requests covering their transportation, which will be exchanged by the various agents for local ticket.

The transportation of material will be handled on regular Government bill of lading to be furnished by the party making the shipment at originating point.

Instructions regarding the accounting of transportation requests and Government bills of lading will be issued later.

It is desired that this matter be brought to the attention of all employees of the Government other than those employed by the Commission.

F. MEARS, Commissioner.

FREIGHT TRAFFIC TO WASILLA.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, June 18, 1917.

Transportation Circular No. 74:

ALL CONCERNED:

Effective this date, freight traffic between Matanuska and Wasilla will be handled by work trains of the Maintenance of Way Department. Trains will leave Matanuska for Wasilla on Mondays, Wednesdays and Saturdays after arrival of the mixed train from Anchorage.

In order that there may be no delays to shipments of perishable freight and livestock billed to Wasilla, agents should only accept such shipments on days when the closest connection can be made.

F. MEARS, Commissioner.

FIRE GUARD APPOINTED.

August Swanson of Matanuska, Alaska, has been appointed fire guard in the Matanuska and Susitna Valleys by the General Land Office. Mr. Swanson will patrol these valleys for the purpose of fighting any destructive forest fires. He is posting fire notices throughout the district and will caution farmers to use care when clearing land, to prevent fires from getting beyond their control.

Instructions to the employees of the Alaskan Engineering Commission were issued by Commissioner Mears on June 7, 1917, Circular No. 225, to cooperate with the fire guard, and anyone observing destructive forest fires in these valleys should report them to Mr. Swanson.

OBITUARY.

Samuel M. Dowell, formerly employed as a laborer by Berg & Co., Turnagain Arm District construction contractors, died at Anchorage Hospital at 6 a. m. on June 15. The cause of death was a malignant type of measles. He applied for admission to the hospital, and was admitted on the day previous to his death.

The deceased was 28 years of age, single, a former resident of Portland, Oregon, and is survived by a cousin, Frank Dowell of Portland, his next of kin. He had been employed by the contractors from May 19 to June 2.

The total amount paid to contractors by the Anchorage Disbursing Office during the period June 1 to June 7 was $78,032.06. The payment of salaries and wages amounted to $48,399.19; for local purchases $13,547.30; to contractors $14,436.70; dock claims $179.28; other expenditures $469.59.

ALASKA SCHOOL LEGISLATION.

TERRITORY OF ALASKA
Office of the Secretary
Juneau, Alaska

CHAPTER 5.
An Act

(H. B. 35)

To provide for the organization of incorporated school districts outside of incorporated towns, for the election of a board of directors in such districts and granting such board the power of levying and collecting taxes for the establishment and maintenance of schools, defining the power and duties of such board and declaring an emergency.

Be it enacted by the Legislature of the Territory of Alaska:

Section 1. That any town, village or settlement in the Territory of Alaska outside the limits of any incorporated town, having a population of one hundred or more and thirty children between the ages of six and twenty years, may incorporate as a school district in the manner hereinafter provided, but such school district shall not embrace more than forty (40) square miles of Territory.

Section 2. Each school district organized under the provisions of this chapter shall have a board of directors of five members to be elected as hereinafter provided, who shall have the exclusive management and control of all school matters in the school district subject to such general laws governing the grading and superintendency of schools as may be now or hereafter enacted by the Territorial Legislature. Said board of directors shall have the power, and it shall be their duty to select from their number, a clerk, treasurer, assessor, who shall also act as tax collector, and two directors, all of whom shall qualify by taking an oath in writing to honestly and faithfully discharge the duties of their offices.

Section 3. That said boards of directors shall have the power to levy and collect taxes upon all real and personal property within the limits of their respective districts not exempt therefrom by existing law, not to exceed one per cent (1 per cent) of the assessed value of such property in any one year and all monies collected by such taxation shall be expended in payment of the cost of levying and collecting such taxes; in payment of the cost of conducting school elections; and for the construction and maintenance of schools only. All taxes levied and assessed shall be in conformity to a resolution adopted by a majority of the whole board of directors and entered on the minutes of the board at a meeting of the board called for that purpose, of which meeting at least ten days' notice shall be given by posting notice of such meeting in at least three public places in the district. Said boards are hereby empowered to prescribe rules for the annual assessment and levy of such taxes and by such rules to fix the dates when such assessment shall be annually made; the mode and manner of assessment; when the taxes may become due; to require the listing of property subject to taxation by the owner or agent thereof; to impose, fix and provide for collection of penalties for non-payment of taxes when due, not to exceed 15 per cent of such taxes and to fix the rate of interest on delinquent taxes not to exceed 12 per cent per annum, and to provide for the collection of such interest, and to provide generally such other matters and things relative to the assessment and levy of such taxes as may be proper.

Provided, however, all assessments shall be equal and uniform and based upon the actual cash value of the property assessed, and prior to fixing the rates of levy, said board shall sit and publicly equalize the valuation of the property assessed.

Section 4. All taxes levied and assessed by the board of school directors under this act shall be a lien upon the property assessed and such lien shall be prior and paramount to all other liens and encumbrances, and may be foreclosed by an appropriate action in any court of competent jurisdiction.

The owner of property assessed shall be personally liable for the amount of taxes assessed against such property and such taxes, together with penalties and interest, may be collected after the same become due, in a personal action brought in the name of the school district against such owner in any court of competent jurisdiction.

Section 5. That in addition to the remedies given by the last section, the school board shall have the same power to levy and collect taxes and to enforce the lien against personal or real property as is now by law granted or may hereafter be granted to the common council of municipal corporations and in such proceedings the board of directors shall have the same power as a common council of a municipal corporation, and the clerk of the school board shall have the same power and duties as the clerk of an incorporated town.

Section 6. The treasurer and assessor of the school board shall give such bond with such sureties as the board of directors may require. Said bonds to be conditioned for the honest and faithful disbursing and accounting of all monies that may come into the hands of such officers by virtue of their offices. The treasurer of the board shall be the custodian of all funds belonging to the school district. The board of directors shall have the power to fix the compensation of the treasurer and assessor which shall be paid from the funds belonging to the school district.

Section 7. The manner of incorporation of school districts shall be as follows:

A petition praying for such incorporation shall first be presented to the Judge of the United States District Court of the Judicial Division in which the proposed school district is located. Such petition must be signed by at least fifty citizens of the United States, or persons who have declared their intention to become such, over the age of twenty-one years, who are residents of the proposed school district, and shall specify as nearly as may be, the location, boundaries and number of inhabitants of the proposed school district, and specify the name or number by which it is to be known.

The Judge of the District Court, upon presentation and filing of such petition shall order an election in said proposed school district for the purpose of determining whether the people of the community desire such incorporation, and shall, by said order, designate the date of such election and appoint three qualified voters in the proposed school district to arrange for, supervise and appoint judges and election officers for such election. A printed or typewritten copy of said order shall be posted at three public places within the limits of the proposed school district for at least thirty (30) days prior to the day of election and such posting shall be sufficient notice of such election.

Section 8. The qualification of electors at said or any subsequent school district election shall be the same as those prescribed in Section 5 of the Organic Act of the Territory of Alaska. The persons appointed to conduct said first election shall provide a form of printed or written ballots suitable for determining the question whether the voter is in favor of, or against the incorporation of the district, and for the election of five directors who must be qualified electors of the school district and whose term of office shall be as hereinafter prescribed.

Section 9. The judge of election shall, before entering upon the duties of their offices, take an oath in writing to faithfully and impartially discharge the duties of their trust and they shall duly canvass and compile the votes cast and issue under their hands and seals a certificate in triplicate showing the number of votes cast in favor of incorporation and the number of votes cast against incorporation. One of said triplicate certificates, together with all ballots and oaths of the judges of election, shall immediately be filed with the clerk of the district court in which the community proposed to be incorporated is situate. Another of said certificates shall be filed with the Secretary of the Territory of Alaska, and the third of said certificates shall be filed with the commissioner of the recording district in which said school district is located.

If a majority of the votes cast at said election are in favor of incorporation, the District Judge shall, by an order in writing entered in the records of the court, adjudge and declare that the community in which such election has been held, is a school district corporation, and the same shall thenceforth exercise the powers hereinbe-

fore and hereinafter designated, and such other powers as may be granted by law. Said order shall designate the school district by name or number and may correct or more definitely describe its boundaries.

Section 10. The said judges of election shall be citizens of the United States and shall also canvass the vote cast at said election for members of the board of school directors and in case the majority of the votes cast in the community where such election is held have voted for incorporation, the judges shall declare the five candidates who have received the greatest number of votes for such office, duly elected and shall issue and deliver to them certificates of their election.

The directors chosen at said election as well as those chosen at subsequent elections shall be citizens of the United States, and before entering upon the duties of their offices, severally take an oath in writing as prescribed in Section 2 of this act, which oath shall be filed with the Clerk of the School Board.

Section 11. Immediately after qualifying as aforesaid, the said Board of Directors shall assemble and by lot or drawing be divided into two classes. The first class shall be composed of two of said directors and the second class of three of said directors. The directors of the first class shall hold office until the first Tuesday in April of the following year at which time an election shall be held to choose their successors. The directors of the second class shall hold office until the first Tuesday in April of the second year following their election, at which time an election shall be held to choose their successors, and all directors, except those chosen at the election held for the purpose of incorporating the school district, shall hold office for the term of two years and until their successors are elected and qualified, for which purpose, an election shall be held annually on the first Tuesday of April of each year.

In case a vacancy in the membership of said board occurs from death, resignation, removal or other cause, such vacancy may be filled by special election upon ten days notice, called by the remaining members of the board upon the petition of five qualified voters.

The board of directors shall have the power and it shall be their duty to prescribe rules for the conduct of the election hereinbefore authorized, to give notice of election, designate and provide polling places, appoint judges of election and attend to all matters pertaining to such election.

Section 12. Any community incorporated in accordance with the provisions of this act, shall be deemed to have consented to the imposition of such taxes as are authorized by and may be imposed under its provisions for school purposes. The clerk of the school board in each district shall keep a record of all monies collected and distributed and shall annually transmit to the Secretary of the Territory a verified statement showing such receipts and disbursements, which statement shall be kept on file in the office of the Secretary of the Territory.

Section 13. An emergency is hereby declared to exist, and this act shall be in effect from and after its passage and approval.

Approved April 23, 1917.

ANCHORAGE HARBOR NOTES.

The following vessels entered and cleared at Anchorage during the past week:

Sunday, June 10.

The steamer Anne W., towing a 200-ton barge of coal and supplies, sailed for Indian Creek at 2.30 a. m.; and returned the same day with one 200-ton barge of ties and an empty 400-ton barge from Rainbow Creek.

The steamship Alameda arrived from Seattle at 12.40 p. m., with 27 tons of freight for the Commission, and 44 passengers, and departed at 9.00 p. m., with 42 passengers.

The steamer Omineca sailed for Kroto at 1.15 p. m., with 60 tons of freight for up-river points.

The steamer Daniel Kern, towing the barge Lawrence, arrived from Seattle at 9.40 p. m., with 607 tons for the Commission.

Monday, June 11.

The steamer Daniel Kern, towing barge C. C. 39, sailed for Seattle at 1.30 a. m.

The steamer Omineca arrived from Kroto at 1.15 p. m.

Tuesday, June 12.

The launch Matanuska, with barge 103, sailed for Goose Bay at 10.30 a. m., and returned from there at 2.40 p. m.

The steamer Omineca sailed for Kroto at 3.00 p. m., with 37 tons of supplies for Talkeetna camps.

Wednesday, June 13.

The launch Islander and barge 106 arrived from Kern Creek at 10.45 a. m.

B. & B. boat No. 3 was launched from the shipyard ways at 12.30 p. m.

The launch Islander sailed for Point Possession at 4.10 p. m., with a tie-camp outfit, and returned to Anchorage at 11.00 p. m.

The steamship Admiral Evans arrived from Seattle at 7.25 p. m., with 29 tons for the Commission and 42 passengers, and sailed for Goose Bay at 11.50 p. m.

Thursday, June 14.

The steamship Admiral Evans arrived from Goose Bay at 4.55 a. m., and sailed for Seattle at 9.00 a. m., with 40 passengers.

The steamer Anne W., towing barge 102, sailed for Rainbow Creek at 6.00 a. m., with 50 tons of freight for Turnagain Arm District, and returned at 4.00 p. m.

Friday, June 15.

The steamer Omineca arrived from Kroto at 2.30 a. m.

The launch Islander, towing barge 106, sailed for Point Possession at 2.30 a. m., returning at 5.45 p. m.

The launch Matanuska sailed for Goose Bay at 12.45 p. m., and returned, towing barge 103, at 4.45 p. m.

The steamer Anne W., towing barge 105, sailed for Rainbow Creek at 7.30 p. m., with 49 tons of freight.

Saturday, June 16.

The steamer Anne W. arrived from Rainbow Creek via Point Possession at 8.00 a. m.

The steamship Alaska arrived from Seattle at 12.45 p. m., with 1½ tons for the Commission and 50 passengers, and sailed at 6.45 p .m., with 52 passengers.

The B. & B. boat No. 2 arrived from Kroto at 6.00 p. m.

The steamer Omineca sailed for Kroto at 6.35 p. m., with one ton of freight.

The launch Islander sailed for Point Possession at 8.00 p. m.

The launch Matanuska sailed for Kroto at 8.05 p. m., with 12 tons of freight.

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchorage Disbursing Office during the period June 1 to June 7 was $14,436.70, as follows:

Richard O'Rork & Co.	$ 545.17
Axel S. Johnson & Co.	119.46
Geo. Poropat & Co.	5,942.79
P. McCormick & Co.	7,829.28

Herbert Gaytes, electrical engineer, who has been in Seattle for several months on Commission business, is a passenger on the Crook, due in Anchorage Thursday.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, JUNE 26, 1917. No. 33

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

COMMISSION PURCHASES COAL MINE.

The Eska Creek coal mine, located within the limits of Leasing Unit No. 7 of the Manatuska coal field, was purchased on June 18 by the Alaskan Engineering Commission and formally taken over from the private concern which has been operating for several months past under the firm name of the Eska Creek Coal Company. The Commission will develop the property without delay. Sumner S. Smith, inspector for the Federal Bureau of Mines, will be in immediate charge of operations, and George W. Evans, district mine engineer of the Bureau of Mines, will act as consulting engineer. Mr. Evans is now in Seattle arranging for the purchase and shipment of the necessary machinery and equipment.

The purpose of the Commission in purchasing the mine is to secure an adequate supply of coal for the construction and operation of the Government railroad. This object was attainable only through the operation of the mine on a larger scale and by the installation of proper facilities. A washer for cleaning the product will be erected and other modern equipment added to the plant, to insure the necessary tonnage and the economical handling of the output.

The Commission will also take steps at once to open a mine on Leasing Unit No. 12, at Chickaloon, in the Matanuska field. A force of prospectors will be placed on the unit immediately with a view of determining the location of the various coal beds and the securing of the necessary data preliminary to comprehensive operations. The necessary machinery for this unit will be installed as soon as the railroad reaches Chickaloon, probably during the month of August, this year.

As stated in a previous issue of the RECORD, it is not the intention of the Government to remain in the coal mining business permanently. When the mines have been opened sufficiently to supply the large tonnage needed by the Commission it is proposed to lease them to private parties in accordance with the provisions of the coal leasing regulations.

COOK INLET BASEBALL LEAGUE.

The Anchorage Commission nine were the victors over the Matanuska team on Sunday by a score of 2 to 0. The game was played on the Matanuska grounds before a crowd of 300.

Turnagain Arm won their game against Anchorage City by a 6 to 3 score. The game was played at Athletic Park; attendance 800.

Next Sunday's schedule is as follows: Matanuska vs. City at Anchorage; Commission vs. Turnagain Arm at Potter Creek. A special train will leave Anchorage for Rabbit for the accommodation of the ball players and the public on Sunday at 12.30 p. m.; returning will leave Rabbit at 7.30 p. m. The winners of Sunday's games will play at Athletic Park on July 4.

The present standing of the teams:

	Won	Lost	Pct.
Anchorage Commission	4	2	.667
Matanuska	3	3	.500
Turnagain Arm	3	3	.500
Anchorage City	2	4	.333

Herbert Gaytes, electrical engineer, returned to Anchorage on the transport Crook, after several months in Seattle engaged in the inspection and purchase of additional equipment for the Anchorage power plant.

O. A. Kenyon, secretary of the Anchorage Railroad Y. M. C. A. was an out-going passenger on the transport Crook, en route to New York. Mr. Kenyon expects to return to Anchorage about August 15.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending June 16, 1917:

MAINTENANCE OF WAY.

Water Service and Plumbing.

The principal work of this department was the placing of plumbing fixtures and a hot-water system in Cottage 22.

Bridge and Building.

At the close of the week Cottage 22 was 90 per cent complete.

The painting forces were engaged at the machine shop, Anchorage schoolhouse and the hospital. The exterior painting of the employees' cottages was finished.

A small force of laborers was engaged in clearing up the grounds around the hospital.

Extensive repairs to the Eagle River bridge are under way. About 75 per cent of the work on the steel water tank at Manatuska has been accomplished.

Grading, Ballasting and Tracklaying.

Steam shovel No. 1, at Station 1150, on the branch line, moved about 8000 yards of rock during the week. The material was used for riprap between Stations 1370 and 1470. About 250 yards were hauled to the Knik River bridge to be used in bank protection.

Extra gang No. 3 continued surfacing the Eska Creek branch. This work is now about 50 per cent complete. Steam shovel No. 2, working at Mile 166, on the main line, moved approximately 10,000 cubic yards of gravel, 6000 yards of which were used for bank widening, and 4000 yards for ballast. Extra gang No. 1 was occupied the entire week in full-tieing and surfacing track, preparatory to ballasting between Stations 6037 and 6404. Extra gang No. 4 raised track from Station 5620 to Station 5720.

Mechanical Department.

Work continued on the assembling of new locomotives. Engine No. 275 was 95 per cent complete at the close of the period, and No. 266 was 25 per cent complete. Work was started on the assembling of engine No. 247. Steam shovel No. 7 was practically ready for service, with the exception of painting.

Considerable work was done on the assembling of 12-yard dump cars, 4-yard Western cars, K. and J. dump cars and new box cars.

The usual amount of miscellaneous work was done by the shop forces.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

A shortage of timbermen has caused the clearing between Bird Point and Glacier to progress very slowly.

Grading.

The Commission force in the cut north of Bird Point has about 7500 yards of rock shot out and ready for the steam shovel which will be installed early next month.

Nearly all station gangs are engaged in shoveling out cuts which were loosened by big shots. No large shots were set off during the week.

A night crew has been placed on the steam shovel at Big Rabbit Creek. The material is being hauled from two to three and one-half miles, and used in widening the fill between Little Rabbit and Potter Creek.

The following contractors finished their work during the week: Joseph Johnson & Co., Station 2238 to Station 2244; Fred Carlson & Co., Station 2254 to Station 2261; and Tom Brock & Co., Station 2600 to Station 2606.

Miscellaneous.

There were 1196 employees on the payrolls of the district at the close of the week, classified as follows: Commission force 456, Stationmen 603, Stationmen's laborers 137.

MATANUSKA DISTRICT.

Matanuska Branch.

High water in the Matanuska River washed out a part of the wagon road just north of King during the week, making the hauling of freight impracticable. A force of laborers was immediately set to work repairing the damage.

Two contracting firms finished their grading units during the period: Barich & Co. and Pappadis & Co. Two other contractors will complete their sections within a week.

Main Line.

Karginoff & Co. and Lanoff & Co., grading contractors, have established camps on their work, between Camp 187 and Camp 195. Eli Barich & Co., who recently completed a contract on the Manatuska Branch, have been awarded a contract for grading between the Kashwitna and Sheep Creek. The balance of the work north of the Kashwitna will be covered by stationmen within ten days, since it is now possible to land supplies by boat at Camp 201.

Piledriver crew No. 1 was engaged in driving the last structure on Residency No. 9 at the close of the week. After this work has been completed the crew will move ahead to the structure at Station N6624.

Piledriver crew No. 2 will be established at Sheep Creek immediately upon its arrival by boat from Anchorage.

Forest fires were reported at several points along the right-of-way during the period. Little damage was done and the fires are now under control.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

The construction crew on the Matanuska Branch set 106 poles, planted 13 anchors and installed 19 rock fixtures during the week. The main line crew set 122 poles and 16 anchors. The crew was disbanded on June 16.

A telephone was installed at Camp 99, Turnagain Arm District.

In Anchorage Townsite, considerable progress was made on the cable plant. No additional telephones were installed, because of lack of instruments.

Electric Light and Power.

A stock of meters has been received, and 20 were placed in service on what heretofore have been flat-rate connections. Alternating current equipment has been placed in service in connection with the blue-printing machine, and the direct-current machinery for that purpose, in a temporary plant, has been dismantled.

Temporary wiring and fixtures in the cold storage plant were replaced with a permanent conduit installation. Consideration work was done on the distribution system.

LOT ASSESSMENTS DUE.

The following assessments were due on January 22, 1917, and will be reported to the Land Office at Juneau six months after date due, unless paid before that time:

Block	Lot	Name	Amount
1	8	Marko Ginkovich	$10.64
2	8	F. R. Nagle	10.64
3	8	C. P. Pederson	11.14
3	10	W. E. Lee	11.14
5	5	R. E. McDonald	1.20
5	6	W. L. Balch	1.20
12	1	John Hunseth	2.33
13	4	John Hunseth	6.48
13	7	Episcopal Church	2.60
13	9	R. W. Weeks	2.60
14	10	Eser Wikholm	2.60
14	11	Eser Wikholm	2.60
22	3	Louise Kiel	1.45
22	11	Nels Enader	1.45
31	7	R. I. Simonson	6.08
31	10	C. M. Murphy	2.85
48	9	T. H. Jeter	1.15
49	8	Carl Christensen	1.15
49	11	H. A. McClure	5.05
50	1	H. T. Fowler	1.15
50	5	Geo. Phillips	1.15
51	3	Paul Lauritz	1.15
51	10	Jas. Collins	5.05
53	1	J. F. Dunstan	11.78
53	4	H. T. Fowler	1.15
53	9	Franklin Johnston & Andy Peterson	1.15
55	1	H. T. Fowler	1.15
55	E½10	Constance Wanamaker	.57
57	1	H. T. Fowler	6.08
58	8	Chester Merry	12.00
58	12	Eser Wikholm	12.00
62	12	E. J. Murphy	12.00
63	10	R. W. Silver	6.00
63	11	R. W. Silver	6.00
63	12	R. W. Silver	12.00
65	1	W. Cunningham	11.40
67	1	Tom Price	16.55
67	N½ 7	Roy Williams	2.55
68	7	A. S. Gerard	19.50
68	8	Chas. Bades, Tom Somas and John Cares	1.30
69	3	A. D. Collins and C. H. Graham	5.20
69	9	G. A. Getchell	5.10
70	9	Vid Pavlicevich	5.10
72	1	Peter Blackstad and K. A. Kyvig	5.05
75	7	Tony Semon and Jim Tones	4.70
75	8	Tony Semon and Jim Tones	4.25
76	2	Julius A. Franske	4.20
76	9	Martin Ostland	.75
77	1	F. G. Bartholf, 4291 Knight St., Denver, Colo.	3.80
77	7	L. P. Byrne	1.20
77	10	H. T. Fowler	.75
77	11	John H. Dunn	.75
77	12	A. Amodt	.75
79	E½2	A. D. Collins	2.73
79	9	Mrs. Geo. Maltby	2.41
79	11	A. S. Gerard	2.41
80	2	Olaf Sundin	1.66
80	8	Carlin & Timmis	2.41
81	9	L. P. Byrne	2.41
83	12	Geo. M. Campbell	2.86
84	7	Fred Volkman	6.45
84	8	Frank J. Nyberg	3.80
85	7	Eser Wikholm	2.65
86	6	Thomas M. Hunt, Cordova, Alaska	2.65
95	W½1	Wilbur Bogue	1.32
97	10	V. L. Gray	.75
98	11	E. I. Amundson	.75
100	5	Dr. V. A. Schmitz, Cordova	.75
100	6	Jas. F. Elliott	1.20
101	4	I. N. Bennett	4.25
103	9	John R. Parr	.90
106	1	Anton Knoeasyzna and Martin Stoeslo	4.70
106	9	James Sofouli	3.50
109	9	John Zucovich	.75
117	6	David A. Quinn	1.45
118	12	F. W. Thereault and Doner	5.73
121	10	A. H. Fischer	10.64

ARRIVALS ON TRANSPORT CROOK.

The U. S. A. transport Crook arrived in Anchorage from Seattle on Thursday, bringing 41 first class and 2 second class passengers. The list follows:

Mrs. E. O. Archibald, R. J. Barron, J. W. Barnes, W. C. Beard, A. A. Benjamin, Mrs. J. B. Beeson, Paul Beeson, L. L. Bregg, T. J. Bronsky, Lura Elwood, Millie B. Elwood, Mrs. Leora Estes, Robert Estes, William Estes, Joseph Estes, Sam Estes, Herbert Gaytes, S. H. Horne, Agnes R. Hewitt, Bertha J. Hewitt, Mrs. J. A. Ince, Adolph W. Jensen, P. Johnson, Jalmer Kalske, Mrs. Ida Losness, Mrs. Fred Lilyman, Mrs. H. McHugh, George McManus, Mrs. Louisa Manthey, Clara Manthey, William Manthey, Robert Orr, Mrs. T. K. Orr, George H. Rose, Mrs. D. B. Rose, Mrs. M. Sheehan, Miss C. Sheehan, Jessie Sheehan, H. G. Worthington, John Palmros.

RESERVE OFFICERS' EXAMINATIONS.

The following press cable was received at Anchorage from Washington under date of June 21:

Applications for entrance to the reserve officers' training camps may be made to examining officers of the army to be designated at the following places in Alaska: Anchorage, Valdez, Fort Wm. H. Seward, Fort Davis, Fort Gibbon, Fort St. Michael and Fort Liscum. The commanding general of the western department at San Francisco orders that all papers and recommendations must be transmitted to Major Saville at Fort William H. Seward, who is the examining officer in charge for Alaska, so as to be in his hands by July 30.

Out of those applications submitted, a board of officers to be named by the commanding officer at Fort William H. Seward will make the final selection of 20 men on August 1 and notify them to report to San Francisco for training.

Interior Alaska applicants should keep in touch with the commanding officer at Fort Gibbon in order that no delay be occasioned after the arrival of the official application blanks there.

The total disbursements of the office at Anchorage for the period June 8 to June 14 were $118,156.76. The payment of salaries and wages amounted to $107,620.54; for local purchases $3,120.56; to contractors $4,834.69; dock claims $72.01; other expenditures $2,508.96.

UNDELIVERED CHECKS.

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

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

Following is a partial list of checks remaining undelivered on June 10:

(Continued from last week)

Salary Checks.

Johnson, Sam (2)
Johnson, Ed (4)
Jokoff, Harry
Joyce, Joe
Jordan, Robert
Jukur, George
Juretich, John
Kacunich, John
Kaest, Henry (2)
Kagof, Roman
Kalestad, E.
Karculis, Peter (2)
Karculis, Geo. (2)
Kargin, H.
Karginoff, Tim
Karlin, Joe (3)
Karoff, Mike
Karonoff, Frank
Kasser, Alec
Kastner, Joe
Kastriotes, Nick
Katzoff, Aleck
Kennedy, Clem
Kern, Joe
Ketoff, John
Kezoff, Gust (2)
Kinda, John
King, George
Kingdom, E.
Kingsberry, Harry
Klatt, E. A. (2)
Kleiser, A.
Knight, W. P.
Knowlton, E. C.
Koboff, Alex
Kohler, John (2)
Koloff, Alec
Korsak, G.
Kosoff, B.
Kostalos, A. (2)
Kottoff, Will
Kozick, Andrew
Kristoff, Ordun
Krondal, Alfred
Krupotich, Tony (2)
Krusich, Gasper
Kuboff, Alex
Kulin, Otto
Kuloff, Jim (2)
Kupoff, Harry
Kuzoff, Pite
Lagerberg, N.
Laich, Mike
Laitila, John
Lalich, John
Larson, A.
Larson, B.
Larson, Carl
Larson, Chas. (4)
Larson, Louis (3)
Lazaris, Andrew
Lazoff, Jack
Leakos, Steve
Leberman, J.
Lee, J. E.
Lee, Joseph R. (2)
Leonard, Wm.
Leppi, John
Lewis, G.
Libbey, T. A.
Libby, J.
Lilwall, L. B.
Limberg, E.
Linquist, A. E.
Lindquist, T.
Locken, O. (2)
Lopoff, Tom
Lovett, Pat
Lozich, Sam (2)
Lucas, Ben
Lugi, Bentella
Luisi, Dentalla
Lund, E.
Lund, John
Lundgren, A.
Lundin, Andrew
Lyall, Andrew
Lysen, E.
Macdonald, E. L. (2)
Magus, Tom
Maki, John
Makoff, Alec
Makoff, Tom
Makris, Gust
Maloff, Harry (2)
Mammary, Chas. M.
Mamtroff, A.
Marcorin, A.
Margoff, Harry
Marino, Geo.
Marinovich, John
Markos, Geo.
Marrion, James
Marshall, Adam
Martin, Robert
Matich, Geo. (2)
Matson, George
Mavenne, Carl
Measoff, L.
Meeks, G. W.
Melow, Sam
Menzaeff, Dan
Messeroff, Geo.
Meyer, Nels
Mikoff, Pete
Miles, John
Milkovia, George
Milkovich, George (2)
Miller, A.
Miller, H. D.
Missoff, George
Monetti, James
Mooncroft, A.
Moquist, Frank
Morris, J. J.
Morse, A.
Maurotte, G.
Murphy, Frank
Murphy, Pat (2)
Murray, Claude M.
Murray, James
Mussoff, Aleck
McCoughy, Hugh
McDonald, Martin
McCormak, Patt
McGatty, W.
McGregor, A. F.
McGregor, L. M.
McKenney, F.
McKinney, Tom
McLoughlin, J. A.
Nakki, Robert
Nansen, Jim
Nekaloff, D.
Nelson, A.
Nelson, A. E.
Nelson, Axel
Nelson, Ben
Nelson, Chas. (3)
Nelson, C. K.
Nelson, Edward
Nelson, Geo. (2)
Nelson, L.
Nelson, Manne
Nelson, Mathew
Nelson, Oscar
Nelson, Rasmus (2)
Nickolanas, Frank
Nicoli, Peter
Niemi, Isaac
Nnovrich, J.
Norlin, A.
Novich, John
Nyberg, Gust
Nyquist, Elmer
Nystrom, Nels
Ober, S.
Odik, Sam
Olsen, A. E.
Olson, E.
Olson, John W.
Olson, Knute
Olson, M.
Olson, Oaf
Olson, Sam
Olsson, Fred
Osterle, W.
Packard, J. A.
Page, J. J. (2)
Pallas, Sam
Palmer, H. C.
Pappas, E.
Pappas, John (2)
Pappas, Tom
Pappas, Tony
Pappaspirou, John
Parie, Joe
Parmentor, L.
Parpich, Tom
Paskovan, Phillip
Paulos, T.
Pearson, Swan
Peloza, Joe
Peterson, Albert R.
Petardi, Angelo
Peters, Chas.
Peterson, Henry
Peterson, O.
Peterson, Robert (2)
Phillips, Ray
Pilard, Angelo
Pliacos, L. J.
Pollito, Santa
Popos, John
Popp, Geo.
Poulas, Tom
Quanberg, Nels
Raikovic, Joe
Rapach, Eli
Rawtek, John
Reede, Ralph
Reichert, J. D.
Repeto, Tom
Rgoste, John
Rhoades, C. R.
Richards, W. H.
Richmond, Ed
Rider, Fred.
Rigos, Victor (2)
Roderick, John
Roger, W. H. (2)
Rogoste, John
Rokas, Tom
Roman, Sam
Romoff, Bill
Ronning, H.
Rosengren, Sam
Ross, J.
Rothstrom, L. G.
Rotkovich, J.
Rozoff, Aleck
Rytkanen, Matt
Sackoff, Alex
Sallow, Gust
Saloff, Mike
Samac, John
Samaras, Bill
Samas, Nick
Samis, S.
Samovsky, J.
Sanden, Ole
Santo, A. D.
Sartor, Joe (2)
Sasoff, Pete
Saunders, F. H.
Savich, George
Savich, Nick
Savich, Tom
Savich, Tony
Savoff, Sam
Schatz, A. E.
Schlogl, Gust
Scocos, Chas.
Seaburg, Gust.
Seaman, Charles
Seboff, D. D.
Semon, Tony
Shakir, Alle
Sharpe, Chas.
Soime, Mike
Soloff, Mike
Sonoff, Sam
Sopich, J.
Shemrock, Paul
Shergreen, Chas.
Shirokey, John
Simse, John (2)
Simse, Matt
Skarsted, Dave (3)
Skolis, Steve
Skog, Gus
Sloan, Dan
Sloan, Harry
Smith, A. J.
Sovich, J.
Spahr, E.
Spithill, Joe (2)
Splawn, H.
Spolding J. P.
Stamos, Dan
Standerson, A. (2)
Stanoff, Vic.
Starrakes, C.
St. Clair, Fred A.
Stennes, M. (2)
Stephens, George (2)
Stevens, Frank
Stine, Angelo
Stoker, Alec
Stonas, Gust
Stowe, A. F. (2)
Strandberg, Alfred (2)
Strasser, John

(Continued next issue.)

OFFICIAL CIRCULARS.

CORRECTION OF OFFICIAL CIRCULAR.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, June 21, 1917.

Circular No. 230:

TO ALL CONCERNED:

Official circular No. 299, relative to revision of Form 81, Claim for Compensation on Account of Injury, printed in last week's RECORD, should be re-numbered by way of correction, to read "Circular No. 229."

Please change file copies of RECORD in accordance.

F. MEARS, Commissioner.

HOLIDAY ANNOUNCEMENT.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, June 22, 1917.

Circular No. 231:

TO ALL CONCERNED:

Independence Day, July 4, 1917, will be observed as a holiday at these headquarters, and so far as practicable in the field.

F. MEARS, Commissioner.

RECORD OF MATERIAL TRANSFERRED.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, June 25, 1917.

Roadmaster's Circular (No. 24):

TO ALL CONCERNED:

Whenever material is returned to the store stock or turned over to some other department or district, written notice of the transaction must be furnished this office. This notice must give a complete description of the material, stating whether new or second-hand, where from, date, and by whom shipped, and from what particular job recovered. In case of material shipped in carload lots, car numbers and bill of material on each car must be shown.

C. G. JONES, Roadmaster.

INTERFERENCE WITH TRACKS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, June 25, 1917.

Maintenance of Way Circular (No. 49):

TO ALL CONCERNED:

Whenever it is necessary for any department to place pipe lines, conduits, etc., under through track, or do any other work that will interfere in any manner with the track, arrangements should be made with the Roadmaster's Office to have a representative of the track department there to see that track is kept safe for traffic. In the event the contemplated work will interrupt traffic, the Transportation Department will be consulted before the work is undertaken.

K. K. KUNEY, Engineer Maintenance of Way.

The last voyage of the transport Crook brought 19 horses for use on Anchorage Division, principally for the Talkeetna District work. Of the shipment, 13 will be used as car horses, 3 for draft purposes and 3 as pack animals.

WASILLA LOT SALE.

The following lots were sold at public sale at Wasilla Townsite on June 20 by the Land and Industrial Department of the Commission:

Block	Lot	Name of Purchaser	Amount
1	1	Orville G. Herning	$ 50.00
1	2	Orville G. Herning	25.00
1	3	Thomas M. Caveny	25.00
1	4	Richard Currier	25.00
1	5	Harry C. Shough	25.00
1	6	Josephine Ilat	25.00
1	7	Clark E. Davis	25.00
1	8	Harry R. Brown	25.00
1	9	Alfred W. Lueders	240.00
1	10	William A. Smith	130.00
1	11	Clark E. Davis	130.00
1	12	Henry Rohde	155.00
1	13	Albert Lee	160.00
1	14	Harry C. Shough	190.00
1	15	John H. Finley and B. Killie	190.00
1	16	Ernest J. Warner	210.00
1	17	Ernest E. Hartman	215.00
1	18	Orville G. Herning	280.00
2	1	Howard W. Wilmoth	260.00
2	2	Charles Carlson	150.00
2	3	John A. Carmody	160.00
2	4	Thomas D. Corlew	175.00
2	5	Harry R. Brown	175.00
2	6	Ernest J. Warner	150.00
2	7	Charles H. Kidd	125.00
2	8	Evan W. Edwards	135.00
2	9	William A. Smith	155.00
2	10	Otto H. Frisk and Iber Nearhouse	280.00
2	11	Egbert McDonald	75.00
2	12	George Zink	50.00
2	13	Fred Nelson	55.00
2	14	Louis Lawsen	50.00
2	15	James E. Stone	55.00
2	16	Joseph C. Brassel	50.00
2	17	Lawrence F. Linden	50.00
2	18	Oliver W. Evans	140.00
3	1	Oscar Tryck	130.00
3	2	Gus Swanson	70.00
7	1	John Lunstedt	250.00
7	2	Eser Wikholm	140.00
7	3	Mathew W. Diedrick and Alfred Shyman	110.00
7	4	John Hylin	80.00
7	5	John McIlroy	110.00
7	8	Matt Rooney	55.00
7	9	Abe Reising	60.00
7	10	Nell Beattie	105.00
8	1	Christian Beck	25.00
8	6	Edward M. Spaulding	75.00
8	7	Eser Wikholm	90.00

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchorage Disbursing Office during the period June 8 to June 14 was $4834.69, as follows:

J. Smith & Co.	$2,751.88
Frank Colabufalo & Co.	2,014.03
Paul Lauritz	19.88
John Lee	48.90

ALASKA REINDEER INDUSTRY.

(Governor's Report for 1916.)

The year 1892 saw the beginning of a constructive and beneficial policy inaugurated by the Federal Government in Alaska, when the importation of reindeer began from Siberia to this Territory. This importation continued for 10 years, at the end of which time 1,200 had been brought over. From this nucleus the present Alaska reindeer service grew. The 1915 reports shows a total of 70,243 reindeer distributed among 76 herds. Of this number 46,683, or 66 per cent, are owned by 1,140 natives; 3,408, or 5 per cent, are owned by the United States; 6,890, or 10 per cent are owned by the missions; and 13,262, or 19 per cent, are owned by Laplanders and other whites. The total income of the natives from the reindeer industry for the fiscal year ended June 30, 1915, exclusive of meat and hides used by the natives themselves, was $81,997. The return on the investment in the reindeer service is shown by the following table:

Valuation of 46,683 reindeer owned by natives in 1915, at $25 each	$1,167,075
Total income of natives from reindeer, 1895 to 1915	369,407
Valuation of 23,560 reindeer owned by missions, Laplanders, other whites, and Government	589,000
Total income of missions, Laplanders and other whites from reindeer, from 1893 to 1915	107,361
Total valuation and income	2,232,843
Total Government appropriation, 1893 to 1915	307,000
Gain (627 per cent)	1,925,843

The distribution of the deer among the natives has been accomplished through a system of apprenticeship. According to the rules and regulations of the reindeer service, the term of apprenticeship is four years. At the end of the first year of his apprenticeship the native whose work is approved by the local superintendent receives 6 reindeer; at the end of the second year, 8 reindeer; at the end of the third year, 10 reindeer; and at the end of the fourth year, 12. With the approval of the local superintendent of the station, the apprentice may kill the surplus male deer and sell the meat for food and the skins for clothing. He is encouraged to use his sled-deer in carrying mails, passengers, and freight. Upon the satisfactory termination of his contract of apprenticeship an apprentice becomes a herder and assumes charge of his herd, subject to the rules and regulations of the reindeer service. The herder must then in turn train and reward apprentices in accordance with the provisions of the rules and regulations. The system of distribution, therefore, continues automatically. The native is not allowed to sell female deer except to the Government or to another native. This policy is consistent with the purpose of the establishment of the reindeer industry in 1892, namely, to provide for the economic welfare of the native inhabitants of Alaska. Until the summer of 1914 the industry had been confined to the natives and the Laplanders. The latter obtained their deer in payment of the services rendered as instructors of the Eskimo in the care and management of the deer. During the year last mentioned a company of white men was organized at Nome, and about 1,200 deer were purchased from one of these Laplanders.

The past year saw an extension of the reindeer fairs. During January and February, 1916, fairs were held at Akiak, on the Kuskokwim River; Shaktolik, near Unalakeet; Igloo, on the Seward Peninsula; and Noorvik, near Kotzebue. The fairs were conducted on more elaborate plans than the previous year. Every herd sent its delegation to the fair in its vicinity, whenever it was possible, and the interest ran high in all matters pertaining to the reindeer industry. Offers of various kinds were made, with prizes for each deer. Races and target contests were held. Prizes for the various events had been contributed by Seattle merchants and added much to the interest. The friendly rivalry thus engendered is doing much toward increasing the interest of all herders in the different phases of reindeer work.

The reindeer have now been distributed over practically all western Alaska, extending from Point Barrow down to the Aleutian Islands. The Copper River Valley and the upper Kuskokwim are the next to be stocked with reindeer. Most of the larger islands of the Aleutian group have been stocked with small herds, and the only one remaining unstocked, namely, Attu, will receive attention as soon as satisfactory transportation arrangements can be made.

In the past most of the attention of the officials of the Bureau of Education has been given to the establishment of new herds and the distribution of the deer in sections not already stocked. From now on, however, with the distribution practically accomplished, attention will be given to the subjects of breeding and developing markets for the meat. Small shipments of deer meat have been made from time to time, the past summer having seen the exportation of about 200 carcasses, but no systematic exportation of the meat has heretofore been made. With thousands of surplus male deer at hand each year, the time has now come to seriously consider the ways and means by which this meat may be satisfactorily marketed. While much meat is sold annually to people in Alaska, there is at hand a surplus amount which can and should be exported to the United States. Under proper management Alaska may become in due time a source of a large meat supply for the people of the United States.

WEEKLY FORCE REPORT.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, June 2, 1917, was as follows:

Commissioner's Office	46
Shops and Yards	208
Transportation Service	62
Store and Dock Departments	432
Accounting Department	20
Disbursing Office	8
Townsite Department	32
Employment Bureau and Terminal Mess	18
Hospital Department	27
Telegraph and Telephone Department	99
Track, Bridge and Ballast—Main Line	463
Turnagain Arm District	370
Matanuska District	435
Talkeetna District	215
Eska Creek Location	20
	2455
Stationmen and Laborers—All Districts	1628
Grand total all employees Anchorage Division	4083

MAINTENANCE OF PUBLIC SCHOOLS.

TERRITORY OF ALASKA
Office of the Secretary
Juneau, Alaska.

CHAPTER 28.
An Act

(H. B. 4)

To provide for the maintenance of public schools and high schools in incorporated towns, cities and incorporated school districts in the Territory of Alaska.

Be it enacted by the Legislature of the Territory of Alaska:

Section 1. That seventy-five per cent of the total amount expended for the maintenance of the public schools, including high schools, within the limits of any incorporated town, city or incorporated school district, now existing or hereafter established, in each school year shall be refunded to the school fund of said incorporated town or incorporated school district from the monies of the Territory of Alaska, as hereinafter set forth. PROVIDED, that no expense incurred for the construction of new buildings, purchasing building sites, or other real estate, shall be considered expenses of maintenance within the meaning of this act, and not more than ten per cent (10 per cent) of the total amount of the expense of maintenance shall consist of expenses incurred for repairs, alterations or other improvements on buildings or other real estate. PROVIDED, further, that no incorporated town, city or incorporated school district, shall receive more than Fifteen Thousand Dollars, ($15,000.00) from the Territory of Alaska under the provisions of this act, during any one school year, of not less than nine (9) school months.

Section 2. Nothing in this act shall be construed to prevent an incorporated town, city or incorporated school district from expending an amount in excess of ten per cent (10 per cent) of the expense of maintenance within the meaning of this act for repairs, alterations or other improvements of buildings or other real estate. However, such additional expenses shall not be considered within the provisions of this act.

Section 3. The school board of each incorporated town, city or incorporated school district, shall, at the expiration of every three months, after the beginning of the school term, and at the close of the school term, for such fraction of three months as remains, prepare in duplicate an accurate detailed account of the expense of maintenance of the public schools, including high schools, for such three months period or fraction thereof. Said account shall be accompanied by vouchers showing for what purpose, and to what persons such expenditures had been made, and receipted by such person, and said account shall be verified by the oath of the treasurer of the said board, and certified as to correctness by a majority of the school board. The original of such account with accompanying vouchers shall be forwarded to the Governor of the Territory, and the duplicate with vouchers retained by the treasurer of the school board. A month within the meaning of this act shall consist of twenty (20) school days, legal holidays excepted.

Section 4. Upon receipt of the detailed expense account with accompanying vouchers, the Governor shall approve the same, or so much thereof as appear to be for expenditures within the purpose and scope of this act, and thereupon deliver the same to the Secretary of the Territory, who shall issue a warrant on the Territorial Treasurer for seventy-five (75 per cent) per cent of the amount set forth in the account, and approved as aforesaid. Such warrant shall be payable to the treasurer of the school board, submitting the said expense account, and shall be deposited in the school fund of the incorporated town, city or incorporated school district in which such expense was incurred, and the amount so received shall be transferred to no other fund of the said incorporated town, city or incorporated school district. Provided the Territorial Treasurer may transfer by telegraph amounts of said warrants in settlement thereof under such regulations as the Territorial Treasurer may prescribe.

Approved May 2, 1917.

W. T. C. Smith, clerk at Anchorage Hospital, left on the transport Crook for a short business visit to Seattle and Portland.

MONTHLY LABOR REPORT.

During the month of May the Employment Bureau of Anchorage Division placed 1314 men at work, distributed as follows:

Anchorage Terminal	120
Main Line North of Anchorage	310
Matanuska Branch	301
Turnagain Arm District	341
Talkeetna District	22
Maintenance of Way	220

The positions filled by the above applicants were: Axemen 16, blacksmiths 6, cooks 27, bakers 3, waiters 46, hand drillers 41, axemen (survey) 7, chainmen 5, rodmen 2, janitors 15, laborers 472, extra gang laborers 110, section laborers 58, station laborers 318, stationmen 96, timbermen 2, piledriver men 4, carpenters 2, tiemakers 27, teamsters 3, timekeepers 7, watchmen 2, pitmen 20, foremen 4, engineers 1, firemen 2, cranemen 2, pumpmen 1, painters 3, car teamsters 1, brakemen 3, stenographers 2, coal miners 6.

PROGRAM FOR THE FOURTH.

Following is the program for the Fourth of July celebration, as prepared by the committee appointed by the Anchorage Chamber of Commerce:

Parade, starts at 10.00 a. m.
Invocation, 10.25 a. m.
Address, 10.30 a. m.
Address, 10.40 a. m.

Sports will start promptly at 11.00 a. m., with the following events: 100-yard dash, open; 50-yard dash, women, 11.05; greased pole starts at 11.05 and will be continuous performance, javelin throw, 11.00; obstacle race, 200 yards, open, 11.15; wheelbarrow race, 100 yards, two men, 11.20; potato race, boys, 11.25; discus throw, 11.30; half-mile race, open, 11.35; 50-yard dash, open 11.45; 50-yard dash, boys, 11.45; three-legged race, 100 yards, 11.50; fat men's race, 50 yards, 11.55; pie eating contest, boys, 12.00 m.; relay race, half mile, 12.15; rock drilling contest, 12.30.

Suitable prizes will be awarded the successful contestants.

Intermission until 3:30 p. m.
Ball game starts promptly at 3.30 p. m.
Exhibition by Fire Department at 7.00 p. m.
Tug-of-war at 7.30 p. m.

The evening will be devoted to dancing at the Labor Temple under the auspices of the Anchorage Woman's Club.

OBITUARY.

James Osman, formerly employed as stationman on Turnagain Arm District, died at Anchorage Hospital at 6.25 a. m. on June 21 from injuries received in a premature explosion which occurred on his work on April 18 last.

The deceased was 26 years of age, single, a native of Russia, and is survived by a cousin, Adam Suhanoff of Anchorage, next of kin. He had been employed by the Commission in various capacities during the past two years.

The Commission employees at King will join the ranchers of that vicinity in holding a patriotic celebration at that place on July Fourth.

FORFEITURE CLAUSE AMENDED.

The Land and Industrial Department of the Alaskan Engineering Commission authorizes the following statement:

On June 18, 1917, the President issued an Executive Order amending the Alaskan Railroad Townsite Regulations by providing that hereafter no forfeiture will be declared because of the commission of an offense punishable under the criminal statutes of Alaska. This action was taken upon the recommendation of the Alaskan Engineering Commission for the reason that the Territory has gone dry and there is now no danger of any liquor licenses being allowed in any of the new Government towns along the railroad.

The Government still retains control of the lots so far as street and sidewalk improvements, sanitation and fire protection is concerned and forfeiture may be declared in cases where a lot owner fails to pay his pro-rata assessments and expenses incident to fire protection and sanitation and for failure to comply with any and all sanitary and fire regulations, but no lots will be forfeited because of unlawful sale of liquor or gambling, for the reason that these offenses are now covered by criminal statutes applicable to the Territory.

The fact that no lots will hereafter be forfeited because of the violation of the law should not be taken to mean that the Government is letting down the bars on these offenses. The United States marshal's office has complete charge of these matters and will be as vigorous as ever in detecting and punishing all such violations.

SAILED ON TRANSPORT CROOK.

The following passengers sailed for Seattle on the transport Crook, which left Anchorage harbor at 9.35 a. m. Sunday:

Mrs. H. J. Walter and two children, Mrs. James L. Cort and two children, W. T. C. Smith, Mrs. C. S. Lovelace, Miss Ethel Bennett, George A. Davis, Clifford Weir, J. R. Nestor, Frank Tyrer, R. H. Mims, James Lowery, W. R. Rasaker and wife, Frank Koff, John Koff, M. Raroff, K. Holanoff, C. W. Meeks, S. D. Rice, L. C. Heath, M. J. Long, Peter Korth, Mrs. M. H. Healy, Mrs. W. E. Rich, Anne M. Dickey, Mrs. H. G. Locke, Mrs. E. M. Culbertson, Thomas Sheehan, L. B. Cole, O. A. Kenyon.

AGRICULTURAL AND MINERAL EXHIBIT.

The Land and Industrial Department authorizes the following:

Last fall one of the rooms on the ground floor of the railroad office building at Seward was set aside for the purpose of exhibiting samples of agricultural and mineral products and other resources of the country tributary to the railroad. An invitation to contribute was sent out to all miners, farmers and others who had exhibits which might be of interest to the new-comers to Seward and to those passing through on steamboats, but up to the present time little response has been made.

Active steps are now being taken by the Land and Industrial Department to secure these samples, and an arrangement has been made so that ores, grains and other exhibits of that kind can be delivered to any railroad station agent along the line of the Government railroad. The samples should be addressed to the Land and Industrial Department at Anchorage or Seward. Each item should be labeled—if ore, the kind, with a statement as to its approximate value per ton in each kind of metal, and the mine or locality from which the ore was taken. All grains and farming products should be properly labeled with a statement as to whose farm or homestead it came from, and the name of the nearest town.

The Land and Industrial Department realizes that without the co-operation of the farmers, miners and others it will be impossible to make a creditable showing, and it is hoped that everyone will take an active interest and assist in securing a valuable exhibit. The purpose of the exhibit is to secure reliable and intelligent information concerning the resources of the territory tributary to the railroad, and there is no better or more effective way of doing this than by showing actual exhibits.

MARRIED MEN MUST REGISTER.

The War Department authorizes the following:

Provost Marshal General Enoch H. Crowder denies the rumor which had gained great currency that it had been decided to discharge all married men from the selective draft. The story grew from the remark of Secretary Baker of the War Department, that he hoped it would be possible to exclude from the draft all married men whose dependents were "solely dependent." It was found that a number of married men not only were under the impression that marriage itself provided exemption from draft, but that it obviated even registration itself. In order to correct this misunderstanding, Gen. Crowder isssued the following statement:

"The act establishing the selective draft authorizes the President to exclude or discharge from the draft those in a status with respect to persons dependent upon them for support which renders their exclusion or discharge advisable. The census estimate shows that almost half of the men available for draft, under the act of congress, are married and any sweeping exclusion of married men would be inadvisable. Only those whose dependents must rely solely on them for support should claim exemption and, of course, all married men between the ages of 21 and 30, inclusive, must register whether they claim exemption or not."

MAY WEATHER SUMMARY.

Following is a summary of the weather reports for the month of May, 1917:

Place	Max.	Min.	Mean Max.	Mean Min.	Daily Mean
Anchorage	62	27	51.43	36.42	43.93
Seward	71	22	50	36	43
Mile 52	57	21	48	31	39.5
Indian Creek	76	28	59.41	35.48	23.93
Potter Creek	74	29	56.16	39.74	16.42
Matanuska	86	32	63.61	39.93	23.67
King	78	30	61.85	36.64	25.21
Caswell Creek	80	20	60.51	34.19	26.32
Talkeetna	70	34	53.03	40.58	12.45
Dead Horse Hill	78	28	58.54	35.93	22.61

Over $500 was collected on the streets of Anchorage on Wednesday for the benefit of the Red Cross.

There were 331 head of horses in construction service in Anchorage Division on June 1.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, JULY 3, 1917. No. 34

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

PERMIT FOR ICE HOUSE GRANTED.

A permit has been granted Walter E. Ludy, of Anchorage, to occupy temporarily a tract of land within the Alaska Railroad Reserve for the purpose of erecting an ice house to be used for the storage of fish. The land lies just north of the docks, within a few feet of the railroad tracks. A frame building is now in process of construction by the permittee.

Mr. Ludy has a contract with the Commission to furnish 2000 pounds of fresh fish per week, consisting of halibut, salmon, red snapper and black cod. The fish are caught in the vicinity of Seldovia and brought by boat to Anchorage, from where they are distributed to the various camps along the line of the railroad.

DELINQUENT WATER ACCOUNTS.

Notice is hereby given that all water accounts, including accounts for June and previous months, must be paid on or before July 5; otherwise service will be discontinued and the water shut off.

J. G. WATTS, Townsite Manager.

WHY DO WE FIGHT GERMANY?

(By Hon. Franklin K. Lane, in a speech delivered on June 4 before the Home Club of the Department of the Interior.)

Tomorrow is registration day. It is the duty of all, their legal as well as their patriotic duty, to register if within the class called. There are some who have not clearly seen the reason for that call. To these I would speak a word.

Why are we fighting Germany? The brief answer is that ours is a war of self-defense. We did not wish to fight Germany. She made the attack upon us; not on our shores, but on our ships, our lives, our rights, our future. For two years and more we held to a neutrality that made us apologists for things which outraged man's common sense of fair play and humanity. At each new offense, the invasion of Belgium, the killing of civilian Belgians, the attacks on Scarborough and other defenseless towns, the laying of mines in neutral waters, the fencing off of the seas, and on and on through the months we said: "This is war—archaic, uncivilized war, but war! All rules have been thrown away, all nobility; man has come down to the primitive brute. And while we cannot justify we will not intervene. It is not our war."

Then why are we in? Because we could not keep out. The invasion of Belgium, which opened the war, led to the invasion of the United States by slow, steady logical steps. Our sympathies evolved into a conviction of self-interest. Our love of fair play ripened into alarm at our own peril.

We talked in the language and in the spirit of good faith and sincerity, as honest men should talk, until we discovered that our talk was construed as cowardice. And Mexico was called upon to cow us. We talked as men would talk who cared alone for peace and the advancement of their own material interests, until we discovered that we were thought to be a nation of mere money makers, devoid of all character, until indeed we were told that we could not walk the highways of the world without permission of a Prussian soldier, that our ships might not sail without wearing a striped uniform of humiliation upon a narrow path of national subservience. We talked as men talk who hope for honest agreement, not for war, until we found that the treaty torn to pieces at Liege was but the symbol of a policy that made agreements worthless against a purpose that knew no word but success.

And so we came into this war for ourselves. It is a war to save America, to preserve self-respect, to justify our right to live as we have lived, not as some one else wishes us to live. In the name of freedom we challenge with ships and men, money and an undaunted spirit, that word "Verboten" which Germany has written upon the sea and upon the land. For America is not the name of so much territory. It is a living spirit, born in travail, grown in the rough school of bitter experiences, a living spirit which has purpose and pride and conscience, knows why it wishes to live and to what end, knows how it comes to be respected of the world, and hopes to retain that res-

(Continued on Page 268.)

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending June 23, 1917:

MAINTENANCE OF WAY.

Water Service and Plumbing.

A steam heated water tank was installed at the terminal mess hall. A tile drain was laid at Cottage No. 29 to take care of basement seepage water. The usual repair work was performed.

Bridge and Building.

The carpenter work on Cottage No. 22 was 95 per cent complete at the end of the week, and the painters had begun on the building. The painting of the machine shop and the power house was finished.

The installation of a concrete foundation for a new 300-K. W. turbine to be placed in the power house was begun.

Repairs to the Eagle River bridge were 95 per cent complete at the close of the period. A small force continued work on the steel water tank at Matanuska. The culvert at Station 3442 was lowered in order to drain the pond at the foot of G Street.

Grading, Ballasting and Tracklaying.

Steam shovel No. 1 moved 6450 cubic yards of rock, 5380 yards of which were placed as riprap between Stations 1370 and 1470; 640 yards between Stations 1282 and 1290; 210 yards at Matanuska River bridge, for bank protection; and 220 yards in the fill fronting Anchorage passenger station.

Extra gang No. 2 worked three days lining and surfacing track on the line revision between Stations 1370 and 1470, and three days throwing track and grading on the line revision between Stations 1265 and 1290.

Extra gang No. 3 ballasted Eska Creek spur between Stations 40 and 70.

Steam shovel No. 2, on the main line, moved 14,000 cubic yards of gravel. Nearly all this material was used in widening banks between Stations 5900 and 6160. The first lift of ballast was distributed as far as Station 6150.

Extra gang No. 1 completed the surfacing and lining of track from Station 5853 to Station 5985.

Extra gang No. 4 raised and surfaced track from Station 5720 to Station 5853.

Mechanical Department.

The assembling of engine No. 275 was completed; engine No. 266 was 85 per cent assembled; engine 247 was 50 per cent; and work was started on engine 242. Running repairs were made to engines Nos. 1, 221 and 280.

Some work was done in connection with fitting up equipment for harbor dredging. Repair parts were made for steam shovel No. 1. Two new Panama flat cars were assembled and turned over to the Transportation Department. The usual amount of miscellaneous work was performed.

MATANUSKA DISTRICT.

Matanuska Branch.

During the past week four contractors, Matt & Co., Babich & Co., Kinoff & Co. and Aronson & Co., finished their work. Several others will finish within a week.

The bridge crew which has been working on the Chickaloon crossing has been discontinued for the present.

Two slight line changes have been incorporated in the work immediately south of Camp 27. In one case a small saving in yardage has been effected; in the other the change was made to keep the line away from the steep side-hill slope.

Main Line.

New grading contracts have been awarded as follows: Matt & Co. and Babich & Co., between Camps 187 and 195; Kinoff & Co., who take over a part of Tampakis & Company's contract; Pappadis & Co., a section just north of the Kashwitna River.

A piledriver has been landed at Camp 201, and the driving of the Sheep Creek structure will be started without delay.

The road repair work has progressed very favorably. There is now a good wagon road from Camp 174 to within three miles of Camp 195.

As soon as the river boats land the necessary supplies at Camp 201, the work between the Kashwitna River and Sheep Creek will be covered by contractors.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

The clearing work south of Bird Point has been handicapped somewhat on account of the great care necessary to be exercised by the contractors while burning brush. Several fires started during the week, all of which were brought under control without much delay or damage.

Grading.

Teko & Co. abandoned their contract at Bird Point on June 18. A small camp has been established at that place and the work will be completed by a Commission force. This camp will be known as No. 82.

The station contractors in general are making satisfactory progress. V. Picogno & Co. put off a successful coyote shot at Bird Creek during the week, moving 3500 cubic yards of rock with 5000 pounds of black powder. A. Hall & Co., Bostrom & Co. and Anderson & Co., contractors between McHugh Creek and Sheep Creek, put off small coyote shots which were also successful. Chas. Larson & Co., at Station 2518, south of Sheep Creek, moved about 7000 yards of rock with 5000 pounds of powder; Lake & Co., at Station 2554, north of Sheep Creek, moved 3000 yards with 5750 pounds of powder; and Prezinso & Co., at Station 2574, north of Sheep Creek, moved 2400 yards with 2350 pounds of powder.

Considering the three-mile haul made by the dinkey trains, the steam shovel at Rabbit is handling a satisfactory amount of material.

Miscellaneous.

At the close of the week 1172 employees were on the payrolls of the district, classified as follows: Stationmen 556, stationmen's laborers 136, Commission force 480.

Two 4x4 log culverts, one at Station 1745 plus 50 and the other at Station 1749, were completed during the period.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

On the Seward Division, the pole line is now complete from Seward to Mile 52, and from Mile 59 to 76. Wire is being strung over the flats at the head of Turnagain Arm. The crew at work on the Matanuska Branch set 138 poles and 15 anchors during the week, under difficult conditions.

A long span supported by two "H" fixtures has been built across the Eklutna River.

In the Anchorage terminal yards an additional iron pipe conduit was placed, within which a 100-pair lead-covered underground cable will shortly be laid. The radio plant has been connected by telegraph.

Electric Light and Power.

In addition to general maintenance work, some labor was used in connection with the wiring of the Anchorage post office, hanging fixtures in Cottage No. 22, and overhauling electrical equipment of the dredge machinery.

Fairbanks Division.

(Progress Report for April.)

On April 29, at 1.50 p. m., the ice moved in the Tanana River below the mouth of the Nenana River. On the 30th, at 11.06 a. m., the ice started flowing in front of Nenana and cleared the river as far up as the Mission. The power house whistle was blown and all the residents of the town flocked to the river bank.

Nenana District.

Three engineering residencies were established during the month, covering the territory as far as the mouth of Hosanna Creek,—each residency covering about 14 miles. There were no resident engineers north of the Tanana River in April.

The following work was performed during the month:

Clearing: All cutting was completed from Station 17828 (Weir's Location) near Dry Creek, to Nenana, and the burning was practically completed.

Grading: Contracts were let during the month for grading between Stations 18377 plus 50 (Weir's Location) to 18008 (Bailey's Location), a distance of 1.85 miles. The completion of this section is required at an early date to allow the use of the grade as a wagon road. The total excavation for the month, of all classes, was 7940 yards.

Grubbing: Contracts for grubbing in Nenana Yard were let during the month, and 8.19 acres completed.

Building Construction: The pile foundation for the sawmill was started on April 18 and completed on the 25th. There were 62 piles driven, all of which required thawing. An addition to No. 1 warehouse was built. Cottages Nos. 1 to 5 and the bachelors' quarters were painted.

Dock Extension: Piledriving started on April 28. At the close of the month 14 piles had been driven, the average penetration being 10 feet. The ground required thawing preliminary to this work. The foundation and platform for a stiff-leg derrick were also completed.

Dam at Head of Lost Slough: Piledriver work began on April 26. It was necessary to melt glacier ice seven feet in thickness in order to drive the piles in the center of the channel. Hard gravel was encountered, making the work difficult. A total of 764 lineal feet was driven. The purpose of this dam is to keep the water in the main channel and thus prevent the further cutting of the slough embankment and the consequent increased flow of water through the channel.

Meteorological Observations: The following weather conditions prevailed at Nenana during the month: Maximum temperature, 57.5; minimum, –11.0; average maximum temperature, 42.213; average minimum, –17.55; snow fell on two days of the month; total snowfall, 8½ inches; clear days, 19; cloudy days, 11.

Miscellaneous: Three hundred and twelve lineal feet of piling and 2418 lineal feet of stringers for trestles were placed. All log culverts had been completed from Nenana south for twenty miles at the close of the period, the logs in place approximating a total of 7300 lineal feet. The temporary trestles and cribbing placed in April amounted to 5616 lineal feet.

Tracklaying: Prior to April 1 there had been laid 4356 feet of narrow-gauge track. During April 19,630 feet were laid, making a total at the close of the period of 23,986 lineal feet.

Telephone Line: The line was extended south 4.56 miles, from the 30-Mile Roadhouse to Residency No. 3, at 35-Mile Crossing.

Electrical Department: On April 30 the temporary contract for furnishing street lights to the town of Nenana expired. Up to this time 12 street lights had been maintained by subscription. A contract for 130 street poles was completed during the month; one 15-h. p. motor was installed in a local carpenter shop, and four new lighting connections were made and two connections discontinued. The total power produced in April was 8944 K. W. hours, of which 2044 K. W. hours were revenue-producing, the balance being used on Commission utilities.

Nenana Hospital: During the month 22 house patients were treated at the hospital, as follows: Employees 4, contractors 1, dependents 2, non-employees 15. The number treated at the dispensary was 66. The average time of all patients in hospital was 13½ days; the average time of dispensary treatments was 2 days.

Force Report: There were 303 employees on the payrolls of the district at the close of the period, classified as follows: General supervision 6, engineering 27, office and clerical 40, medical and hospital 7, foremen and subforemen 16, mess house 17, mechanics and laborers 190.

Goldstream District.

Clearing: The section between Nenana and the Tanana Valley Railroad connection at Happy Station was cleared by the end of the month, with the exception of about two weeks' burning of brush between Stations 20447 plus 50 and 20660.

Grading: All contracts on the north side of the Tanana River let last season have been completed. No new contract work was done during April. To March 31, the total yardage excavated was 22,071. In April 1601 yards were taken out, making the total to April 30, for this district, 23,672 yards.

Telephone Construction: During the month 139,040 feet (26.33 miles) of metallic circuit telephone line was constructed between Nenana and Fairbanks, including a span across the river at Nenana of 1050 feet, raised high enough to escape the stacks of passing steamboats. The total mileage to April 30 was 46.83.

Force Report: Five stationmen, only, were at work on the district during April. Eleven Commission employees were in service.

Fairbanks District.

There was no construction work on the district during the month, except on tie and timber contracts.

Force Report: Four stationmen, only, were at work on the district during April, and four Commission employees were in service.

STORE PRICE LIST SUPPLEMENT.

Supplement No. 1 to Store Price List No. 2 has been issued by the Store Department of Anchorage Division, effective July 1. Copies of the supplement have been mailed to all concerned.

(Continued from Page 265.)

pect by living on with the light of Lincoln's love of man as its old and new testament. It is more precious that this America should live than that we Americans should live. And this America as we now see has been challenged from the first of the war by the strong arm of a Power that has no sympathy with our purpose, and will not hesitate to destroy us if the law that we respect, the rights that are to us sacred, or the spirit that we have, stand across her set will to make this world bow before her policies, backed by her organized and scientific military system. The world of Christ—a neglected but not a rejected Christ—has come again face to face with the word of Mahomet, who willed to win by force.

With this background of history and in this sense, then, we fight Germany:

Because of Belgium, invaded, outraged, enslaved, impoverished, Belgium. We cannot forget Liege, Louvain and Cardinal Mercier. Translated into terms of American history these names stand for Bunker Hill, Lexington and Patrick Henry.

Because of France, invaded, desecrated France, a million of whose heroic sons have died to save the land of Lafayette. Glorious, golden France, the preserver of the arts, the land of noble spirit. The first land to follow our lead into republican liberty.

Because of England, from whom came the laws, traditions, standards of life and inherent love of liberty which we call Anglo-Saxon civilization. We defeated her once upon the land and once upon the sea. But Australia, New Zealand, Africa and Canada are free because of what we did. And they are with us in the fight for the freedom of the seas.

Because of Russia—New Russia. She must not be overwhelmed now. Not now, surely, when she is just born into freedom. Her peasants must have their chance; they must go to school to Washington, to Jefferson and to Lincoln, until they know their way about in this new, strange world of government by the popular will.

Because of other peoples, with their rising hope that the world may be freed from government by the soldier.

We are fighting Germany because she sought to terrorize us and then to fool us. We could not believe that Germany would do what she said she would do upon the seas.

We still hear the piteous cries of children coming up out of the sea where the Lusitania went down. And Germany has never asked forgiveness of the world.

We saw the Sussex sunk, crowded with the sons and daughters of neutral nations.

We saw ship after ship sent to the bottom—ships of mercy bound out of America for the Belgian starving, ships carrying the Red Cross and laden with the wounded of all nations, ships carrying food and clothing to friendly, harmless, terrorized peoples, ships flying the Stars and Stripes—sent to the bottom hundreds of miles from shore, manned by American seamen, murdered against all law, without warning.

We believed Germany's promise that she would respect the neutral flag and the rights of neutrals, and we held our anger and outrage in check. But now we see that she was holding us off with fair promises until she could build her huge fleet of submarines. For when spring came she blew her promise into the air, just as at the beginning she had torn up that "scrap of paper." Then we saw clearly that there was but one law for Germany, her will to rule.

We are fighting Germany because she violated our confidence. Paid German spies filled our cities. Officials of her Government, received as the guests of this nation. lived with us to bribe and terrorize, defying our law and the law of nations.

We are fighting Germany because, while we were yet her friends, the only great Power that still held hands off, she sent the Zimmermann note calling to her aid Mexico, our southern neighbor; and hoping to allure Japan, our western neighbor, into war against this nation of peace.

The nation that would do these things proclaims the gospel that Government has no conscience. And this doctrine cannot live, or else democracy must die. For the nations of the world must keep faith. There can be no living for us in a world where the state has no conscience, no reverence for the things of the spirit, no respect for international law, no mercy for those who fall before its force. What an unordered world! Anarchy! The anarchy of the rival wolf packs.

We are fighting Germany because in this war feudalism is making its last stand against oncoming democracy. We see it now. This is a war against an old spirit, an ancient, outworn spirit. It is a war against feudalism, the right of the castle on the hill to rule the village below. It is a war for democracy, the right of all to be their own masters. Let Germany be feudal if she will. But she must not spread her system over a world that has outgrown it. Feudalism plus science, thirteenth century plus twentieth, this is the religion of the mistaken Germany that has linked itself with the Turk, that has too, adopted the method of Mahomet. "The state has no conscience." "The state can do no wrong." With the spirit of the fanatic she believes this gospel and that it is her duty to spread it by force. With poison gas that makes living a hell, with submarines that sneak through the seas to slyly murder non-combatants, with dirigibles that bombard men and women while they sleep, with a perfected system of terrorization that the modern world first heard of when German troops entered China, German feudalism is making war upon mankind.

Let this old spirit of evil have its way and no man will live in America without paying toll to it, in manhood and in money. This spirit might demand Canada from a defeated, navyless England, and then our dream of peace on the north would be at an end. We would live, as France has lived for forty years, in haunting terror.

America speaks for the world in fighting Germany. Mark on a map those countries which are Germany's allies and you will mark but four, running from the Baltic through Austria and Bulgaria to Turkey. All the other nations, the whole globe around, are in arms against her or are unable to move. There is deep meaning in this. We fight with the world for an honest world, in which nations keep their word, for a world in which nations do not live by swagger or by threat, for a world in which men think of the way in which they can conquer the common cruelties of nature instead of inventing more horrible cruelties to inflict upon the spirit and body of man, for a world in which the ambition of the philosophy of a few shall not make miserable all mankind, for a world in which the man is held more precious than the machine, the system or the state.

COOK INLET BASEBALL LEAGUE.

The Matanuska team defeated the Anchorage City players on Sunday afternoon before a crowd of 800 at Athletic Park, by a score of 4 to 0.

Anchorage Commission, on the Potter Creek grounds, won their game against Turnagain Arm by a 5 to 1 score; attendance 400. F. W. Tiffany, one of the star Commission players, was accidentally struck by a bat and had his nose broken.

Matanuska and Anchorage Commission, the winners in Sunday's games, will face each other at Athletic Park on July Fourth. On Sunday, July 8, Matanuska will play Turnagain Arm at Matanuska, and the Commission will play the City at Anchorage.

The present standing of the teams:

	Won	Lost	Pct.
Anchorage Commission	5	2	.714
Matanuska	4	3	.571
Turnagain Arm	3	4	.428
Anchorage City	2	5	.285

As the result of a baseball game played recently between the Nenana employees of the Commission and the business men of that place the sum of $196.25 was realized for the Red Cross and Belgium Relief funds. The game lasted for three innings only, and during that time each side made thirteen runs.

ANCHORAGE TIDE PREDICTIONS.

The tide predictions at Anchorage for the month of July are given in the following table:

Date	Time and height of low and high water.			
Sunday, July 1	2.49 28.1	9.51 0.8	4.36 26.4	9.55 6.5
Monday, July 2	3.45 29.1	10.44 —0.9	5.27 27.6	10.53 5.8
Tuesday, July 3	4.38 30.4	11.33 —2.5	6.12 28.9	11.43 4.8
Wednesday, July 4	5.28 31.6	12.18 —3.8	6.53 30.0	--
Thursday, July 5	0.31 3.7	6.17 32.5	1.03 —1.6	7.35 30.9
Friday, July 6	1.18 2.6	7.06 33.0	1.47 —4.8	8.12 31.6
Saturday, July 7	2.05 1.7	7.55 32.9	2.30 —4.3	8.56 31.9
Sunday, July 8	2.53 1.2	8.44 32.1	3.13 —3.2	9.40 31.9
Monday, July 9	3.44 0.9	9.35 30.8	3.57 —1.5	10.24 31.6
Tuesday, July 10	4.37 1.0	10.29 29.0	4.43 0.4	11.10 31.0
Wednesday, July 11	5.35 1.3	11.30 27.3	5.33 2.5	
Thursday, July 12	0.02 30.3	6.38 1.7	12.40 25.8	6.32 4.8
Friday, July 13	1.00 29.5	7.48 1.7	2.05 25.0	7.39 5.7
Saturday, July 14	2.06 29.0	8.59 1.4	3.30 25.2	8.52 6.3
Sunday, July 15	3.11 29.0	10.04 0.7	4.37 26.0	10.02 6.1
Monday, July 16	4.12 29.3	10.57 —0.2	5.31 26.9	11.01 5.5
Tuesday, July 17	5.03 29.8	11.41 —1.0	6.11 27.9	11.47 4.8
Wednesday, July 18	5.46 30.3	12.20 —1.6	6.47 28.7	
Thursday, July 19	0.27 4.1	6.26 30.7	12.56 —2.1	7.18 29.4
Friday, July 20	1.04 3.5	7.02 30.9	1.30 —2.2	7.48 29.7
Saturday, July 21	1.40 3.1	7.36 30.8	2.04 —2.0	8.18 29.9
Sunday, July 22	2.15 2.8	8.12 30.4	2.37 —1.3	8.49 29.8
Monday, July 23	2.49 2.7	8.46 29.7	3.10 —0.2	9.19 29.5
Tuesday, July 24	3.25 2.7	9.23 28.8	3.44 1.3	9.50 29.0
Wednesday, July 25	4.03 2.9	10.02 27.6	4.19 2.8	10.21 28.5
Thursday, July 26	4.46 3.2	10.49 26.3	4.57 4.5	10.58 28.0
Friday, July 27	5.39 3.4	11.47 25.0	5.45 6.1	11.44 27.6
Saturday, July 28	6.48 3.4	..1.12 24.2	6.58 7.3	
Sunday, July 29	0.48 27.4	8.06 2.8	2.56 24.5	8.16 7.7
Monday, July 30	2.04 27.7	9.21 1.4	4.15 25.8	9.32 7.0
Tuesday, July 31	3.20 28.9	10.24 —0.4	5.09 27.4	10.33 5.6

The tides are placed in order of occurence, 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 is 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 Cosmopolitan Standard for the meridian 150 degrees west. All hours later than 12 noon appear in boldfaced type; ante meridiem figures are given in the ordinary lightfaced type.

WORK TRAIN CONDUCTOR INJURED.

Frank O'Shea, a work train conductor on the Matanuska Branch, had his jaw broken by a flying rock from a blast on the afternoon of June 28 while at work near Station 1155. The accident occurred while a crew was blasting ahead of steam shovel No. 1. O'Shea was about 350 feet distant from the shot when it exploded, ordinarily far enough away to be safe. Immediately after the injury he was taken by train to the field surgeon, and later brought to Anchorage Hospital for treatment.

ANCHORAGE DIVISION DISBURSEMENTS.

The total disbursements of the office at Anchorage for the period June 15 to June 21 were $99,856.53. The payment of salaries and wages amounted to $63,637.51; for local purchases $3,838.95; to contractors $16,424.91; other expenditures were $933.52.

The total disbursements of the Talkeetna District Office for the period June 1 to 21 were $23,541.84. The payment of salaries and wages amounted to $22,518.32; other expenditures were $933.52.

DAILY WEATHER REPORT.

Following is the report of weather conditions prevailing at Anchorage during the period June 13 to 26, inclusive:

Date	Max.	Min.	Rainfall	Wind
June 13	62	42	none	5.2
June 14	60	33	none	4.9
June 15	55	47	0.5	3.6
June 16	59	49	none	3.8
June 17	64	57	trace	4.7
June 18	59	49	none	6.0
June 19	62	41	none	6.3
June 20	61	50	none	7.3
June 21	66	45	none	6.1
June 22	68	49	none	4.8
June 23	57	49	,02	7.6
June 24	59	49	trace	4.5
June 25	57	50	0.26	4.3
June 26	56	37	0.11	3.7

ALASKA LOYAL LEAGUE

A branch of the Alaska Loyal League was established recently at Nenana, and already a large membership has been enrolled. Applications to join the organization are received at the Nenana Disbursing Office. Fairbanks has enrolled over 500 members, and branches have been established at the various camps throughout the Fairbanks mining district.

The purpose of the League is to render assistance to the Government in every way possible during the war. All citizens, of whatever age, are eligible. Preliminary steps have been taken to establish a branch at Anchorage, and it is probable that the movement will soon spread to every city and town in the Territory.

Those employees of the Commission interested in the formation of an Anchorage branch may leave their names with Mr. F. J. Hart, Room 8, General Office Building. Enrollment lists will be available to the residents of the town of Anchorage as soon as the permanent organization is effected.

UNDELIVERED CHECKS.

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

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

Following is a partial list of checks remaining undelivered on June 10:

(Continued from last week)

Salary Checks.

Sorenzer, Teppe
Subat, John
Sudich, P.
Sueff, J.
Sullivan, Jack
Summers, Tom
Sundberg, Ole
Sundholm, Thomas
Swalberg, A.
Swan, Lind
Swanson, D.
Swanson, Roy
Swich, George
Tagoff, Jim
Tagoff, J.
Tagoff, John
Taroff, B.
Tsakos, Gust
Tasakos, John
Tatonoff, Sam
Teele, Ed
Telechuch, Anton
Telnes, Tom
Tomeroll, Alec
Thanous, Gus
Thomas, John
Thomas, Nick
Thompson, Fred
Tomovich, Z.
Tonis, Jim
Torei, G.
Toye, Thos.
Treantes, Crist
Trios, Gust
Tsotsas, George
Tvanovich, George
Valendia, Billie
Vallakostas, Geo.
Varja, Gust
Varljien, Frank
Vidas, John
Vilisou, Milt
Vlahis, Tom
Volger, Joseph
Volkman, Emil
Voros, A. S.
Voros, James
Waloff, Joe
Walsh, Ed
Wanag, August (2)
Weidenbacker, C. J.
Watson, George
Weklin, Jack
Welton, D.
Westman, John
White, A. P.
Wible, Perry
Widman, B. A.
Willert, Orin
Wilson, A.
Wilson, Oscar
Wilson, Wm.
Winsted, L.
Wobrey, Walter
Woodhouse, C.
Wright, W. G. (2)
Wuno, Rade
Yonkovich, John
Zarasoff, Nick
Zaro, Mak
Zeetez, Frank
Zetoff, Mike
Zhoocovich, T.
Zigulis, Anthony
Ziloff, Bill
Zoloff, Mike
Zuganelis, Geo.
Zugoff, Sam
Zuroff, Alex.

Checks to Contractors.

Antenucci, D.
Antinucci, Frank
Beach, Joe
Bergland, Fritz
Berlingo, Joe
Bozich, Anton
Bolja, Geo.
Brilliant, Frank
Butorac, J.
Butorac, Jakor
Butorac, M.
Butonor, M.
Caputi, John
Carlson, Albert
Carlson, John
Covich, Mike
Darmis, Mike
Doni, Amister
Erickson, Oscar
Eide, Peter
Emirzas, Aristo
Finderle, Tony
Filas, Steven
Frank, Joe
Frank, Frank
Frikovich, Nick
Garopales, Peter
Hanson, F.
Hancock, Richard
Harlow & Co.
Heine, C. H.
John, George
John, Jim
John, Tony
Johnson, Chas.
Johnson, Edwin
Karlson, Oscar
Konieczny, A.
Kuzia, Geo. (2)
Larson, Bror (2)
Lien, Jack
Lindberg, Gust
Lofgren, M.
Lundine, Andrew
Lundquist, Fred
McKinney, F. V.
Nelson, John (2)
Nord, Axel
Nordholm, H.
Nordmark, Leo (2)
Olson, Victor (2)
Petrovi, Angelo
Porter, Mike
Raikovic, Joe
Romanov, Alec.
Romanov, Sam
Rudberg, T.
Sell, John
Semnoff, Peter
Svenson, B.
Stasselof, Mowin
Skioloff, Geo.
Sakeley, Pete
Wrkljan, Toni

NOTICE TO TELEPHONE PATRONS

The Telegraph and Telephone Department of Anchorage Division authorizes the following notice:

A service department has been inaugurated at the Telegraph & Telephone Building to take care of all applications for service, registration of complaints, etc.

A call for "Service" on the local telephone exchange will put anyone in connection with this department at any time between 8 a. m. and 5 p. m., except Sundays and holidays. General information regarding time of boats, trains, etc., will also be furnished so far as practicable.

Owing to the extremely overloaded local exchange switchboard, an unavoidable condition until new equipment is installed, it is urged that patrons refrain from engaging the operators in conversation.

All cases of instrument or wire trouble should be promptly reported to the nearest operator, as heretofore.

NENANA PIONEERS CELEBRATE.

(From the Nenana News, May 26.)

When the steamer Delta made fast to the bank of the Tanana River at Duke's landing a year ago today, the first party of the Alaskan Engineering Commission's office and field force were dumped on the beach to make preparations for the commencement of railroad building on the Interior end of the Government railroad. The steamer arrived at four o'clock in the morning and the members of the company were compelled to make camp in a shower of rain, no preparations having been made for their unexpected arrival by the two or three Commission employees who were stationed at the landing at the time. The nearest telegraph station was located about seventeen miles up the river.

In commemoration of the arrival of the pioneer party, those remaining in Nenana will gather at the Rust Place tonight at their first anniversary reunion and dinner. The event probably will be made an annual affair.

The original party comprised the following: F. H. Bailey, F. D. Hayden, Roy Lamb, G. F. Cramer, J. C. Williams, M. T. Murray, C. H. Hall, W. L. Packer, Dr. M. E. Smith, F. S. Ryus, S. H. Perham, A. J. Chandler, I. F. Taylor, G. B. Richardson, R. B. Ward, Earle Welliver, Hawley W. Sterling, Harry Steele, E. G. Forbes, Stephen Shuman, Otto Blass, A. J. Orr, W. A. Dafoe and Roy Dafoe.

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchorage Disbursing Office during the period June 15 to June 21, was $16,424.91, as follows:

Sutherland & Brooks	$ 2,363.33
J. Bordin & Co.	11,384.08
Eska Creek Coal Co.	2,677.50

Charles K. Ford, of the District of Columbia, has been appointed, effective June 15, clerk in the Washington office of the Commission.

OFFICIAL CIRCULARS

MONTHLY PROGRESS ESTIMATES OF WORK PERFORMED.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, June 29, 1917

Circular No. 232:

TO ALL CONCERNED:

In order to include in our books the money value of the monthly progress of work performed on all districts, the following procedure will be put into effect by all district offices:

Commencing with the month of June, 1917, the total estimate of all work in progress by station contractors will be computed at the correct figures mentioned in each contract, and the total of these figures will be charged to Grading or Clearing, as the case might be, the individual contractors' accounts receiving the corresponding credit.

The money value of these estimates will be computed from the resident engineers' monthly estimate reports, and the amounts will be entered in the district books monthly, instead of waiting for the completion of the contracts.

As previous to this time the station contractors have not been credited with monthly estimates, it will be necessary to credit them with the gross estimate for all work performed up to the end of June 30, 1917. Each month hereafter, the contractor will receive credit for the work performed during the current month, according to the monthly estimate figures rendered by the engineer.

Nothing in the above instructions is to be construed as authority to make partial payments to contractors. Payments to contractors will only be made upon completion of their contract, unless the provisions of the contract expressly provide for partial payments.

F. MEARS, Commissioner.

SHIPMENTS FOR EXHIBIT PURPOSES.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, June 27, 1917

Transportation Circular No. 75.

ALL AGENTS:

The Land and Industrial Department has made arrangements for exhibits of ores, grains, etc., to be forwarded to that Department.

This will be your authority to accept such shipments when consigned to the Land and Industrial Department, Anchorage, same to be forwarded on Company waybill without charge.

F. MEARS, Commissioner.

HOLIDAY ACCOMMODATION TRAINS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, June 28, 1917.

Transportation Circular No. 76:

TO ALL CONCERNED:

In order that employees of the Commission may attend the Fourth of July celebration in Anchorage, work trains for their accommodation will be run as follows:

From Matanuska District:

Leave King 7.00 p. m. July 3rd.

Leave Mile 174, 7.00 p. m. July 3rd.

These two trains will be consolidated upon arrival at Matanuska and the consolidated train will leave there at 8.30 p. m. for Anchorage, arriving at Anchorage at 10.45 p. m.

From Turnagain Arm District:

Leave Rabbit 7.30 a. m. July 4th.

Returning to Matanuska District:

Train will leave Anchorage at 3.00 p. m. July 5th for Matanuska and on arrival there will be split and one section run to King and the other to Mile 174.

Returning to Turnagain Arm District:

Train will leave Anchorage for Rabbit at 6.00 p. m. July 5th.

All of the above trains are work trains, operated in order that employees may attend the Fourth of July celebration in Anchorage, and no transportation will be required.

Regular trains will be operated as per current schedule, and any employees riding on them will be required to furnish the necessary transportation.

F. MEARS, Commissioner.

INBOUND STEAMER SHIPMENTS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, June 30, 1917.

Transportation Circular No. 77:

TO ALL CONCERNED:

Effective July 1, 1917, the Commission is arranging to take up steamship manifests covering all shipments received at Anchorage from the commercial lines handling freight into this port, which will include shipments destined to Anchorage as well as points on the line of the Commission.

Shipments destined to agency stations will be forwarded promptly by agent at Anchorage, showing steamship and lighterage charges as advances on the waybill, and in accordance with Rule 6—A, Local Freight Tariff No. 5.

This arrangement will eliminate necessity of consignees at various points along the line coming in to Anchorage to handle their steamship freight or arranging with some agent here to handle it for them.

F. MEARS, Commissioner.

BILLING L. C. L. LUMBER SHIPMENTS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, July 2, 1917.

Transportation Circular No. 78:

TO ALL CONCERNED:

In billing future L. C. L. shipments of lumber you should require shippers to indicate the number of pieces of lumber in shipment instead of the number of board feet.

F. MEARS, Commissioner.

WAGE SCHEDULE CHANGE.

Department of the Interior
Alaskan Engineering Commission

Supplement No. 9 to Circular No. 184:

Following rate is authorized for work on this Division:
Sewer Inspector, $5.00 per day.

F. MEARS, Commissioner.

WAGE SCHEDULE CHANGE.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, July 2, 1917.

Supplement No. 10 to Circular No. 184:

Following rate is authorized for work on this Division:
Miners .....65 5-8 cents per hour

F. MEARS, Commissioner.

RUSH AND DEFERRED MESSAGES.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, June 29, 1917

Telegraph and Telephone Department.

TO ALL OFFICERS:

Owing to the conjested condition of the wires between Anchorage and Seattle, it is urged that all offices mark messages that are not absolutely "Rush," with the letter "D" on the upper right-hand corner of the blank.

This symbol, signifying "deferred," is in general use by all commercial companies, and enables operators to give preference to important business. The cable system has requested that Alaskan Engineering Commission offices observe this rule.

E. R. McFARLAND, Superintendent.

REPORTING TRANSIENT MEALS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, June 21, 1917.

Accounting Department Circular No. 47:

TO ALL CONCERNED:

In order to expedite the reports of Daily Transient Meals to the District Offices, all camps are hereby instructed to send a telegram to the different districts on the last day of each month, covering the meal reports for the last three days of the month. This will give the district accountants the necessary information so they can close their payrolls and accounts without waiting for the written copy from the different camps.

This telegram must give all necessary information, such as employee's brass check number, name of employee, and camp or gang number where he is employed.

The daily written report of all transient meals must be sent to the proper district in the regular manner, which will confirm the telegraphic report.

These transient meal reports have not been reported promptly, and all concerned are requested to see that they are rendered more promptly in the future.

D. B. VAN DERLIP, Chief Accountant.
Approved: F. MEARS, Commissioner.

ABSENCE FROM DUTY.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, June 19, 1917.

Mechanical Department Circular (No. 32):

ENGINE MEN AND MECHANICS:

To avoid any delay in the operating of trains or to other work handled by the Mechanical Department forces, it is very essential that this office be notified, in all cases possible, when it is found necessary for any employee to absent himself from regular duty on account of sickness, or for any other cause, unless such absence has been previously authorized. You will please be governed accordingly.

E. P. HEDBERG, Master Mechanic.

NON-EXPENDABLE AUTHORIZATION.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, June 28, 1917.

Supplement No. 27 to Bulletin No. 14:

TO ALL CONCERNED:

Effective at once, the following named is authorized to sign non-expendable requisitions on the storehouse for issues to the dredge in use at Anchorage harbor:

C. H. Robinson, dredge captain, Anchorage, Alaska.

W. De LONG, General Storekeeper.

RUNNING ORDERS FOR SPEEDERS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, June 25, 1917

Trainmaster's Bulletin (No. 30):

TO ALL CONCERNED:

In future, it is imperative that all persons using speeders will get a line-up from the dispatcher before occupying the main line, and must register with the dispatcher on completion of trip.

C. WATSON, Trainmaster.
Approved: F. MEARS, Commissioner.

TELEGRAPH RATES.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, June 28, 1917.

Supplement No. 4 to Telegraph & Telephone Tariff Dated November 1, 1916:

The following telegraph rates are effective July 1, 1917:

Anchorage	Anchorage						
Birchwood	25–2	Birchwood					
*Chickaloon	50–3	40–3	Chickaloon				
Kern Creek	25–2	25–2	75–5	Kern Creek			
King River	40–3	25–2	25–2	65–4	King River		
Matanuska	25–2	25–2	25–2	50–3	25–2	Matanuska	
Moose Creek	40–3	25–2	25–2	65–4	25–2	25–2	Moose Creek
Seward	50–3	75–5	100–6	25–2	90–5	75–5	90–5 Seward
*Wasilla	40–3	25–2	40–3	65–4	40–3	25–2	40–3 90–5 Wasilla

Press Rate: ¼ cent per word between any two points named in this supplement. Ten word minimum.

*Not yet opened.

E. R. McFARLAND, Superintendent.

Approved: F. MEARS, Commissioner.

Approved: Wm. C. EDES, Chairman.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, JULY 10, 1917. No. 35

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

COAL DISCOVERED ON MAIN LINE

A discovery of coal was made recently at Station 6451, near Mile 175 on the right-of-way of the Government railroad, about one mile northwest of the crossing of the Little Susitna River. G. Gianninni & Co., who were awarded a contract last May for stripping and grading the right-of-way between Stations 6436 and 6475, uncovered the vein while driving a trap tunnel for the purpose of securing rock and gravel for the roadbed. The coal was encountered within eight feet of the surface of a hill about 30 feet from the grade, and at the point of discovery the vein is about four feet thick. No examination has as yet been made to determine the extent of the coal bed or the value of the coal for steaming purposes.

Coal appears at numerous places along the branch line of the railroad in the Matanuska field, and has been found in various other sections of the Territory outside the known coal-bearing areas, but this is the first coal encountered on the main line of the Government railroad.

P. W. McCarthy is a recent addition to the clerical force of the Anchorage Disbursing Office.

COOK INLET BASEBALL LEAGUE.

Matanuska won the exhibition game on July 4 at Athletic Park, defeating the Anchorage Commission team by 5 to 2.

On July 5 Turnagain Arm was the victor over Anchorage City, in a postponed game, by a 10 to 0 score.

The City team defeated Anchorage Commission on Sunday by 12 to 6, playing at Anchorage. Matanuska and Turnagain Arm, on the Matanuska diamond, struggled for 19 innings, Turnagain Arm winning by 5 to 3. This is probably the longest game ever played in Alaska.

Next Sunday's schedule is as follows: Matanuska vs. Commission at Anchorage; City vs. Turnagain Arm at Potter Creek.

The present standing of the teams:

	Won	Lost	Pct.
Anchorage Commission	5	3	.625
Turnagain Arm	5	4	.555
Matanuska	4	4	.500
Anchorage City	3	6	.333

ARRIVALS ON TRANSPORT CROOK.

The U. S. A. transport Crook arrived in Anchorage from Seattle, on Monday, at 7.45 a. m., bringing 23 passengers. The list follows:

Mrs. J. L. Cort, Miss Pearl Cort, Miss M. G. Fitzgerald, Mrs. Lora A. Gill, Mrs. J. S. Jacobs, Miss Winnie Johnson, Mrs. H. G. Locke, H. G. Locke, Jr., Miss Eva Lockhart, Mrs. Geo. E. Millar, Miss Olga Millar, Mrs. John Nash, Mrs. A. W. Peck, Miss D. Peck, W. T. C. Smith, Mrs. W. T. C. Smith, Mrs. W. W. Wade, Mrs. J. G. Watts, Mrs. Harry Walton, Miss Mae Walton, Mrs. Mamie Russell, Mrs. D. H. Williams, Mrs. M. A. Lewis.

CROOK SAILS WEDNESDAY.

The U. S. A. transport Crook will sail for Seattle direct on Wednesday, July 11. Passengers should go aboard at 1 o'clock p. m. Baggage will be checked at Dock No. 1 up to 12 o'clock, noon.

To June 18 the town of Nenana had collected a total of $1,180. for the benefit of the Belgium Relief and Red Cross funds. This sum was realized from donations, various raffles, a carnival and a baseball game.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending June 30, 1917:

MAINTENANCE OF WAY.

Water Service and Plumbing.

Work was commenced on the installation of additional plumbing fixtures at the Anchorage Post Office.

Bridge and Building.

The carpenter work at Cottage No. 22 was completed, with the exception of the inside fixtures. The painters had applied one coat to the outside of the cottage and had completed about 50 per cent of the interior painting at the close of the period. Painting of the hospital building was resumed.

A small force of carpenters began the framing of a 120-foot Howe truss span. The Eagle River bridge repairs were finished. Piling was driven at Mile 132 and in various places between Birchwood and Eklutna to prevent slides.

The foundation for the new turbine at the power house was completed.

Grading, Ballasting and Tracklaying.

Steam Shovel No. 1, on the branch line, moved 9120 cubic yards of rock, of which 3920 yards were used for bank widening between Stations 1130 and 1160; 4110 yards for riprap between Stations 1277 and 1296, and 500 yards between Stations 1400 and 1410; 340 yards were hauled to the Matanuska Bridge for bank protection. Steam shovel No. 2, on the main line, near Mile 170, moved 17,000 cubic yards, 10,000 yards of which were used for widening the grade between Stations 5680 and 6320.

Extra gang No. 1 raised and surfaced track from Stations 5985 to 6060 and gave a second lift of ballast between Stations 5675 and 5785. This gang also full-tied the siding at Wasilla. At the end of the week they moved to the Little Susitna River to make the fill between Stations 6383 and 6404.

Extra gang No. 2 worked on the revised line between Stations 1265 and 1295.

Mechanical Department.

Engine No. 266 was 95 per cent complete at the end of the period; engine No. 247 was 60 per cent complete. Work was resumed on the assembling of steam shovel No. 6. Three new box cars were assembled and placed in service. Work on 11 other box cars is under way.

The boiler to be installed at the pumping plant was overhauled and some work was done on the new pump for this station.

MATANUSKA DISTRICT.

Matanuska Branch.

Svarko & Co., Hanson & Co. and Johnson & Co. finished their contracts during the week. Satisfactory progress is being made by all gangs along the Branch.

High water in the Matanuska River cut away about 15 acres of flat at the upper end of Hole-in-the-Wall, including about 1000 feet of cleared right-of-way. A change in permanent line, introducing some other sharp curvature in getting away from the area washed out, will probably have to be made. At the date of this report the bank was still falling, but the indications are that the wash will not continue long, owing to a change of material in the flat.

Main Line.

In order to insure the early completion of contracts between Camps 174 and 180, it has been found advisable to take away portions of assigned areas and re-let them to other contractors. Four of the five contractors who secured awards in the section north of the Kashwitna River are on their stations and will commence grading as soon as supplies reach them from Anchorage.

The wagon road is in good condition as far north as Mile 193, and the two lower road camps have been practically closed. It is planned to have a good road to Camp 195 within two weeks.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

Only one firm of contractors, Collins & Co., between Bird Point and Glacier Creek, are at work on clearing. When their section is completed, right-of-way will have been cleared from Glacier Creek all the way to Anchorage, with the exception of some slight finishing work.

Log Culverts.

Gust Backstrom & Co. completed three 4x4 log culverts at Bird Point and have moved to Indian Creek, where they are getting out timber for three culverts for Stations 2084 plus, 2098 plus and 2106.

Grading.

The following contracts were completed during the week: J. A. Franske & Co., Stations 2378 to 2393, Mile 95; E. Burgland & Co., 2544 to 2553, Mile 98; A. Tsakumis & Co., 2691 to 2712, Mile 101.

The Commission force in the cut at Bird Point, which was abandoned by Teko & Co., are making satisfactory progress despite the difficult material encountered. The Commission force at Sheep Creek, with equally hard material, is also progressing well. Two shifts are employed on coyote work and jack hammers, in the latter cut, where derricks have been placed at each end. Enough material is shot up at each end of the cut to keep both derricks going until the coyote hole is driven, pockets loaded and shot. The Commission force at Mile 99 has driven a coyote for borrow at Station 2630, and will be ready to shoot within a few days.

The steam shovel at Big Rabbit Creek is handling a satisfactory amount of material, notwithstanding the extremely long haul across the Potter Creek flats, the low fills and the difficulty in keeping up track. The fill across the flats is practically completed for two miles. The steam shovel work between Rabbit and Potter Creek will be finished within two weeks.

Jim Kucel & Co., south of McHugh Creek, fired the coyote pockets which failed to explode when the attempt was made several days previous. The shot was successful but a larger yardage would have been obtained had all the pockets exploded at one time.

Force Report.

There were 1177 employees on the payrolls of the District during the week, classified as follows: Commission force 494, stationmen 551, stationmen's laborers 132.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

Permanent construction on the Matanuska Branch has

reached Kings River. The crew has been moved to Anchorage to do the heavy work of setting and cross-arming 100 or more joint telegraph-electric light and power poles in Anchorage Townsite. About 75 per cent of these poles were delivered during the week.

Electric Light and Power.

A number of 45-foot poles for the Anchorage Townsite joint telephone-electric light and power service were peeled and gained.

TALKEETNA DISTRICT.
Report for Month of June.

The following contracts were awarded during the month covering the section between Sheep Creek, Station 8735, and Lane Creek, Station 10765:

Contractors	Stations	Class of Work
John Klonas & Co.	8735 to 8762	Clearing and Grading
Harris & Co.	8762 to 8830	Clearing and Grading
John Leaf & Co.	8830 to 8890	Clearing and Grading
John Porter & Co.	8890 to 9003	Clearing and Grading
Gust Piskulich & Co.	9003 to 9095	Clearing and Grading
Joseph King & Co.	Opposite 9090	Ditching
George Bakas & Co.	9743 to 9825	Clearing and Grading
Frank Spadaro &Co.	9879 to 9892	Clearing and Grading
J. W. Wilson & Co.	10480 to 10615	Clearing

No new camps were constructed during June. The camps at Mile 249 and Mile 260 were abandoned and the stores and supplies transferred to other camps. No additional work was done at Camp 255. The engineers' camp at this place will remain, but the tents intended for the construction forces will be taken down and turned back to the Store Department, owing to a modification in plans for the season's work. Two complete engineering residencies were discontinued.

The sawmill has been moved from Dead Horse Hill and is being erected near the mouth of Indian River. Approximately 30,000 feet of cottonwood logs have been delivered at the mill site, and it is expected that the mill will be turning out lumber early in July.

During the latter part of May and throughout the month of June, all rivers in the Talkeetna District were unusually high. Old settlers declare that extreme high water records have been established for the spring floods. Careful examination discloses that the grade line as established on the original profile appears to be well above high water mark.

The total force employed within the district in June was 458, distributed as follows: General supervision 5, engineering 31, office and clerical 16, foremen and subforemen 8, mechanics and laborers 60, teamsters, packers and corral help 6, mess house help 29, stationmen 260, stationmen's laborers 38. The health of the force during the period was very satisfactory, and no accidents occurred.

Seward Division.

Following are the progress reports of the various departments of Seward Division for the months of April and May, 1917:

Weather Conditions.

During the month of May weather conditions had become favorable for active construction work in all departments. By the close of the month the snow had disappeared on the line between Seward and Mile 45, and from Mile 59 to Mile 76. From Mile 45 to Mile 51 there were approximately three feet of snow on the level; from Mile 51 to Mile 59 about one foot.

Clearing Right-of-Way.

Between Seward and Mile 12 the stationmen and Commission forces cleared 10.94 acres. A small gang was engaged in cutting and burning old ties and rotten logs lying along the grade between Miles 4 and 7. Between Miles 12 and 30, section crews cleared 11.86 acres. Between Miles 30 and 45 section crews cleared 15 acres. Commission forces cleared 6.24 acres between Miles 69 and 76. The total acreage cleared in April was 28.56; in May 22.67.

Lowell Creek.

After the frost had disappeared from the gravel in Lowell Creek, the Marion steam shovel removed an additional 2286 cubic yards of gravel from below the railroad trestle at the mouth of the creek, and 6900 cubic yards of gravel from the main channel between the railroad trestle and the Fifth Avenue bridge. The total amount excavated was 14,686 cubic yards. The material was used to fill in trestle No. 3 and in providing additional yard room at the rear of the old warhouses B and C. The removal of this gravel from Lowell Creek should insure adequate bank protection and flood control for several seasons.

Grading.

The total amount of material excavated during April was 52,809 cubic yards; during May 72,537 cubic yards.

Trestle No. 3, at Mile 1½, which was originally 1245 feet long, has been filled in, with the exception of a 105-foot opening, with material from Lowell Creek and the gravel bank at Mile 2. This embankment will be riprapped with loose rock hauled from the cut in the vicinity of Mile 9¼.

Between Stations 270 and 280 a good gravel bank has been located on the left-hand side of the line, into which a spur has been built preparatory to cutting in a steam shovel to secure ballast for the line between Miles 4 and 12.

Between Stations 450 and 475 the Commission forces have been drilling the ground preparatory to shooting same to provide a grade reduction in this section. This will all be exploded at the same time and the muck cast over the adjacent embankments, reducing traffic interruptions to a minimum.

The solid rock between Stations 491 and 496 is being excavated by the Bucyrus steam shovel and the material is being placed in adjacent fills, eliminating bridges 20, 21 and 22. Some of the material will be hauled to trestle No. 3 for riprap.

Between Stations 496 and 520 the stationmen are making good progress and bridges Nos. 23 and 24 will soon be eliminated.

Rodevi & Co., stationmen between 540 and 548, are making fair progress and should finish by the end of June. The contract between Stations 548 and 576, which had been let to Grubich & Co., was cancelled in the interest of expediency and the work taken over by Commission forces. Bengston & Co. completed their contract between Station 576 and 586 during the early part of April.

Between Stations 585 and 591 no new work was inaugurated. Between Stations 591 and 607 the stationmen have made only fair progress on the big cut which

(Continued on Page 278.)

OFFICIAL CIRCULARS

FREIGHT CLAIM BUREAU.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, July 6, 1917.

Circular No. 233:

TO ALL CONCERNED:

Effective this date, a General Claim Office has been established in conjunction with the Accounting Department, which is to be known as the Freight Claim Bureau.

This bureau is established for the purpose of handling all freight claims in connection with the railroad and steamship business and all agents should forward O. S. & D. reports and all other papers in connection with claims to that bureau.

All concerned will be guided by instructions issued by the above bureau relative to the handling of such claims.

F. MEARS, Commissioner.

EXPENDABLE AUTHORIZATION.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, July 6, 1917.

Bulletin No. 36:

TO ALL CONCERNED:

Effective at once, the following named is authorized to sign expendable requisitions on the store house for issues to the water and steam heating systems, in cases of emergency only:

C. D. POLLOCK, water service foreman, Anchorage, Alaska.

W. DeLONG, General Storekeeper.

WAGE SCHEDULE CHANGES.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, July 9, 1917.

Suppement No. 11 to Circular No. 184:

The following rates are authorized for work on this Division:

Mine foreman	$7.25 per day	.90 5-8	per hour
Surface Foreman	5.25 per day	.65 5-8	per hour
Shift Boss	6.25 per day	.78 1-8	per hour
Mine Timber Axeman	4.75 per day	.59 3-8	per hour
Tool Sharpener	155.00 per month flat		
Muckers	4.75 per day	.59 3-8	per hour
Miner	5.25 per day	.65 5-8	per hour

F. MEARS, Commissioner.

EXECUTIVE ORDER.

[No. 2641.]

Amending Alaskan Railroad Townsite Regulations.

Whereas, certain forfeiture provisions of the Alaskan Railroad Townsite Regulations, hereinafter mentioned, have been found to impair the stability of land titles and, in consequence, the legitimate development of the communities affected, and if effectively enforced will impose hardships upon innocent persons, and

Whereas, by reason of the proper enforcement of the penal laws applicable to Alaska, such forfeiture provisions are deemed no longer necessary to accomplish their purpose,

Therefore, Executive Order number twenty-two hundred and fourteen, dated June nineteen, nineteen hundred and fifteen, as amended, providing for the sale and disposition of Alaskan railroad townsites pursuant to the Act of Congress approved March twelfth, nineteen hundred and fourteen (thirty-eight Statutes at Large, page three hundred and five), is hereby further amended by eliminating therefrom all provisions for the forfeiture of lots as a penalty for using the same for the purpose of manufacturing, selling, or otherwise disposing of intoxicating liquors as a beverage, or for gambling, prostitution, or other unlawful purpose, and no lot shall hereafter be forfeited for violation of any of said provisions.

WOODROW WILSON

THE WHITE HOUSE,
18 June, 1917.

TO SECURE AGRICULTURAL DATA.

The Land and Industrial Department authorizes the following:

The Land and Industrial Department will send in the near future to all homesteaders along the line of the Government railroad a form asking them to estimate the amount of crops they expect to raise this season. At the same time a form will be sent to local merchants, mine operators and others asking them to state the quantity of agricultural products they will require in their business or trade.

The object in making these requests is to secure reliable information relative to the production and demand for crops that are readily raised in Alaska, and also for the purpose of aiding the homesteader to dispose of the products raised by him. If the homesteader is assured of a market for his crops each season it will be a stimulus for him to undertake farming on a larger scale, and will also encourage others to engage in similar pursuits, all of which will materially aid in the development of the agricultural industry and the settlement and growth of the Territory.

After the replies are received, the Department will prepare a statement for comparison of the agricultural output and demand in 1916 with that of this year. No doubt the production of 1917 will show a marked increase over that of last year, due in part, to the additional homesteads that have been taken up and the urgent appeal made by the Government to farmers throughout the United States to exert every effort to raise the greatest crops possible in order to supply the increased demand brought about by the war.

PROPOSAL FOR BIDS.

Sealed bids will be received at the office of the Commissioner, Anchorage, until 12 o'clock noon, July 16, 1917, for the sale of the old school house located on Block 52, Anchorage Townsite. The Commissioner reserves the right to reject any and all bids.

The transport Crook, which arrived from Seattle yesterday, brought 1721 tons of supplies for the Commission, including 880 tons of 70-pound rails, 33 tons of tie plates, 105 tons of angle bars, 84 tons of spikes, 40 tons beef, 5 tons mutton, 5 tons pork, 52 tons of hay and 400,000 feet of lumber.

OBITUARY.

William Alfred Williams, formerly employed as clerk in the Store Department, Anchorage Division, died on the morning of July 4 at the U. S. Government Hospital at Fort Bayard, New Mexico. The cause of death was tuberculosis. The deceased was a native of New York City, single, 27 years of age, and is survived by an uncle, W. A. Riggs, of Westbury, Long Island, next of kin. He had been a resident of Alaska since 1910, and entered the employ of the Commission on April 24, 1916 as clerk at the Anchorage docks, later transferring to the property accounting division.

Mrs. Ethel Gerber, wife of M. L. Gerber, draftsman at the Anchorage General Office, died at 3.13 p. m. on July 4 at Anchorage Hospital. The immediate cause of death was intestinal complications following an operation performed a short time previous. Mrs. Gerber was 36 years of age and is survived by her husband and two young children. Interment will take place at Saranac, Michigan.

Joseph Foucher, a non-employee, died at Anchorage Hospital at 8.30 this morning. The cause of death was chronic heart trouble. He was 45 years of age, a native of Canada and is survived by his father, Napoleon Foucher, a resident of Stillwater, Minn.

AGRICULTURE IN ALASKA.

Although vegetables of various kinds were grown in Alaska during the Russian occupation and by pioneer miners, both on the coast and elsewhere, following the acquisition of the Territory by the United States, the fact that Alaska had agricultural possibilities was scarcely credited either at home or abroad. In fact, to advance the theory that Alaska from the agricultural point of view was worthy of investigation was to provoke instant and wordy criticism. The esablishment of agricultural experiment stations at different points, however, has helped to dispel doubt and to confirm the opinion of those who had vision and faith that causes the desert places to become fruitful, and such faith, coupled with work, has been vindicated amply and today there are many fine farms in different sections of the Territory where potatoes of fine quality and all the different kinds of hardy vegetables are grown to perfection, besides annual crops of barley, rye, oats, and sometimes wheat. The increase in the number of farms during the past two years has been large, and at present, in the Matanuska and Susitna valleys, alone, there are at least 400 farms, all of which show more or less evidence of cultivation. Some of these have reached a high state of development. A substantial increase in the number of farms and vegetable gardens is noted in many other sections of the Territory, including the Tanana Valley, where the first demonstrations of farming on quite extensive scale were made with success.

From data supplied by the Alaska agricultural stations it is learned that nearly all of the agricultural land in the Territory is located in the interior of Alaska, the Tanana Valley, the Kuskokwim Valley, the Susitna Valley, and the Copper River Valley. Another considerable body of agricultural land lies north of the Tanana River, between that river and Fortymile River; and more particularly along the south fork of the Fortymile River; it has been estimated to contain 750,000 acres. It is believed that this will prove one of the most productive regions of Alaska when developed, but as yet it has little or no transportation facilities. The west half of the Kenai Peninsula has also a considerable area of agricultural land; but aside from this there is comparatively little in the coast region, and what land there is that can be readily made available for cultivation is located in hundreds of little valleys at the heads of bays and inlets and in pockets of the mountains. It does not form large areas, such as are found in the valleys in the interior.

Surveys of this agricultural land have been begun, but until they are finished there will be no accurate knowledge with regard to the amount of land that can be utilized for agricultural purposes. It has been estimated that in the whole Territory there are about 100,000 square miles which can be made available for tilling and for grazing purposes.

Alaska is a mountainous country and only the gentler slopes of the hills are arable. Practically every foot of soil has to be cleared before it can be put under cultivation. In the coast region, as far west as Cook Inlet, there is a heavy growth of timber, and ordinarily such timber land is too expensive to clear at this stage of development. West of Cook Inlet there is comparatively little timber, but on the other hand, there is a wealth of small bushes and grass, and this region will therefore be chiefly suited to stock raising. The interior valleys are covered with timber and bushes, but of a much later growth than found in the coast regions, and clearing is therefore easier. In the interior the principal timber is the black spruce, cottonwood, and, on the hillsides, birch, the spruce very largely predominating.

The soil is rich only in places where the land has been built up by silt deposits. Taking Alaska soils as a whole, they must be classed as rather poor from the crop-producing standpoint. Geologically speaking Alaska is a young country. The ice cap which at one time covered the continent as far south as Ohio, remained in these northern latitudes perhaps thousands of years after it had disappeared from the southern latitudes. Remnants of this ice cap still remain in the glaciers on the ice-covered mountains which traverse the Territory in various mountain chains. That portion which is now free from ice, including the agricultural areas, has therefore not had time to develop a soil by the growth and decay of vegetation, as has been the case in the states.

W. D. Googe, of the examiner of accounts' office, is in active charge of the Anchorage Railroad Y. M. C. A. club rooms during the absence of Secretary O. A. Kenyon in the East. C. D. Pollock, as acting chairman of the executive committee, will have direct charge of the various activities of the organization.

J. Frank Liby, recently with the Northwest Trust and Savings Bank of Seattle, has been added to the clerical force of the Seattle Disbursing Office.

George A. Price, accountant, recently transferred to the Seattle Disbursing Office from Seward, was married on June 16 to Miss Louise Barber of Washington, D. C.

MARRIED

CUNNINGHAM-LOCKHART—On Monday evening, July 9, at Anchorage, Miss Eva Lockhart to J. Todd Cunningham, Rev. J. L. McBride, of the Presbyterian Church, officiating. Residence, Anchorage.

SMITH-SHAW—On June 30, at Seattle, Washington, Miss Dessie V. Shaw, of Kansas City, Mo., to W. T. C. Smith, of Anchorage. Residence, Anchorage.

(Continued from Page 275.)

is the controlling point for the reconstruction work at Twelve Mile Hill. It may be necessary to drive a short tunnel through the deepest part of this cut to insure a safe roadbed for next winter.

Between Stations 670 and 705, Miles 13 and 14, several small contracts have been let to eliminate trestles Nos. 34 and 35. Trestle No. 36, between Stations 716 and 720, will be filled in by steam shovel and train haul during the month of July, according to present plans. Between Stations 720 and 760, Mile 14, Radish and Co. have finished their contract on the line change south of Snow River and the roadbed is now ready for new steel.

Between Miles 14 and 34 no new work was instituted during the period. Between Mile 34 and Mile 34½ Nelson & Co. are making fair progress on the line change across Trail Lake.

No new reconstruction work was undertaken between Miles 34½ and 71 during April or May. Fair progress has been made on the various cuts between Miles 71 and 76.

Noal & Co. completed their contract between Stations 959 and 988 during the early part of April. No work was done during the period on the big snowslide cut between Stations 993 and 997. Part of this work has been done by contractors; the remainder will be removed by steam shovel and train haul, utilizing the material to fill the old Alaska Northern bridges between Miles 69 and 67. C. Larsen & Co. had practically completed their contract between Stations 1002 and 1019 at the end of May. W. R. Thomas & Co., between Stations 1019 and 1027, encountered a heavy glacial mud in the north end of their cut which was practically impossible of removal by cars. A Commission force was placed on this work and the difficulty overcome by diverting the stream at Station 1018 and ground sluicing the north end of the cut. This method of handling glacial mud cuts where water is available has been found highly satisfactory.

Between Stations 1027 and 1034 a small contract has been let to Noal & Co. They should complete this work during July. From Station 1034 to 1044 Secrest & Co. had practically finished their work at the end of May. Between Stations 1044 and 1052 the contractors are making better progress on the big cut, which will be the controlling factor in the completion of the line between Kern Creek and Girdwood. At the present rate of progress they should complete the work about August 1. Between Stations 1065 and 1072 the Commission forces made excellent progress on the south end of the Bailey contract. Kuloff & Co., between Stations 1082 and 1112, completed their contract. No new work was let between Stations 1112 and 1199 during the period. Yukelic & Co., working between Stations 1199 and 1238, are doing good work and should finish their contract about the middle of July.

Culverts.

No new culverts were placed during April or May.

Trestles.

In order to drive piling during the early part of the season, it was first necessary to thaw the ground. This was accomplished by the use of steam points and dynamite. During the period the following trestles were re-driven and decked, between Miles 24 and 37: Nos. 2, 44, 45, 46, 47, 48, 52, 54, 55, 56 and 58; total lineal feet 2640.

Between Miles 73 and 76 the following trestles were driven, but not capped: Nos. 144, 145, 146 and 147; total lineal feet 645.

Bridges.

In the early part of May work was resumed on the Kern Creek bridge. A 121-foot through Howe truss was 90 per cent complete at the end of the month, and the trestle approaches had been finished.

Tunnels.

Both walls of tunnels Nos. 2, 3, 4, 5, 6 and 7 have had all projecting points removed, which have been a menace to operation. This work was done by single-jack hammer drilling. In addition, tunnels Nos. 1 and 3 were cleared of ice and snow and opened to traffic. Drillers have started removing dangerous over-hanging rocks between tunnels 3 and 4.

Spencer Glacier Dam.

The water has again broken out from under the glacier in the same place as last season. The rock dam constructed during the winter has proven a complete success in diverting the flood waters under the old Alaska Northern trestle. It is planned to rebuild the trestle in front of the glacier on a grade approximately 10 feet higher than the present structure. From the end of the new trestle to Mile 56½ it is planned to raise the grade from two to four feet. When this construction work is completed all danger of interruptions to traffic on account of storm waters from the glacier will have been passed.

Engineering.

Line changes have been made between Miles 9 and 10, 12 and 14, and 76 and 80 for the purpose of reducing costs and grades. These changes were all run by local cross-section parties. During May small cross-section parties have been stationed between Seward and Mile 12, Mile 12 and Mile 30, Mile 30 and Mile 45, Mile 45 and Mile 69, and Mile 69 and Mile 76.

Telegraph and Telephone Line.

After the snow had left the ground at Kern Creek, work was begun on the uncompleted section of line between Miles 51 and 71. Satisfactory progress has been made.

Buildings.

In April a small hose-house, 6x6, was built on the Seward dock for fire protection. During the same month a new powder house, 25x50, was built at Mile 2 and the old magazine at Powder House Point abandoned. The new structure will care for approximately 120 tons of powder.

During May all buildings on the Seward dock were painted. At the close of the period materials were arriving for the new depot and warehouse to be built at Seward, and the excavation for the foundation of the depot was under way.

Three old Alaska Northern flat cars were transformed into outfit cars for use of the bridge gang.

New Equipment.

The following equipment was received from Panama and turned over to the shop force for assembling: Two 200-class locomotives, six 12-yard side-dump cars, and twelve 40,000-capacity flat cars.

Operation A. N. Railway.

The regular train schedule between Seward and Mile 40 was reduced to one train a week, namely, on Sundays. This was necessary on account of reconstruction work on Twelve Mile Hill.

During the months of April and May the following business was handled over the road: Commercial: 129,921 lbs. of freight and 412 passengers; Commission: 1,426,004 lbs. of freight and 923 passengers.

Mechanical Department.

The usual amount of operating repairs, assembling of rolling equipment and miscellaneous work was accomplished. The 65-ton Baldwin locomotive recently purchased in Seattle was assembled and placed in service.

W. G. Carpenter has been appointed master mechanic of Seward Division.

Seward Dock Operation.

During the month of April 1412.53 tons of commercial and 2884.45 tons of Commission freight were received over the dock. During May 2172.47 tons of Commission freight and 1115.81 tons of commercial freight were handled.

Force Report.

There were 779 employees on the payrolls of Seward Division on May 31, classified as follows: Headquarters office 14, engineering 29, shops and yards 51, stores and dock 22, track, grade and ballast 338, bridge and building 93, stationmen 196, stationmen's laborers 36.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, June 23, 1917, was as follows:

Commissioner's Office	44
Shops and Yards	196
Transportation Service	82
Store and Dock Departments	580
Accounting Department	20
Disbursing Office	8
Townsite Department	45
Employment Bureau and Terminal Mess	19
Hospital Department	26
Harbor Improvement	5
Telegraph and Telephone Department	82
Track, Bridge and Ballast—Main Line	479
Locating Party No. 4	25
Turnagain Arm District	486
Matanuska District	465
Talkeetna District	190
	2752
Stationmen and Laborers—All Districts	1779
Grand Total All Employees Anchorage Division	4531

The total disbusements of the office at Anchorage for the period June 22 to June 30 were $35,967.27. The payment of salaries and wages amounted to $13,304.21; to contractors $17,437.61; for local purchases $4,166.25; dock claims $97.13; other expenditures $962.07.

During the month of June the construction forces on the Turnagain Arm District moved a total of 221,000 cubic yards of material. The number of men employed daily averaged 1175; total number of horses in use 106.

This is the season of disastrous forest fires. See that you do your share of fire prevention.

NEW FOODS BEING INTRODUCED.

The Bureau of Fisheries of the Department of Commerce makes this announcement:

For some time the Bureau of Fisheries, in correspondence and in personal interviews, has been advocating the use of the meat of whales, porpoises, dolphins, and other cetaceans for food. There is evidence of great interest now being manifested in this matter by whale fishermen on both coasts, and it would not be surprising if within a short time the meat of whales and smaller cetaceans in both fresh and preserved form would be in demand and extensively utilized.

Whales and porpoises are mammals, like cattle and sheep, and their flesh is "meat" and not "fish." In texture and appearance it resembles beef, though the color is darker red and the flavor is closer to that meat than any other. It is devoid of all fishy taste. It is likely that it will soon be obtainable fresh, corned, and canned, and it is recommended to those who have the opportunity to purchase it.

During May an enterprising whaling company placed whale on the market in Seattle, Wash., and Portland, Ore. The product met with a ready sale at 10 cents a pound and was immediately placed on the menus of hotels and restaurants under its proper name.

DAILY WEATHER REPORT.

Following is a report of weather conditions prevailing at Anchorage during the period June 27 to July 3, inclusive:

Date	Max.	Min.	Rainfall	Wind
June 27	58	48	0.08	4.6
June 28	62	54	trace	4.4
June 29	64	46	none	3.8
June 30	61	52	none	3.8
July 1	60	54	trace	3.4
July 2	63	48	trace	5.0
July 3	60	48	none	6.8

PLANNING AN INSECT CENSUS.

The Bureau of Entomology of the Department of Agriculture is planning an insect census in order to keep in touch with insect conditions throughout the country. There are many agents of the various bureaus of the Department of Agriculture who observe or hear of damage done to crops by insect pests. Reports of such damage will be of great assistance to the Bureau of Entomology in tabulating and mapping information as to injurious insects, enabling them to issue timely statements as to methods of control which will be circulated broadcast in the affected regions.

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchorage Disbursing Office during the period June 22 to June 30 was $17,437.61, as follows:

Fred Carlson & Co.	$4,885.66
Axel Johnson & Co.	112.86
Joseph Johnson & Co.	9,691.24
C. Norberg & Co.	232.50
Nas Matt & Co.	2,515.35

The record day for disbursements at the Anchorage office was July 3, when a total of $64,873.70 was paid out.

RAILROAD TIME SCHEDULE.

Northbound — MAIN LINE—Rabbit to Anchorage — Southbound

Capacity of passing sidings in car lengths and location of fuel, water and turning stations.		SECOND CLASS Mixed Leave Tuesday, Thursday, Sat. only	Distance from Rabbit.	TRANSPORTATION CIRCULAR NO. 79. July 15, 1917. STATIONS	Distance from Anchorage.	SECOND CLASS Mixed Arrive Tuesday, Thursday, Sat. only
	P	10.00 AM	0.0	RABBIT	10.4	s 9.45 AM
				5.4		
53	P	f 10.25	5.4	CAMPBELL	5.0	f 9.20
				5.0		
Yd.	FWYP	s 10.45 AM	10.4	DNR ANCHORAGE	0.0	9.00 AM
		Arrive Tuesday Thursday Sat. only		(10.4)		Leave Tuesday Thursday Sat. only
		(0.45)		..... Time over district		(0.45)
		13.87		..... Average speed per hour		13.87

Northbound — MAIN LINE—Anchorage to Matanuska. — Southbound

Capacity of passing sidings in car lengths and location of fuel, water and turning stations.		SECOND CLASS Mixed Leave Daily Ex. Sunday	FIRST CLASS Passenger Leave Sunday Only	Distance from Anchorage.	TRANSPORTATION CIRCULAR NO. 79. July 15, 1917. STATIONS	Distance from Matanuska.	FIRST CLASS Passenger Arrive Sunday Only	SECOND CLASS Mixed Arrive Daily Ex. Sunday
Yd.	FWYP	8.00 AM	9.00 AM	0.0	DNR ANCHORAGE	36.4	s 6.25 PM	s 8.40 PM
					4.8			
53	P	f 8.20	f 9.20	4.8	WHITNEY	31.6	f 6.05	f 8.20
					7.5			
53	P	f 8.45	f 9.50	12.3	KUNEY	24.1	f 5.35	f 7.55
					9.5			
53	PW	s 9.20	s 10.30	21.8	D BIRCHWOOD	14.6	s 4.55	s 7.15
					5.8			
58	P	s 9.50	f 10.55	27.6	EKLUTNA	8.8	f 4.30	s 6.50
					8.8			
40	PWY	s 10.15 AM	s 11.30 AM	36.4	DNR MATANUSKA	0.0	4.00 PM	6.25 PM
		Arrive Daily Ex. Sunday	Arrive Sunday Only		(36.4)		Leave Sunday Only	Leave Daily Ex Sunday
		(2.15)	(2.30)		.....Time over district.....		(2.25)	(2.15)
		16.18	14.56		.....Average speed per hour.....		15.06	16.18

Northbound — MATANUSKA BRANCH—Matanuska to King — Southbound

Capacity of passing sidings in car lengths and location of fuel, water and turning stations.		SECOND CLASS Mixed Leave Daily Ex. Sunday	FIRST CLASS Passenger Leave Sunday Only	Distance from Anchorage.	TRANSPORTATION CIRCULAR NO. 79. July 15, 1917. STATIONS	Distance from King.	FIRST CLASS Passenger Arrive Sunday Only	SECOND CLASS Mixed Arrive Daily Ex. Sunday
40	PWY	11.05 AM	12.01 PM	36.4	DNR MATANUSKA	24.2	s 3.40 PM	s 5.55 PM
					6.5			
53	P	s 11.35 AM	s 12.25	42.9	PALMER	17.7	s 3.15	s 5.25
					6.6			
31	PFW	s 12.05 PM	s 12.50	49.5	D MOOSE CREEK	11.1	s 2.50	s 5.00
					5.5			
38	P	s 2.00	f 1.15	55.0	ESKA	5.6	f 2.25	s 4.20
					3.7			
58	P	f 2.15	f 1.30	58.7	GRANITE	1.9	f 2.10	f 3.40
					1.9			
	PWY	s 2.30 PM	s 1.40 PM	60.6	DR KING	0.0	2.00 PM	3.20 PM
		Arrive Daily Ex Sunday	Arrive Sunday Only		(24.2)		Leave Sunday Only	Leave Daily Ex.Sunday
		(3.25)	(1.39)		.....Time over district.....		(1.40)	(2.25)
		7.08	14.66		.....Average speed per hour.....		14.52	10 01

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, JULY 17, 1917. No. 36

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

A PROCLAMATION.

Whereas, on the 18th day of May, A. D. 1917, the President of the United States did issue a proclamation calling upon all persons subject to registration for military purposes to register as provided by the Act of Congress of May 18, 1917, entitled "An Act to Authorize the President to Increase Temporarily the Military Establishment of the United States," and

Whereas, in such proclamation it was provided among other things that "In the Territories of Alaska, Hawaii and Porto Rico a day for Registration will be named in a later Proclamation."

Now, therefore, I, Woodrow Wilson, President of the United States, for the purpose of fixing the date for Registration in the Territory of Alaska, do hereby set, fix and establish the period between 7 A. M. on the second day of July next to 9.00 P. M. on the second day of September "Sundays and legal holidays excepted.", One Thousand Nine Hundred and Seventeen as the period of registration, and I do hereby direct that during such period all male persons subject to registration for military purposes, the same being "Those who shall have attained their twenty-first birthday and who shall not have attained their thirty-first birthday on or before the day here named are required to register; excepting only officers and enlisted men of the regular army, the regular army reserve, the officers' reserve corps, the enlisted reserve corps, the national guard and national guard reserve, recognized by the militia bureau of the war department, the navy, the marine corps, the coast guard, and the naval militia, naval reserve, and national naval volunteers, recognized by the Navy Department," do present themselves for the purpose of registration for military purposes at such places and to be registered by the Governor of the Territory of Alaska.

In witness whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the City of Washington this thirtieth day of June, One Thousand Nine Hundred and Seventeen and on the Independence of the United States the One Hundred and Forty-first.

By the President: WOODROW WILSON.

ROBERT LANSING, Secretary of State.

CONSCRIPTION REGISTRATION BOARD.

The members of the Conscription Registration Board for the Third Judicial Division of Alaska, Messrs. F. R. Brenneman, U. S. Marshal; Arthur Lang, clerk of court, both of Valdez; and Dr. W. H. Chase of Cordova, have named the following persons to act as registrars at the various points along the line of construction of the Government railroad:

A. L. Tickner, assistant superintendent construction, Kern Creek.

George R. Tremblay, district line auditor, Potter Creek.

Rev. J. L. McBride, Presbyterian minister, Anchorage.

J. G. Watts, jr., townsite manager, Anchorage.

F. B. Wood, postmaster, Anchorage.

L. G. Jackson, agent, Matanuska.

P. L. Phillips, agent, Moose Creek.

E. O. Archibald, assistant engineer, King.

Howard Wilmoth, postmaster, Wasilla.

H. H. Attridge, timekeeper, Montana Creek.

R. H. Hill, assistant superintendent construction, Dead Horse Hill.

Lee Frazer, sawmill operator, Indian River.

Carl Almy, U. S. Commissioner, Talkeetna.

Registration books are open at Anchorage Townsite Of-

fice from 4.30 to 6.00 p. m. daily, except holidays and Sundays.

A PROCLAMATION

BY THE PRESIDENT OF THE UNITED STATES

Whereas Congress has enacted and the President has, on the eighteenth day of May, one thousand nine hundred and seventeen, approved a law which contains the following provisions:

Sec. 5. That all male persons between the ages of twenty-one and thirty, both inclusive, shall be subject to registration in accordance with regulations to be prescribed by the President; and upon proclamation by the President or other public notice given by him or by his direction stating the time and place of such registration it shall be the duty of all persons of the designated ages, except officers and enlisted men of the Regular Army, the Navy, and the National Guard and Naval Militia while in the service of the United States, to present themselves for and submit to registration under the provisions of this Act; and every such person shall be deemed to have notice of the requirements of this Act upon the publication of said proclamation or other notice as aforesaid given by the President or by his direction; and any person who shall wilfully fail or refuse to present himself for registration or to submit thereto as herein provided, shall be guilty of a misdemeanor and shall, upon conviction in the district court of the United States having jurisdiction thereof, be punished by imprisonment for not more than one year, and shall thereupon be duly registered: Provided, That in the call of the docket precedence shall be given, in courts trying the same, to the trial of criminal proceedings under this Act: Provided further, That persons shall be subject to registration as herein provided who shall have attained their twenty-first birthday and who shall not have attained their thirty-first birthday on or before the day set for the registration, and all persons so registered shall be and remain subject to draft into the forces hereby authorized, unless exempted or excused therefrom as in this Act provided; Provided further, That in the case of temporary absence from actual place of legal residence of any person liable to registration as provided herein such registration may be made by mail under regulations to be prescribed by the President.

Sec. 6. That the President is hereby authorized to utilize the service of any or all departments and any or all officers or agents of the United States and of the several States, Territories, and the District of Columbia, and subdivisions thereof, in the execution of this Act, and all officers and agents of the United States and of the several States, Territories, and subdivisions thereof, and of the District of Columbia, and all persons designated or appointed under regulations prescribed by the President whether such appointments are made by the President himself or by the governor or other officer of any State or Territory to perform any duty in the execution of this Act, are hereby required to perform such duty as the President shall order or direct, and all such officers and agents and persons so designated or appointed shall hereby have full authority for all acts done by them in the execution of this Act by the direction of the President. Correspondence in the execution of this Act may be carried in penalty envelopes bearing the frank of the War Department. Any person charged as herein provided with the duty of carrying into effect any of the provisions of this Act or the regulations made or directions given thereunder who shall fail or neglect to perform such duty; and any person charged with such duty or having and exercising any authority under said Act, regulations, or directions, who shall knowingly make or be a party to the making of any false or incorrect registration, physical examination, exemption, enlistment, enrollment, or muster; and any person who shall make or be a party to the making of any false statement or certificate as to the fitness or liability of himself or any other person for service under the provisions of this Act, or regulations made by the President thereunder, or otherwise evades or aids another to evade the requirements of this Act or of said regulations, or who, in any manner, shall fail or neglect fully to perform any duty required of him in the execution of this Act, shall, if not subject to military law, be guilty of a misdemeanor, and upon conviction in the district court of the United States having jurisdiction thereof, be punished by imprisonment for not more than one year, or, if subject to military law, shall be tried by court-martial and suffer such punishment as a court-martial may direct.

Now, therefore, I, Woodrow Wilson, President of the United States, do call upon the governor of each of the several States and Territories, the Board of Commissioners of the District of Columbia, and all officers and agents of the several States and Territories, of the District of Columbia, and of the counties and municipalities therein, to perform certain duties in the execution of the foregoing law, which duties will be communicated to them directly in regulations of even date herewith.

And I do further proclaim and give notice to all persons subject to registration in the several States and in the District of Columbia, in accordance with the above law, that the time and place of such registration shall be between 7 a. m. and 9 p. m. on the fifth day of June, 1917, at the registration place in the precinct wherein they have their permanent homes. Those who shall have attained their twenty-first birthday and who shall not have attained their thirty-first birthday on or before the day here named are required to register, excepting only officers and enlisted men of the Regular Army, the Navy, the Marine Corps, and the National Guard and Naval Militia while in the service of the United States, and officers in the Officers' Reserve Corps and enlisted men in the Enlisted Reserve Corps while in active service. In the Territories of Alaska, Hawaii, and Porto Rico a day for registration will be named in a later proclamation.

And I do charge those who through sickness shall be unable to present themselves for registration that they apply on or before the day of registration to the county clerk of the county where they may be for instructions as to how they may be registered by agent. Those who expect to be absent on the day named from the counties in which they have their permanent homes may register by mail, but their mailed registration cards must reach the places in which they have their permanent homes by the day named herein. They should apply as soon as practicable to the county clerk of the county wherein they may be for instructions as to how they may accomplish their registration by mail. In case such persons as, through sickness or absence, may be unable to present themselves personally for registration shall be sojourning in cities of over thirty thousand population, they shall apply to the city clerk of the city wherein they may be sojourning rather than to the clerk of the county. The clerks of counties and of cities of over thirty thousand population in which

numerous applications from the sick and from non-residents are expected are authorized to establish such subagencies and to employ and deputize such clerical force as may be necessary to accommodate these applications.

The power against which we are arrayed has sought to impose its will upon the world by force. To this end it has increased armament until it has changed the face of war. In the sense in which we have been wont to think of armies there are no armies in this struggle. There are entire nations armed. Thus, the men who remain to till the soil and man the factories are no less a part of the army that is in France than the men beneath the battle flags. It must be so with us. It is not an army that we must shape and train for war; it is a nation. To this end our people must draw close in one compact front against a common foe. But this can not be if each man pursues a private purpose. All must pursue one purpose. The Nation needs all men; but it needs each man, not in the field that will most pleasure him, but in the endeavor that will best serve the common good. Thus, though a sharpshooter pleases to operate a trip-hammer for the forging of great guns, and an expert machinist desires to march with the flag, the Nation is being served only when the sharpshooter marches and the machinist remains at his levers: The whole Nation must be a team in which each man shall play the part for which he is best fitted. To this end, Congress has provided that the Nation shall be organized for war by selection and that each man shall be classified for service in the place to which it shall best serve the general good to call him.

The significance of this can not be overstated. It is a new thing in our history and a landmark in our progress. It is a new manner of accepting and vitalizing our duty to give ourselves with thoughtful devotion to the common purpose of us all. It is in no sense a conscription of the unwilling; it is, rather selection from a nation which has volunteered in mass. It is no more a choosing of those who shall march with the colors than it is a selection of those who shall serve an equally necessary and devoted purpose in the industries that lie behind the battle line.

The day here named is the time upon which all shall present themselves for assignment to their tasks. It is for that reason destined to be remembered as one of the most conspicuous moments in our history. It is nothing less than the day upon which the manhood of the country shall step forward in one solid rank in defense of the ideals to which this Nation is consecrated. It is important to those ideals no less than to the pride of this generation in manifesting its devotion to them, that there be no gaps in the ranks.

It is essential that the day be approached in thoughtful apprehension of its significance and that we accord to it the honor and the meaning that it deserves. Our industrial need prescribes that it be not made a technical holiday, but the stern sacrifice that is before us urges that it be carried in all our hearts as a great day of patriotic devotion and obligation when the duty shall lie upon every man, whether he is himself to be registered or not, to see to it that the name of every male person of the designated ages is written on these lists of honor.

In witness whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington this eighteenth day of May in the year of our Lord one thousand nine hundred and seventeen and of the independence of the United States of America, the one hundred and forty-first.

By the President: WOODROW WILSON.

ROBERT LANSING, Secretary of State.

HOW TO ANSWER QUESTIONS ON REGISTRATION CARDS!

Read carefully before you go to the registration table. Here you see what will be asked. Study the questions. Prepare the answers in your mind.

Questions will be asked for you to answer in the order in which they appear in this paper. These questions are set out below with detailed information to help you answer them.

They should be carefully read so that you will have your answers ready when you go before the Registrar.

All answers will be written on the Registration Card **in ink by the Registrar,** who should be careful to spell all names correctly and to write legibly.

1. Name in full. Age in years,——

This means all your names spelled out in full.

State your age today in years only. Disregard additional months or days. Be prepared to say "19," or "25," not "19 yrs. 3 mos.," or the like.

2. Home address.

This means the place where you have your permanent home, not the place where you work. Be prepared to give the address in this way: "232 Main Street, Chicago, Cook County, Illinois;" that is, give number and name of street first, then town, then county and State.

3 .Date of birth.

Write your birthday (month, day, and year) on a piece of paper before going to the Registrar, and give the paper to him the first thing. Example: "August 5, 1894."

If you do not remember the year, start to answer as you would if someone asked you your birthday, as "August 5th." Then say "on my birthday this year I will be (or was) ——— years old." The Registrar will then fill in the year of birth. Many people do not carry in mind the year they were born. This may be obtained by the Registrar by subtracting the age in years on this year's birthday from 1917.

4. Are you (1) a natural-born citizen; (2) a naturalized citizen; (3) an alien; (4) or have you declared your intention to become a citizen (specify which)?

(1) If you were born in the United States, including Alaska and Hawaii, you are a **natural-born citizen,** no matter what may have been the citizenship or nationality of your parents. If you were born in Porto Rico, you are a citizen of the United States, unless you were born of alien parentage. If you were born abroad, you are still a citizen of the United States if your father was a citizen of the United States at the time you were born, unless you have expatriated yourself.

(2) You are a **naturalized citizen** if you have **completed** your naturalization; that is, if you have "taken final papers." But not a citizen if you have only declared your intention to become a citizen (that is, if you have only "taken out first papers"); in the latter case you are only a "declarant."

You are also a naturalized citizen if, although foreign born, your father or surviving parent became fully naturalized while you were under 21 years of age, and if you came to the United States under 21.

(3) You are a **declarant** if, although a citizen or subject of some foreign country, you have declared on oath

before a naturalization court your intention to become a citizen of the United States. Receipt from the clerk of the court of the certified copy of such declaration is often called "taking out first papers." You are not a declarant if your first paper was taken out after September 26, 1906, and is more than 7 years old.

(4) You are an alien if you do not fall within one of the three classes above mentioned.

5. Where were you born?

First name the town, then the State, then the country, as "Columbus, Ohio;" "Vienna, Austria;" "Paris, France;" "Sofia, Bulgaria."

6. If not a citizen, of what country are you a citizen or subject?

This need be answered only by aliens and declarant. Remember that a "declarant" is not yet a citizen of the United States. If an alien or declarant, state the name of your country, as "France," "Japan," "China," etc.

7. What is your present trade, occupation, or office?

This does not ask what you once did, nor what you have done most of the time, nor what you are best fitted to do. IT ASKS WHAT YOUR JOB IS RIGHT NOW. State briefly, as "Farmer," "Miner," "Student," "Laborer (on farm, in rolling mill, in automobile, wagon or other factory)," "Machinist in automobile factory," etc. If you hold an office under State or Federal government, name the office you hold. If you are in one of the following offices or employments, use one of the names hereafter mentioned:

"Customhouse clerk," "employed in the transmission of the mails," or "employed in an armory, arsenal, or navy yards," "mariner, actually employed in the sea service of citizen or merchant within the United States."

8. By whom employed? Where employed?

If you are working for an individual, firm, corporation, or association, state its name. If in business, trade, profession, or employment for yourself, so state. If you are an officer of the State or Federal government, say whether your office is under the United States, the State, the County, or a municipality. In answer to the question as to where you are employed, give the town, county, and State where you work.

9. Have you a father, mother, wife, child under 12, or a sister or brother under 12 solely dependent upon you for support (specify which)?

Consider your answer thoughtfully. If it is true that there is another mouth than your own which you alone have a duty to feed, do not let your military ardor interfere with the wish of the Nation to reduce war's misery to a minimum. On the other hand, unless the person you have in mind is solely dependent on you, do not hide behind petticoats or children.

10. Married or single (which)? Race (specify which)?

This does not ask whether you were once married, but whether you are married **now.** In answer to the question as to your race, state briefly whether "Caucasian," "Mongolian," "Negro," "Malayan," or "Indian."

11. What military service have you had? Rank? Branch? Years? Nation or State?

No matter what country you served, you must give complete information. In answering these questions, first name your rank, using one of the following words: "Commissioned officer," "Noncommissioned officer," "Private." Next, state branch in which you served in one of the following words: "Infantry," "Cavalry," "Artillery," "Medical," "Signal," "Aviation," "Supply," "Marine," "Navy." Next, state the number of years' service, not counting time spent in the Reserve. Finally, name the Nation or State you served. If you served under the United States or one of the States of the United States, name your service in one of the following terms: "National Guard (of such and such a State)," "Militia (of such and such a State)," "Volunteers of United States, or "Regular Army (Navy) of United States."

12. Do you claim exemption from draft? Specify grounds.

Because you claim exemption from draft, it by no means follows that you are exempt. For the information of the War Department you should make a claim now if you intend to prosecute it. Some persons will be exempted on account of their occupations or offices, some on account of the fact that they have relatives dependent upon them for support. Your answer touching these things will be important in supporting the claim you now intend to make in your answer to the present questions. Be sure, therefore, that the grounds you now state are in conformity with your answers to questions 7 and 8. In stating grounds you claim as exempting you, use one of the following terms: If you claim to be an executive, legislative, or judicial officer of the State or Nation, name your office and say whether it is an office of the State or Nation. If you claim to be a member of a religious sect whose creed forbids its members to participate in war in any form, simply name the sect. If you are employed in the transmission of the United States mails or as an artificer or workman in an armory, arsenal, or navy yard of the United States, or if you are a mariner employed in the sea service of any citizen or merchant within the United States, so state. If you are a felon or otherwise morally deficient and desire to claim exemption on that ground, state your ground briefly. If you claim physical disability, state that briefly. If you claim exemption on any other ground, state your ground briefly.

COOK INLET BASEBALL LEAGUE.

On Sunday at Athletic Park, the Anchorage Commission team defeated Matanuska in a 11-inning game by a score of 3 to 2. Turnagain Arm were the victors in the contest with Anchorage City by a 5 to 0 score, playing at Potter Creek.

Next Sunday's schedule is as follows: Matanuska vs. City, at Matanuska; Commission vs. Turnagain Arm, at Anchorage.

The present standing of the teams:

	Won	Lost	Pct.
Anchorage Commission	6	3	.667
Turnagain Arm	6	4	.600
Matanuska	4	5	.444
Anchorage City	3	7	.300

FAIRBANKS FORCE REPORT.

On May 31 there were 653 employees on the payrolls of Fairbanks Division, classified as follows: Commission force 375; stationmen 216; stationmen's laborers 62. The Commission force comprised the following: Supervisory officials 9, engineering 29, office and clerical 47, medical and hospital 8, foremen and subforemen 23, mess house help 20, mechanics and laborers 239.

J. P. Willis, formerly a clerk in the Store Department at Nenana, has resigned to accept a position in Washington, D. C.

LEASES AT WASILLA.

The Land and Industrial Department authorizes the following:

The Alaskan Engineering Commission has leased the following warehouse sites at Wasilla, Alaska:

Tract A: Harry C. Shough, lesseee; for erecting a warehouse in which to store supplies, the lessee being engaged in the general freighting business to the Willow Creek mining district;

Tract B: The Wilmoth Company, lessee, a partnership composed of Howard W. Wilmoth and Almer F. Davis; for erecting a warehouse for storage purposes in connection with the general merchandise business of lessee;

Tract C: Orville G. Herning, lessee; for erecting a warehouse to be used for storing supplies handled in the general merchandise business of lessee;

Tract D: McNally & Maitland and Anchorage Supply Company, joint lessees; for the storage of lumber and the necessary buildings in connection therewith.

The term of the leases is five years, and the usual convenants and agreements found in railroad leases are provided.

The Wilmoth Company has already cleared its warehouse site, and it, and the other lessees, will no doubt have their buildings completed in the near future. The U. S. Road Commission has erected a building on Tract F for storing its equipment and tools, the tract having been set aside for this purpose. The road from Wasilla to the Willow Creek mining district is now being repaired and reconstructed by the Road Commission and it was necessary that a place be provided for the storage of supplies in that vicinity.

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchorage Disbursing Office during the period July 1 to July 7 was $62,356.71, as follows:

A. Aronson & Co.	$20,789.12
John Merrick & Co.	10,516.93
Tom Brock & Co.	12,064.64
Eska Creek Coal Co.	3,700.00
Frank Svarko & Co.	11,582.22
Vico Babich & Co.	2,819.30
Jim Kinoff & Co.	884.50

The total disbursements of the office at Anchorage for the period July 1 to July 7 were $134,829.64. The payment of salaries and wages amounted to $70,736.72; to contractors $62,356.71; local purchases $519.18; dock claims $3.01; transportation $5.50; other expenditures $1,208.52.

AMATEUR BASEBALL GAMES.

Commencing on July 19, baseball games will be played by the Amateur League teams every Thursday evening on the Commission grounds. Games will be called at 6.45 p. m.

One standard-gauge locomotive and five flat cars arrived at Nenana on June 25. A short section of standard track has already been laid, and with the arrival of the new rolling stock fast progress in tracklaying will be possible.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending July 7, 1917:

MAINTENANCE OF WAY.

Water Service and Plumbing.

Work was begun on the installation of plumbing in the machine shop. The placing of the heating plant in Cottage No. 22 was 90 per cent completed. The excavation for the sewer from the machine shop to the septic tank was 50 per cent completed and 300 feet of six-inch sewer pipe had been laid.

Bridge and Building.

Cottage No. 22 was completed, with the exception of certain interior fixtures.

Work continued on the framing of a temporary 56-foot truss for Chickaloon River crossing. This work was 80 per cent completed. A small force began excavating for the foundations for a 12-stall roundhouse. The grounds in the immediate vicinity are being cleared and drained. The addition of a wing to the fire house in the terminal yards was completed, with the exception of painting. The wagon road from the terminal yards to the bridge across Ship Creek was widened and the grade reduced. At the close of the week 70 per cent of this work was accomplished.

Grading, Ballasting and Tracklaying.

Steam shovel No. 1, at Station 1120 on the branch line, moved 4200 yards of rock during the period. On July 6 the shovel was moved to Kings River and cut in at the gravel pit to provide ballast for the line between Moose Creek and Kings River. Between Stations 1088 and 1194, about 1000 yards of gravel were distributed.

Steam shovel No. 2 moved 8000 cubic yards of material, which was distributed between Stations 6125 and 6404. The fill between Stations 6384 and 6404 was 60 per cent completed.

Extra Gang No. 1 graded for a siding between Stations 6002 plus 03.3 and 6019 plus 94.3, and surfaced track from Stations 6060 to 6085.

Extra Gang No. 3 surfaced the Eska Creek coal branch between Stations 25 and 45.

At the end of the week track had been laid on 500 feet of the Little Susitna River bridge.

Mechanical Department.

Engine No. 266 was completely assembled; engine No. 247 was 80 per cent and engine No. 242 was 50 per cent assembled. Work was started on the assembling of engine No. 224. Steam shovel No. 6 was 75 per cent assembled. The oil tank for the spring furnace was completed and ready for installation in the blacksmith shop. Three box cars were assembled and the remaining eight cars were 80 per cent complete.

MATANUSKA DISTRICT.

Matanska Branch.

Delich & Co., station contractors, finished their contract on the branch line.

The contractors on the work at the close of the week with the probable dates of completion, were as follows: Berg & Co., July 20; Schedin & Co., July 14; Jankow & Co., July 20; Kargin & Co., July 11; Divyak & Co., July

25; Iverson & Co., July 14; Digoff & Co., July 11; Erickson & Co., July 25; Olson & Co., July 25; Martinovich & Co., July 20; Davis & Co., August 1; Harris & Co., August 25.

The erosion caused by the Matanuska River at the north end of Hole-in-the-Wall has practically ceased. No further trouble is expected from this source prior to the laying of steel, when it will be possible to riprap the bank.

Main Line.

During the past week the following contractors were established on stations north of Camp 174; Frank Svarko & Co., Joe Delich & Co., and John Merrick & Co.

A part of Plovan & Co.'s contract was re-let to Frank Svarko & Co., and a part of Plackus & Co.'s work re-let to Delich & Co.

Anderson & Co. and Zhoocovich & Co., contractors between Camp 180 and Camp 187, finished their work during the period.

The piledriver crew on the Sheep Creek structure is making satisfactory progress, as is the crew driving the structure at Station N6696.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

Collins & Co., who have the contract from Bird Point to Glacier, are practically through with their clearing work and have commenced hauling piling and ties near the water for shipment.

Log Culverts.

Gust Backstrom & Co. are getting out timbers for culverts in the vicinity of Bird Creek.

Grading.

The grading work was retarded considerably during the week on account of the holidays on July 4 and 5. The following coyote shots were put off: Steve Leakos & Co., at Mile 90, moved 2300 cubic yards of rock with 2875 pounds of black powder; M. Fadell & Co., at Mile 91, moved 3300 yards with 4625 pounds of powder; F. F. Anthony & Co., at Mile 91, moved 5000 yards with 6250 pounds of powder; and J. Bordin & Co., at Mile 98, moved 3000 cubic yards with 6000 pounds of powder. All the Commission forces are doing good work.

Practically all material has been placed between Rabbit and Potter Creek and during the next week the principal activity in that section will be confined to finishing the grade. The steam shovel will be used to remove overhanging points likely to cause slides.

Extreme high tides during the week cut out some of the new earth and loose rock fills between Mile 91 and Bird Creek.

The following completed contracts during the period: Charles Anderson & Co., Stations 2498 to 2503, Mile 97; and Louis Prezinso & Co., Stations 2561 to 2575, Mile 95.

Force Report.

There were 1112 employees on the payrolls at the end of the week, classified as follows: Commission force 479, stationmen 531, stationmen's laborers 102.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

The work of setting the heavy 45-foot poles for the telegraph, telephone and electric light wires in Anchorage is progressing satisfactory. All the poles, 127 in number, have been peeled, gained and delivered.

Radio.

Work was started on the clearing of ground and the excavation for the mast bases for a permanent radio plant to be placed on Government Hill.

Electric Light and Power.

Some additional 2½-inch conduits were laid in the Anchorage terminal yards for transmission cables. Other work included reconstruction of motor and switchboard appliances for dredge machinery.

IMPROVEMENTS AT NENANA.

At Nenana during the month of June, 15 building permits were issued, eight for temporary and seven for permanent buildings, the estimated value of the latter being $22,750. This is an increase of two permits over those issued in May. Nenana is the Government townsite at the confluence of the Tanana and Nenana Rivers, where the sale of town lots was held on August 24 and 25, 1916.

At 12-foot wooden sidewalk on both sides of A Street from Front to Third Streets was constructed during June, under a contract awarded to N. O. Odegard. This work furnishes the business section of Nenana with a substantial improvement.

The construction of a sewer system will be commenced as soon as necessary materials are received. The sewer system will be laid from Third Street to Nenana River, in the alley between Main and A Streets and in the alley between A and Market Streets. A circulating water system will also be installed in the near future, the pipes and hydrants for which have been ordered. The water will be pumped from a well, and after entering the mains will be kept in constant circulation, thus preventing the water from freezing during the winter months. Fire-fighting equipment and hose have also been ordered to provide the town with the necesary fire protection.

The Northern Commercial Company has erected a substantial store building and warehouse on Lots 20 to 24, Block 3, to be used in connection with its general merchandise business. The company purchased these lots from Mrs. Emma Duke in May, 1917. Mrs. Duke was the first white woman to reach the old settlement of Nenana, where a trading post and roadhouse had been established in 1906 by her husband, James Duke, now deceased, and Mrs. Duke drove the first spike on October 24, 1916, when the laying of rail was commenced on the Fairbanks Division of the Government railroad.

DAILY WEATHER REPORT.

Following is a report of weather conditions prevailing at Anchorage during the period July 4 to July 10, inclusive:

Date	Max.	Min.	Rainfall	Wind
July 4	56	50	0.02	6.5
July 5	59	47	0.11	4.5
July 6	62	44	0.15	5.5
July 7	64	45	trace	6.0
July 8	67	53	none	5.8
July 9	57	45	none	8.9
July 10	60	52	0.31	5.9

A. J. Johnson of Fairbanks has been appointed official photographer for the Fairbanks Division.

OFFICIAL CIRCULARS.

PREPARATION OF FORM 121.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, July 11, 1917.

Circular No. 234:
ALL CONCERNED:

In reference to Circular No. 216 regarding preparation of Form 121 covering various employees.

It will be necessary in future in preparing Form 121 covering increases for employees who come within the provisions of the above mentioned circular to show on Form 121 the entrance date of employee in the service and salary received at that time; also the date and amount of promotions received subsequent to entrance in service.

F. MEARS, Commissioner.

DISPOSAL OF COMMISSARY SUPPLIES.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, July 13, 1917.

Circular No. 235:
ALL CONCERNED:

Reference Circular No. 13, dated February 21, 1916, and other rules and regulations concerning commissary supplies.

Under these rules it is not permissible for employees to dispose of any commissary supplies, by sale or otherwise, to any person whomsoever, employee or non-employee.

When an employee leaves the service with commissary supplies on hand, said supplies must be turned in to the General Storekeeper, who will render proper credit.

F. MEARS, Commissioner.

NIGHT YARDMASTER AND YARD CREWS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, July 10, 1917.
Office of Trainmaster.

Trainmaster's Bulletin (No. 34):
TO ALL CONCERNED:

Effective July 15, 1917, until further notice, the office of Night Yardmaster at Anchorage Terminal will be discontinued.

Effective same date, there will be only two switch crews working, to consist of two ten-hour shifts. The other crew now in yard will be assigned to other duties.

C. WATSON, Trainmaster.
Approved: F. MEARS, Commissioner.

STATIONMEN'S SETTLEMENTS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, July 14, 1917.

Accounting Department Circular No. 48:
TO ALL CONCERNED:

In the future when District Offices are making out stationmen's settlements, it will not be necessary for them to use Form 198c. In place of this form they will make two recapitulation sheets, one giving the names of all members of the contract, showing in separately headed columns the month in which the work was performed, the number of hours worked during month by each employee, and, at the right of the sheet, under "Total Column" the total number of hours worked by each man, and the total hours worked on the contract.

The other recapitulation sheet will show the contractors' personal expenses, the name of each member of the contract, and, in separate columns for each month, the amount of coupon books, meal books, meals furnished or brass checks. At the right of the sheet under "Total Column" this sheet will show the total amount of personal charges to each member of the contract, and the total amount of personal charges against the contract, and at the bottom of the sheet, a recapitulation of these charges will be made, as follows:

"Coupon books," "meal books," "meals furnished," "brass checks."

The total of these charges will be the amount which is deducted on Form 198a, Final Settlement Sheet.

Timekeepers when rendering Form 198c to District Office at the end of the month will only show the number of hours worked during the current month, and need not fill in the columns marked "Previous Totals" and "Totals to Date." They will also show only the charges against the members of the contract for the current month.

Form 198b will be rendered in the usual manner.

D. B. VAN DERLIP, Chief Accountant.
Approved: F. MEARS, Commissioner.

PREPARATION OF VOUCHERS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, July 14, 1917.

Accounting Department Circular No. 49:
TO ALL CONCERNED:

All Districts or Departments when preparing Vouchers No. 40 and 42, are requested to state in the proper place, the District, Department or Account which should be charged.

In preparing Voucher No. 40, the Account or District to be charged should be written in, on both the original and the copy.

In preparing Voucher No. 42, the District or Account to be charged should be inserted on only the second and third copy, but not on the original sheet.

D. B. VAN DERLIP, Chief Accountant.
Approved: F. MEARS, Commissioner.

SUPPLEMENTAL PROCLAMATION

Reserving Coal-bearing Lands
ALASKA
By the President of the United States of America
A PROCLAMATION
[No. 1376.]

Whereas, the act of Congress, approved October twentieth, nineteen hundred and fourteen, entitled "An Act To provide for the leasing of coal lands in the Territory of Alaska, and for other purposes," authorizes the President of the United States to designate and reserve from use, location, sale, lease or disposition not exceeding 7,680 acres of coal-bearing lands in the Matanuska field in Alaska; and

Whereas, on March fifteenth, nineteen hundred and sixteen, by due proclamation 3,326.17 acres were reserved in said field;

Now, therefore, I, Woodrow Wilson, President of the United States of America, under and by virtue of said statute, do hereby designate and reserve from use, location, sale, lease or disposition the following described

lands in the Territory of Alaska in addition to those heretofore reserved, to wit:

Coal Leasing Block No. 12, embracing 480 acres within the coal field of Matanuska.

It witness whereof, I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the City of Washington this 18th day of June, in the year of our Lord one thousand nine hundred and seventeen, and of the Independence of the United States the one hundred and forty-first.

By the President: WOODROW WILSON

ROBERT LANSING, Secretary of State.

COAL CONTRACT AWARDED.

The Doherty Coal Company, of Anchorage, has been awarded a contract for supplying the Commission with 10,000 tons of coal at the rate of $6.00 per ton, the contract stipulating that at least 40 tons be delivered daily.

This company recently received a shipment of mining machinery, consisting of a coal washer, screen and a 6-foot mine fan, which will be installed in their mine at Moose Creek as soon as possible. The machinery will be steam-propelled, boilers for the purpose having already been purchased. The new equipment will enable the company to produce a uniform grade of clean coal for all future shipments. It is proposed to install a crusher at the mine later, by means of which the product may be supplied in any size desired.

The first shipment of Matanuska coal from the Doherty mine to Anchorage, was made on August 17, 1916. Since that date the mine has furnished the Commission and the local markets with approximately 14,000 tons of coal.

SAILED ON TRANSPORT CROOK.

The U. S. A. transport Crook sailed for Seattle on Wednesday afternoon, with the following passengers: Mrs. J. F. Jones, Emil Johnson, Nick Zaroff, F. A. Green, L. D. Greenway, A. J. Walters, Mrs. K. Haffner, Mary Haffner, Mrs. A. R. Johnson, Pearl Johnson, A. H. Hiner, Agnes Hewitt, Bertha Hewitt, Albert Frana, Peter Paula, M. L. Gerber, Maxine Gerber, Geraldine Gerber, Ester Miller, W. J. Holmes, Mrs. J. P. Hanson, J. Kamp, Mrs. A. Miller, Mrs. Clark Fonda, Mrs. K. K. Kuney, Wm. Hanson, Christ Goodmansen, J. B. Hirsh, John H. McClure, Jas. M. McAll, D. E. Randell, Geo. Corsa.

DREDGE MACHINERY ARRIVES.

The barge Louisiana, in tow of the tug Kingfisher, arrived in Anchorage on Friday, six weeks out of Seattle. The cargo consisted of 23 dump cars, 5000 sawed ties, 365,509 feet b. m. lumber, and four carloads of dredge machinery, including 2000 feet of 18-inch pipe, three boilers, two engines and accessories.

F. C. Kobely, property clerk of Anchorage Division, sailed for Seattle yesterday, en route to San Francisco, where he will enter the employ of the Union Iron Works of that city.

MARRIED.

MURPHY-FITZGERALD—On July 11, at Anchorage, Miss Marian Fitzgerald to Chester Murphy, both of Anchorage, Rev. William Shepherd, of the Catholic Church, officiating. Residence, Camp 86, Turnagain Arm District.

HOMESTEAD APPLICATIONS FILED.

The Land and Industrial Department authorizes the following:

A statement received from the United States Land Office at Juneau shows that there were fourteen applications filed in that office during the month of June, 1917, for homesteads in the Matanuska and Susitna Valleys, eight of the applications being allowed at the time they were filed and six are pending for further action. Of these applications, two are pending for evidence of citizenship; two are rejected because of conflict with the original townsite withdrawal at Wasilla; one rejected because it embraces unsurveyed land, and one which amends a former homestead entry is awaiting further administrative action.

On June 27, Eugean B. White of Anchorage, Alaska, filed a relinquishment of his homestead embracing the SW¼ of Sec. 12, T. 17 N., R. 1 E., S. M., about two miles northeast of Matanuska.

The Register issued final certificate on June 21 to Peter Murray of Matanuska, whose homestead embraces the S½NW¼, N½SW¼ of Sec. 21; S½NE¼, N½SE¼, of Sec. 20, T. 17 N., R. 1 E., S.M., 1¾ miles from the town of Matanuska. Mr. Murray was among the early settlers in the Matanuska Valley, having located upon his land sometime during the year 1911, and he is one of the first homesteaders in this valley to receive a register's final certificate. The issuance of final certificate when the homesteader has complied with all the terms and conditions necessary to obtain title is practically the equivalent of a patent issued, the homesteader becoming prima facie the equitable owner of the land.

JUNE WEATHER SUMMARY.

Following is a summary of weather reports for month of June, 1917:

Place	Max.	Min.	Mean Max.	Mean Min.	Daily Mean
Anchorage	68	33	58.10	45.03	51.56
Seward	78	34	58.00	44.00	51.00
Indian Creek	81	34	69.20	48.53	58.86
Potter Creek	82	39	67.73	47.00	57.36
Matanuska	83	39	68.96	46.73	57.84
Kings River	84	32	70.16	44.26	57.21
Caswell Creek	86	34	69.40	44.96	57.18
Talkeetna	74	40	62.10	49.66	55.88
Dead Horse Hill	90	32	68.76	64.76	57.75

Howard P. Curtis, general storekeeper of Fairbanks Division, has returned to Nenana after an absence of five months in the East and Pacific Coast points.

Kenneth Case, of the Fairbanks Division engineering force, has been promoted to resident engineer, and assigned to Residency No. 4, at Nenana Crossing, where he will relieve A. J. Chandler, who will take a party to Lignite Creek to locate the branch line which is to tap the coal fields.

The Commission's sawmill at Nenana was operated for the first time on June 1. The mill has a cutting capacity of 20,000 board feet daily. Power is furnished by six motors aggregating 102 h. p.

LOST.—A $10 commissary book, issued in favor of Sam Karginoff. If found please return to Chief Clerk, Alaskan Engineering Commission, Anchorage.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, JULY 24, 1917. No. 37

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,
Anchorage, Alaska.

ANCHORAGE WIRELESS STATION.

A permanent wireless station, to replace the temporary plant now in operation, is being erected by the Alaskan Engineering Commission on Government Hill, overlooking the Anchorage terminal yards. The present plant is housed in the power house, which is situated so near the machine shops that the noise from the shops and passing locomotives interferes with the effectiveness of the apparatus.

The new installation involves the erection of two 200-foot fir masts, a six-wire aerial with a spread of thirty by four hundred feet, and a building 27 by 27 feet. The building will contain an operating room, generating room and living quarters for two men. A 2-KW 500-cycle transmitting apparatus and one of the latest types of receiver with supersensitive audion detectors and amplifiers will be included in the operating equipment. All power and transmitting panels, controls, etc., will be located in the operating room, making it unnecessary for the operator to leave his post in order to start or stop the mechanism. For the present power will be obtained from the alternating plant in the terminal yards.

The apparatus now in use has an operating radius toward the sea of about 500 miles, sufficient to communicate with Kodiak, the Alaskan peninsula and boats off the inlet. Even under the adverse conditions now obtaining messages originating more than 1000 miles from Anchorage have been heard by the local plant, and with the improved installation conditions of the new station the receiving radius will be greatly extended.

COOK INLET BASEBALL LEAGUE.

Turnagain Arm defeated the Anchorage Commission team on Sunday at Athletic Park before a crowd of 1000 spectators, by a score of 2 to 1. The Matanuska-Anchorage City game was postponed on account of rain.

A series of three games between picked nines from Seward and Anchorage is tentatively scheduled for Sunday, Monday and Tuesday afternoons of next week on the Anchorage grounds. Particulars concerning the series will appear later in the daily press.

The present standing of the teams:

	Won	Lost	Pct.
Turnagain Arm	7	4	.636
Anchorage Commission	6	4	.600
Matanuska	4	5	.444
Anchorage City	3	7	.300

MR. MEYER AND PARTY EN ROUTE.

Herbert A. Meyer, assistant to Secretary Franklin K. Lane, sailed from Seattle for Anchorage on the steamship Admiral Evans on July 22. Accompanying Mr. Meyer are Edward F. Wendt, engineer of the Interstate Commerce Commission, A. D. Shepherd, of San Francisco, and H. F. Austin, of Washington, D. C. Mr. Meyer is in administrative charge of the Alaskan railroad project, under Secretary Lane, and will make an inspection trip over the line while here.

J. B. Fordyce, of the Chief Timekeeper's Office at Anchorage, leaves with his family on the next sailing of the U. S. A. transport Crook for Vancouver, B. C. Mr. Fordyce has applied for a commission in the Officers' Reserve Corps and expects to receive his appointment shortly.

At the close of the first week's registration in Anchorage 249 names were on the rolls of eligibles subject to military draft. On Saturday 25 names were added, most of those enrolled having signed early in the week. Nearly half of the signers to date are Commission employees.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending July 14, 1917:

MAINTENANCE OF WAY.

Water Service and Plumbing.

The excavation for the machine shop sewer was completed and 75 per cent of the back-fill made. All pipe was laid except the by-pass at the septic tank. Work was started on the manholes. At the Anchorage schoolhouse work was commenced on the sewer. All work in connection with Cottage No. 22 was finished and the house is now occupied.

Bridge and Building.

The framing of a 56-foot truss span for the temporary structure over the Chickaloon River was completed. The excavation for the pedestals for the roundhouse foundations was finished. Work was begun on the construction of a radio station.

A piledriver began driving piling for a 300-foot grillage and new marine ways. Work was resumed on the construction of four new outfit cars. A force started on the alterations and improvements at the schoolhouse. The widening of the wagon road across Ship Creek was completed. Anchorage Hospital, Cottages Nos. 32 and 33 were painted. At the close of the week 1700 feet of the bridge across the Little Susitna River was in place.

Grading and Ballasting.

Steam Shovel No. 1, at Station 740 on the branch line, moved 6852 yards of gravel, of which amount 5760 yards were distributed between Eska Creek and Moose Creek, 288 yards at Mile 144, 648 yards on the Moose Creek siding, and 156 yards on the Eska Creek spur. Two additional slides occurred during the week, one of 400 yards at Station 1260 and one of 2000 yards at Station 1229. Of this material 180 yards were hauled to the Eska Creek spur and 1190 yards were distributed between Stations 1120 and 1320. The remaining material was cast over the bank. Extreme high water in Eska Creek caused some damage to the track and interrupted service for two days.

Steam Shovel No. 2, working on the main line, moved 16,000 cubic yards of material, of which 4000 yards were used in the fill between Stations 6384 and 6404 plus 13, and 12,000 yards utilized in bank widening from Stations 6085 to 6150 and from Stations 6002 plus 033 to 6019 plus 94.3.

Mechanical Department.

Engine No. 274 was 90 per cent and engine No. 272 was 75 per cent assembled. Running repairs were made to five locomotives, No. 1 spreader plow, and to cranes Nos. 1 and 3. Some work was done in connection with the new concrete mixer, preparatory to using it on roundhouse foundation construction. Three box cars and ten 12-yard Western dump cars were assembled and placed in service. The new brass furnace was installed.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way

Collins & Co., clearing contractors between Bird Point and Glacier Creek, continued hauling piling and ties cut on the right-of-way while clearing and placing them near the water for shipment.

Log Culverts.

Gust Backstrom & Co. completed two log culverts at Station 2098 plus and 2106, Indian Creek, Mile 88.

Grading.

Extreme rough weather, rain and winds, hindered operations considerably during the past week. With few exceptions station contractors are making satisfactory progress. Night crews are working on all controlling points and every effort is being made to complete the work as soon as possible.

Day and night crews are being used in drilling the large cut at Sheep Creek, Mile 98. Coyote holes will be completed, loaded and shot next week.

A very successful shot was put off at Mile 99 by the Commission force, moving 7500 cubic yards of rock with 5000 pounds of black powder.

The steam shovel work at Big Rabbit was practically completed. A crew was engaged in finishing the grade between Rabbit and Potter Creek, a distance of four miles.

Force Report.

There were 1059 employees on the payrolls of the district during the week, classified as follows: Commission force 444, stationmen 504, stationmen's laborers 111.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

The heavy work of setting combination electric light and telephone poles in the townsite was completed, and the crew withdrawn for out-of-town work. Seven 40-foot combination poles were also set on Government Hill to connect the radio plant with the system in the terminal yards.

The work outside of Anchorage consisted in stringing wire for the agricultural experiment station at Matanuska, extensive repairs to the line torn out by rock slides near Moose Creek, staking line and distributing poles between Anchorage and Potter Creek, and getting material on the ground for the radio plant.

On the townsite exchange, practically all the open wire and a portion of the cross-arms east of the Federal block have been removed, and the subscribers cut in to the aerial cables.

Eectric Light and Power.

The work here consisted in placing conduits in the terminal yards, wiring at the docks, electric shop work, placing guys, anchors and cross-arms for townsite extensions, and re-boring cross-arms.

Radio.

The concrete foundations for the masts and anchors of the new radio plant were completed.

MATANUSKA DISTRICT.

Matanuska Branch.

The contractors on the Matanuska Branch are approaching the completion of their work. Camps 27 and 32 will likely be closed during the present month, and Camp 36 thirty days later. Schedin & Co. finished their contract during the period, and within a week Berg & Co., Erickson & Co., and possibly Martinovich & Co., will complete their assignments.

The erosion at Hole-in-the-Wall has lessened considerably but not ceased entirely. So far the flood waters of

the Matanuska River have done no serious damage.

The Commission forces on the heavy rock work at Mile 33 have done very well and will complete their section within a week.

Main Line.

All the larger streams along the grade have been swollen greatly by the frequent rains and melting snow from the hills. Camp 174 was flooded by the overflow from the Little Susitna River. Extreme high water cut off communication wtih Camp 201 temporarily, and the wagon roads have been rendered very difficult for heavy hauling.

Satisfactory progress is being made by the contractors north of Mile 177 and they should finish on scheduled time. Between Miles 174 and 177, however, it has been found necessary to re-let several contracts and establish Commission camps in order to have the roadbed ready for the laying of steel on the date planned.

TALKEETNA DISTRICT.

Arrangements have been made to award the following contracts: Frank Spadaro & Co., raising grade, Stations 9360 to 9390; Chris. Yonlick & Co., all unfinished grading between Stations 10115 to 10290, at the siding at Mile 228, and Stations 10310 to 10320; Frank Antonich & Co., grading, Stations 10428 to 10490. Work was not started on these contracts during the week owing to extreme high water.

Throughout the entire district all streams have been flooded, and at one time the Talkeetna warehouse, as well as the whole camp, stood in danger of being washed away. The only damage sustained, however, was to the temporary wagon bridge at Talkeetna, which was totally destroyed. Construction work was delayed to some extent through the interruption of shipping and the inconvenience of flood conditions.

The sawmill at Indian River is in operation and turning out lumber. A small contract has been awarded to Charles Johnson & Co. to clear a camp site and prepare foundations for two warehouses to be erected a short distance above the mouth of the river. The mess house formerly operated by Mr. Lee Frazer has been taken over by the Commission.

Fairbanks Division.

(Progress Report for May.)

Although the first break-up of ice in the Tanana River occurred on April 29, it was not until May 10 that the river was open to navigation between Nenana and Fairbanks. The flow of ice was observed with great interest in regard to possible damage to future bridge piers and present bank protection. Judging from observations made this year it does not seem probable that any grave danger is to be encountered from moving ice. The bank protection answered all requirements and suffered no damage, although subjected to some heavy blows.

NENANA DISTRICT.

Clearing: All contracts have been completed from Stations 17,300 at Dry Creek, Mile 357.5, to Nenana, Mile 408.1. The total acreage cleared to date is 932.99.

Grading: Contracts were awarded for all the heavier cuts and for all grading that could be done economically with regard to water and frost conditions for a distance of 31 miles south of Nenana. The yardage excavated during May was 35,617; total yardage to date 111,828.

Building Construction: Warehouse No. 1 addition was completed, giving 2200 square feet more floor space to the structure. The piledriving was completed on the dock extension; 53 piles were driven, aggregating 1512 lineal feet, the average penetration being 15 feet. All were point thawed. On May 21 the driving of piles for a new warehouse was finished. There were 209 piles driven, aggregating 3311 lineal feet, the average penetration being 10 feet. The caps were 90 per cent completed. The carpenter work on the sawmill was completed on May 18, and the first log was sawed on May 24. A stiff leg derrick was erected but the hoisting engine was not installed.

Bank Protection:—The back-filling over the grillage along the waterfront was completed for a distance of 680 feet from the east end of the dock. The work was done with a Brown hoist and orange peel bucket, deepening the channel along the front at the same time.

Sewer: A new box sewer was laid from Second Street to the Nenana River, on a grade line three feet higher than the old sewer. This change was made necessary because of silt from the backwater of the river stopping the pipe. The new sewer will be protected by a home-made backwater trap. The length of the sewer main is 820 feet; length of branches raised to new grade is 560 feet.

Trestles: Only 24 lineal feet of trestles were placed during the month. The total length of trestles placed to date is 864 lineal feet. In this work 468 piling were used, a total of 10,080 lineal feet.

Tracklaying: At the end of May track had been laid to the end of the present grade at narrow gauge and all supplies for camps south were being hauled out six miles by train and then transferred to wagons. The station at Mile 401 has been named "Bailey." The connection to the dock track is laid to both standard and narrow gauge.

Dam at Head of Lost Slough: On May 12 the driving of piles was completed. The driving was so difficult in the main channel that but three or four feet penetration was obtainable. It was impossible to get more than a limited quantity of gravel for filling purposes owing to frost conditions.

Electrical Department: Commission telephones were installed at Camps 10 and 12, the Timekeeper's Office and at Bailey Station. Upon receipt of material the lines will be extended. Six motors, with a total motor rating of 97 h. p., were installed in the sawmill, together with the necessary transformers. The total power produced during the month was 9297 K. W. hours, of which 1328 K. W. hours were revenue-producing, the balance being used on Commission utilities.

Water: Lines were extended to the yard track for locomotive use and to the dock warehouse for the use of the piledriver and locomotive crane.

Hospital: During the month 23 house patients were treated at the hospital, as follows: Employees 5, contractors 2, dependants 4, non-employees 12. The number treated at the dispensary was 146. The average time of all patients in hospital was 13 days; the average time of dispensary treatments was 2.7 days. One death, caused by peritonitis, occurred during the period.

Meteorological Observations: The following weather

conditions prevailed at Nenana during the month: Maximum temperature 75; minimum 17.8; average maximum temperature 55.019; average minimum 35.616; general average 45.318; rain fell on four days; clear days 14; cloudy days 17. On the 13th of the month a slight earthquake shock was felt about 9.45 p. m., but no damage was reported. On May 20 a violent wind blew all day, causing some damage to the roofing paper on the sawmill, barn and Cottages No. 2. The temperature shed was blown down, but no apparent damage was done to the instruments.

Force Report: There were 371 Commission employees at work on the Nenana District on May 31, and 104 Stationmen and 26 stationmen's laborers.

GOLDSTREAM AND FAIRBANKS DISTRICT.

Clearing: All clearing was completed between Nenana and the connection with the Tanana Valley Railroad at Happy Station, Mile 458.6.

Grading: No contracts were awarded in these districts, and no construction was under way.

Telephone Construction: On May 5 the metallic circuit line was completed between Fairbanks and Nenana, but not opened until May 9, owing to a break caused by burning brush along the right-of-way. The construction for the month was 13 miles, making a total length of line between Nenana and Fairbanks of 59.83 miles. The line is now open to the general public between the hours of 9 a. m. and 5 p. m. The toll is $2.00 for three minutes' service.

Section Buildings: The buildings at Mile 454, consisting of a good log mess house, bunk house and stable, used during the winter by a tie and timber contractor, were purchased for use as a section house and station.

Force Report: Seven stationmen were at work on the Goldstream District during May; and two stationmen and 19 stationmen's laborers on the Fairbanks District. Four Commission employees were on the payrolls of the Fairbanks District and none on the rolls of the Goldstream District.

ANCHORAGE SCHOOL IMPROVEMENTS.

The Land and Industrial Department authorizes the following:

Work will be begun shortly on the interior of the third floor of the Anchorage Public School, which was not completed at the time the building was constructed last winter. It is planned to partition this floor into class rooms and an assembly hall. Additional room is imperative to care for the large attendance, 214 pupils having enrolled during the last school term. Other improvements contemplated include the levelling of the school grounds; the installation of a sewer to connect with the sewer system of the city; the construction of entrances to the building on the south side and to the basement on the north side; placing two sets of steps leading to entrances on the east end; installing three drinking fountains; providing suitable ventilation for class rooms and assembly hall; ash-hoisting apparatus; construction of coal chute, reconstruction of the chimney; additional electric wiring and fixtures; painting and calcimining the interior of the building; and erecting a fence around the school yard.

When the above work is completed Anchorage will have the most modern school structure in Alaska, and since the expense will be met by the funds received by the Government from the sale of lots within the townsite, it is in reality a gift from the Federal Government to the residents of the city. The people of Anchorage may well be proud of this building, and thanks are due the Federal Government for having made its construction possible in the first instance, and also for handing over free of all cost the completed structure itself.

WAR EMERGENCY LEGISLATION.

TERRITORY OF ALASKA
Office of the Secretary
Juneau, Alaska.

CHAPTER 60.
AN ACT

(H. B. 67)

For the preservation of Public peace and safety in time of war and for the prevention of sedition and the exciting of ill-feeling or hostility against the Government, and for the prevention of the exhibition of disrespect or contempt for the Government of the United States of America, or for the flag or for the President, or for certain officers thereof; and to provide penalties for the violation of this act, and for declaring an emergency.

Be it enacted by the Legislature of the Territory of Alaska:

Section 1. That in time of war or whenever war has been declared to exist between the United States and any other nation or country, it shall be unlawful for any person to do or commit, or cause to be done or committed, any seditious act or thing, or to utter, write, print or publish, or cause to be written, printed or published any seditious matter whatsoever; or to do, or cause to be done, any act or thing, or to utter, print, or publish or cause to be written, printed or published, anything tending to excite discontent, trouble, ill-feeling or hostility against the Government of the United States of America; or to do, or cause to be done, or to utter, write, print or publish, or cause to be written, printed or published anything which is opprobrious, insulting, disrespectful, defamatory or contemptuous of, or concerning said Government, or the President, or the flag of the United States of America, or of, or concerning any civil military or naval officer of said Government while in the lawful discharge of his duties in executing the lawful orders of the Government or any of its duly authorized officers. Provided, however, that nothing in this act contained shall be so construed as to prohibit fair and honest criticism of the policy, orders or action of the Government or of any of said officers.

Section 2. That any one violating the provisions of this Act shall be punished by a fine of not more than one thousand dollars ($1000.00), or be imprisoned in jail not more than one year, or by both fine and imprisonment; and for a second offense, by a fine not exceeding two thousand dollars, ($2000.00), and imprisonment in the penitentiary not more than two years.

Section 3. That an emergency is hereby declared to exist and that this Act shall take effect from and after its passage and approval.

Approved May 3, 1917.

TUG KERN BRINGS CARGO.

The tug Daniel Kern, with barge 39 in tow, arrived from Seattle on July 17 with a cargo of railroad supplies consisting of the following: 322,828 feet b. m. lumber, 915 kegs spikes, 8,800 angle bars and 23 flat cars, the latter having been brought to Seattle from Panama on the collier Mars. The Kern sailed for Seattle, towing barge 38, on July 20 for another carge of construction material and supplies.

C. W. Donnally, special disbursing agent for the Talkeetna District, arrived in Anchorage on the last trip of the steamer Omineca for a short business visit at headquarters.

OFFICIAL CIRCULARS

HOSPITAL REGULATION.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, July 16, 1917.

Circular No. 236:

TO ALL CONCERNED:

In several instances employees from the various departments have been sent to the Anchorage Hospital for treatment before the field surgeon has had time to look after the case.

In the future no employee, stationman or stationman laborer will be sent to Anchorage Hospital from the various districts except such men as are ordered there by the field surgeons, or in emergency cases.

F. MEARS. Commissioner.

SURVEYING OFFICER.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, July 18, 1917.

Circular No. 237:

TO ALL CONCERNED:

Effective this date, Mr. R. W. Hart is appointed Surveying Officer in connection with the condemnation of property or material and appraised values.

F. MEARS, Commissioner.

VISITING DURING OFFICE HOURS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, July 23, 1917.

Circular No. 238:

TO ALL CONCERNED:

It has been brought to my attention that there is a good deal of visiting among employees in the various offices in the General Office Building during working hours, and I wish to take this opportunity to caution all concerned that this practice must stop.

The place for every clerical employee in this division during working hours is at his desk, and any unnecessary visiting around other offices not only reacts to the detriment of his own work, but interferes with the work of others. It is particularly important that the drafting room be kept free from visitors. This office is a place where the draftsmen and engineers are required to do close, attentive work on drawings and mathematical computations and under no circumstances should any employee enter this room except on business with the Chief Draftsman.

Please be guided accordingly.

F. MEARS, Commissioner.

TRANSPORTATION FORMS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, July 18, 1917.

Transportation Circular No. 80:

ALL AGENTS:

I am having forwarded to you by the Stationery Department a supply of the following forms:

Form 576—Station Car Record Book
Form 577—Weekly Report of Cars Released
Form 578—Monthly Report of Demurrage Account
Form 579—Yard Check Book

Effective at once, you will keep in your office a record, in station record book, Form 576, of all cars ordered, placed and released, as well as other information called for in this book.

You will render to the Accounting Department on the 7th, 14th, 21st and the last day of each month a report on Form 577 of cars released, and at the close of each month a report of demurrage account on Form 578.

Form 579, Yard Check Book, is for station use.

F. MEARS, Commissioner.

NEW STATIONS ESTABLISHED

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, July 24, 1917.

Transportation Circular No. 81:

TO ALL CONCERNED:

Effective this date, the following new stations have been established on the Main Line north of Matanuska:

	Miles From Matanuska
Wasilla	9.2
	6.7
*Pittman (formerly Camp 166)	15.9
	8.7
*Houston (formerly Camp 174)	24.6

Transportation Circulars No. 28, issued December 16, 1916; No. 56, issued April 14, 1917; No. 62, issued May 25, 1917, are reissued, as follows:

*Eska: 5.9 miles from Moose Creek, 55.2 miles from Anchorage.

*Emery: 2.7 miles from Eska.

The above mileage will be used in arriving at distance rates on all freight shipments where no specific rate is provided, until such time as Tariff No. 150-A is reissued.

*No agent. Freight charges must be prepaid.

F. MEARS, Commissioner.

TRAIN SCHEDULE CHANGE.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, July 24, 1917.

Transportation Circular No. 82:

TO ALL CONCERNED:

Effective this date, a mixed train will be operated on the Main Line north of Matanuska to Houston (Camp 174) on Tuesdays, Thursdays and Saturdays, and on these days trains on the Matanuska Branch will operate only as far as Eska.

On Mondays, Wednesdays and Fridays trains will operate as heretofore.

F. MEARS, Commissioner.

CANCELLATION OF AUTHORITY.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, July 7, 1917.
Stores Department.

Supplement No. 29 Bulletin No. 14:

TO ALL CONCERNED:

Effective at once, authority for the following named to sign requisitions for nonexpendable property is cancelled.

F. C. KOBELY, property clerk, Headquarters.
W. DeLong, General Storekeeper.

HISTORY OF THE AMERICAN FLAG.

The Smithsonian Institution recently issued the following:

Today probably several million American flags are waving serenely in the varied breezes of our spacious land, significant of the calm and dignified, yet deep and lasting, patriotism of the American people. Be this our native land or adopted country, we pledge allegiance to that flag, uncover as we pass, and wear it in miniature as a token of our loyalty. And yet what do we know about its origin, its meaning, and its history? A lecture trip to the United States National Museum in Washington, the national depository of American relics, will teach much concerning the flag.

Naturally there were many forms of early flags, especially colonial types used by the individual colonies and militia regiments, before the flag of the United States was established by our Continental Congress on June 14, 1777, now celebrated as Flag Day. This act required that the flag of the United States be of thirteen horizontal stripes, alternate red and white, and that the union be thirteen white stars on a blue field, representing a new constellation, but it did not define how many points the stars should have, how they should be arranged, nor make provisions for additional ones.

Flown at Sea by Paul Jones.

One of the first occasions for public display of the "Stars and Stripes" is said to have been on August 6, 1777, when the new flag was hoisted over the troops at Fort Schuyler, Rome, N. Y. John Paul Jones is said to have been the first to fly the "Stars and Stripes" over the high seas, on the Ranger, in November, 1777. The National Museum has an early naval 12-star type flag said to have been flown by John Paul Jones during the War of the Revolution.

From the time of the Revolution the stars and stripes in the flag have varied. There were 13 stars during the Revolution, 15 in the War of 1812, 29 in the Mexican War, 33 to 35 in the Civil War, 45 in the Spanish War, and 48 today. The stripes were changed first from 13 to 15, and then back again to 13. It may be surprising to know that our national flag is among the oldest flags of the nations, being older than the present British Jack, the French Tricolor, and the flag of Spain, and many years older than the flags of Germany and Italy, some of which are either personal flags or those of the reigning families.

"Star-Spangled Banner."

The American flag of the highest historic and sentimental value to the whole country is in the National Museum collections. It is the original "Star-Spangled Banner," which flew over Fort McHenry in Baltimore Harbor, during the bombardment on September 13-14, 1814. and was the inspiration of Francis Scott Key's immortal poem, now sung as our national anthem. It is of the 15 star and stripe type, adopted after the admission of Vermont and Kentucky by an act approved by President Washington, January 13, 1794. The "Star-Spangled Banner" measures about 30 feet square, though it was probably somewhat longer, and is much battered and torn, with one star missing, possibly shot away.

From 1795 this form continued as the standard flag until President Monroe's administration, when Congress enacted that it should thereafter be of thirteen stripes and twenty stars, with the addition of a star for each new State, commencing July 4, 1818.

Not Carried by Army Until 1846.

It seems that for many years the Army did not carry the Stars and Stripes in battle, though it had been in general use as a garrison flag. The land forces during this period and before carried what was known as national colors or standards of blue, with the coat of arms of the United States, comprising an eagle surmounted by a number of stars, emblazoned thereon, with the designation of the body of troops. In 1834, War Department regulations gave the Artillery the right to carry the Stars and Stripes. The Infantry and Cavalry still used the national standards, which remained the colors of the Infantry until 1841 and of the Cavalry until 1887, when that branch of the Army was ordered to carry the Stars and Stripes. From its adoption in 1777, however, naval vessels universally displayed the National Flag.

The history of our flag thus indicates that the Stars and Stripes was not officially carried by our troops in battle until the period of the Mexican War, 1846-47. In that war a flag of 13 stars and stripes was carried by the battalion of volunteers from Maryland and the District of Columbia, and the flag of Company I, Fourth Regiment of Indiana Infantry, of 13 stripes, with an eagle in the field. Ten flags of the National Museum collection pertain to the Civil War.

Other flags include some of the Spanish-American War, a flag used by Admiral Charles Wilkes, U. S. Navy; a miniature flag carried by Capt. C. F. Hall in the Arctic, 1864-1869; the American colors carried by Rear Admiral Peary in his Arctic explorations in 1909; the flag carried by the Smithsonian African Expedition under the direction of Col. Theodore Roosevelt, in 1909-10; and numerous examples of the National Ensign which has flown in notable engagements and during countless worthy achievements.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, July 7, 1917, was as follows:

Commissioner's Office	43
Shops and Yards	218
Transportation Service	82
Store and Dock Departments	497
Accounting Department	20
Disbursing Office	8
Townsite Department	91
Employment Bureau and Terminal Mess	19
Hospital Department	26
Harbor Improvement	5
Telegraph and Telephone Department	82
Track, Bridge and Ballast—Main Line	478
Locating Party No. 4	25
Turnagain Arm District	479
Matanuska District	413
Talkeetna District	148
	2634
Stationmen and Laborers—All Districts	1794
Grand total all employees Anchorage Division	4428

The U. S. A. transport Crook sailed from Seattle for Anchorage on Saturday with a capacity cargo of rails, ties and other equipment for the railroad.

SAMPLES OF ORE FOR EXHIBIT PURPOSES.

The Land and Industrial Department authorizes the following:

The Land and Industrial Department has received from the Mabel Mining, Milling and Power Company several samples of ore taken from the claims of the company in the Willow Creek mining district, sent in response to the recent appeal of the department for samples and specimens of the resources tributary to the Government railroad, to be made a part of the agricultural and mineral exhibit. One of the samples from the Mabel mine weighs 77 pounds; the other samples are smaller, and, according to the statement of the assistant manager of the company, show high assay values.

The department hopes that a large number of samples and specimens will be forthcoming from now on, owing to the importance of having a creditable display of exhibits. All farmers, miners and anyone else who can in any way contribute samples and specimens to this exhibit for advertising the resources of Alaska should not fail to do so, since the success of the exhibit depends entirely upon the extent of the co-operation of the general public.

Any minerals, ores, grains, products of the farm, or specimens of natural objects will be valuable for the exhibit. Such samples and specimens if delivered to any agent of the Government railroad will be shipped free of charge to either Anchorage or Seward, as provided by Transportation Circular No. 75. The samples should be addressed to the Land and Industrial Department; should be plainly labeled with the name and address of the person shipping same, and should state what the samples represent. For instance: if ore, the kind and approximate value per ton should be stated, and if convenient a copy of the analysis of similar samples should be furnished, provided an analysis has been made. If a product of the farm, the kind and the locality from which it came should be stated.

NOTICE CONCERNING SIDEWALKS.

The Anchorage Townsite Office authorizes the following:

Anchorage, Alaska, July 16, 1917.

To owners of property abutting on 4th Street between B and K Streets:

Pursuant to a petition received by this office, dated June 28, 1917, requesting that "proposals be invited for the laying of a standard 12-foot concrete sidewalk on 4th Street, and if satisfactory bids are obtained, that you notify the property owners of the cost and method of payment before entering into any contract", I beg to advise you that I have the following proposition to lay before you:

First, the walk to be constructed would consist of a 6-inch curb and a single course 12-foot concrete walk; a walk constructed in this manner 6 feet wide is now in use on 4th Street between B and East B. The cost of such walk would be approximately $150.00 per lot. Payment will be as follows: one-third of the cost of the walk to be paid for from the moneys received from the return of 50 per cent of the lot purchase money, provided an Act can be secured from Congress for the years 1918 and 1919 appropriating this money to the Commission. It must be understood that the present appropriation of lot purchase money extends only until June 30, 1918, and there will be no money available from this appropriation. The remaining two-thirds shall be paid as follows: one-third of the total cost on or about November 15, 1917, the remaining one-third of the total cost on or about May 15, 1918. It is further understood that if Congress does not pass such appropriation as above mentioned the property owners will agree to reimburse the Commission for the remaining one-third of the cost, such payment to be made on or about November 15, 1918.

A copy of this letter is being forwarded to every property owner affected by this improvement, and it will not be proceeded with unless a three-fourths vote in favor thereof is received by this office not later than July 24, 1917, at 2.00 p. m. Every property owner affected should return this letter with his vote and signature in the space below,* on or before the above date.

J. G. WATTS, Townsite Manager.

*The blank ballots attached to letter are not reproduced herewith.

AGRICULTURAL YEAR BOOK.

Any farmer, rancher, homesteader or agriculturist in Alaska can obtain free of all charge a copy of the 1916 edition of the Yearbook of the Department of Agriculture by writing a letter to Delegate Charles A. Sulzer, of Alaska, for it. The book is bound in cloth and contains 783 pages. Subjects treated by specialists in the Department of Agriculture occupy the first part of the book, with the rest devoted to statistics on food production in the United States and other countries. The book is sold by the Superintendent of Documents of the Government Printing Office for $1.00.

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchorage Disbursing Office during the period July 8 to July 14 was $26,216.14, as follows:

Alex Tsakumis & Co.	$ 6,430.36
Tony Pappas & Co.	1,849.94
Henry Hanson & Co.	7,935.84

The total disbursements of the office at Anchorage for the period July 8 to July 14 were $182,561.03. The payment of salaries and wages amounted to $154,322.41; to contractors $26,216.14; local purchases $835.85; other expenditures $1,186.63.

OFFICIAL SPELLING OF WASILLA.

The Land and Industrial Department authorizes the following:

Recently there was conflict of opinion as to the proper spelling of the name "Wasilla," and the matter was submitted to Washington for decision. The Land and Industrial Department has been informed that the official name recognized by all the departments of the Government will be "WASILLA," as spelled in the Executive Order of February 16, 1916, withdrawing the land at that place for townsite purposes.

MISSING MAN.

Inquiry has been made of the Commission concerning the present address of Herod Calvin Smith. Any person able to furnish this information should address the Commissioner's Office, Anchorage.

PROPERTY ACCOUNTANT.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, July 16, 1917.

Bulletin No. 37:

TO ALL CONCERNED:

Effective this date, Mr. C. G. Wilford has been appointed Property Accountant, succeeding Mr. F. C. Kobely, resigned. The duties heretofore performed by Mr. Kobely will be assumed by Mr. Wilford. Please be governed accordingly.

W. De Long, General Storekeeper.
Approved: F. MEARS, Commissioner.

NON-EXPENDABLE AUTHORIZATION.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, July 16, 1917.
Stores Department.

Supplement No. 28 to Bulletin No. 14:

TO ALL CONCERNED:

Effective at once, the following named is authorized to sign non-expendable requisitions on the storehouse within the district in which he is located, for use in connection with the requirements of the department shown opposite his name:

C. G. WILFORD, property clerk, Headquarters.
W. DeLONG, General Storekeeper.

WAGE SCHEDULE CHANGE.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, July 20, 1917.

Supplement No. 12 to Circular No. 184:

The following rate is authorized for work on this Division:

Ship's Carpenter .....$100 a month and board

F. MEARS, Commissioner.

LIMESTONE DEPOSIT DISCOVERED.

A limestone deposit has been discovered about 700 feet from the Government railroad line where it crosses Little Rabbit Creek, near Mile 102. The deposit is exposed in the side of a low hill ,about 300 feet from the bank of the creek. The discovery was made by S. F. and C. R. Rhodes of Anchorage, who have commenced mining the product and have erected a kiln of 10 tons capacity for burning the stone. An analysis of the product made by an assayer at Seward, is as follows:

Insoluble silicious matter—not over 1 per cent;

Ferric and aluminum oxides—not over 1 per cent;

Calcium oxide (quick lime)—94.68 per cent, or 67.62 per cent of pure calcium.

The first shipment from this property, to Anchorage, consisting of seven tons of lime, was made on July 18. The owners are arranging to sell the product for $3.75 per barrel, which is approximately the present freight rate on lime from the States. A sample tested by the Commission shows it to be suitable for building purposes. The Commission is arranging to use this product, and if it continues to be satisfactory and can be secured in sufficient quantities no more lime will be imported. Several of the contractors in Anchorage have placed orders for the Alaska lime and propose to use it on buildings now under construction.

LEASE GRANTED AT ANCHORAGE.

The Land and Industrial Department authorizes the following:

A lease has been granted to the C. W. Bolte Hardware Company of Anchorage covering Tract 29, in the Anchorage Railroad Terminal Reserve, for a term of five years. The tract is situated on the north side of the main line of the railroad between F and G Streets, and has an area of 8,000 square feet.

The lessee has commenced the construction of a warehouse with a floor space of 30 by 50 feet and the structure will be completed at an early date. The warehouse will be used for the storage of hardware and machinery stock.

COAL EXHIBITS ARE RECEIVED.

The Land and Industrial Department authorizes the following:

In response to recent requests from the Land and Industrial Department for exhibits, there have been received two large blocks of coal from the Eska Creek mine, now being operated by the Alaskan Engineering Commission under the direct supervision of Sumner S. Smith, Federal Mine Inspector for Alaska. One of the blocks weighs between seven and eight hundred pounds and the other about eighteen hundred pounds. It is proposed to exhibit this coal at the coming industrial fair, after which one block will be shipped to Seward to be placed in the exhibit room in the general office building, and the other will be exhibited at the office of the Anchorage Chamber of Commerce.

The Land and Industrial Department again urges all mine operators in the Cook Inlet country to furnish it with samples of ore and other mineral products for use at the exhibit. Any sample received prior to September 2 will be used at the fair and after serving that purpose will be shipped to Seward for exhibition.

EASEMENT GRANTED FOR SEWER.

The Land and Industrial Department authorizes the following:

Homer T. Fowler, of Everett, Washington, has advised the Alaskan Engineering Commission that he will grant a perpetual easement to the Anchorage School District to construct and maintain a sewer through a strip of land owned by him, 7½ feet wide, on the west side of lot 9, block 41, townsite of Anchorage. This grant will be of considerable benefit in connection with the construction of a sewer for the school, as it will permit a straight line of sewer pipe to be laid from the school reserve (block 52) to the alley between Fourth and Fifth Streets, in which alley the city sewer system will shortly be laid.

Gus Johnson, section laborer at Moose Creek, reports the loss of one partially used twenty-dollar coupon book, No. 20639. If found, please return to the Commissioner's Office, Anchorage.

Royden S. Conery has been appointed wharfinger for the Commission at Seattle, effective June 25.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, JULY 31, 1917. No. 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.

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

AGRICULTURAL AND INDUSTRIAL FAIR.

Under the name of the Alaska Agricultural Industrial Fair, the first competitive display of the products of this section of Alaska will be held in Anchorage on September 3, 4 and 5. It will be the first formal celebration of the progress made in the varied industries of the Territory with especial reference to the achievements of the Cook Inlet country in mining, agriculture, fishing and manufacturing during the past two years.

Mr. Andrew Christensen, manager of the Land and Industrial Department, as chairman of the general committee, has active direction of the fair, with Mr. E. T. Lindner, of the same department, as executive secretary. More than twenty sub-committees have been named and given charge of the various lines of activity. It is planned to have all industries fully represented among the exhibits, including agriculture, horticulture, dairying, metal and coal mining, manufacturing, livestock and fishing. Displays of needlework, curious, antiquities and furs will also be made, with suitable prizes awarded the successful competitors. The program includes a parade, a series of baseball games and field sports.

The Alaskan Engineering Commission is lending every encouragement to the exposition. Commissioner Edes, as chairman of the transportation committee, has secured a round-trip rate of one fare from all stations along the railroad, and exhibits shipped over the line, if addressed in care of the Land and Industrial Department on Government bill of lading, will be carried free of any freight charge.

SAILED ON TRANSPORT CROOK.

The U. S. A. Transport Crook sailed for Seattle on the afternoon of July 30, with the following passengers:

Una J. Korth, Bert Markel and wife, Merle Alexander, W. D. Stevens, J. B. Fordyce and wife, W. Duncan and wife, A. Pagincio, Dan McMillan and wife, Mrs. C. H. Rich, Thelma Wright, Joe Milan, Louis Duncan and wife, Ralph Miller, Jack B. Harrison, Bruce E. Mackay, Peter DeSmidt, Tom Vlakis, C. P. Lien and wife, Nick D. Pope, A. F. McGregor and wife, G. R. Marum, A. Lundgren, Geo. Johnson, Mrs. F. B. Standiford, Christine Standiford, C. H. Sheets, J. R. Mackay and wife, Andrew Ruth, Chas. Olson, J. C. Paulson, J. Averan, Ed. Haggerty, Mrs. W. R. Manning, T. E. O'Brien, W. H. Shafer, D. A McCrimmon, Mrs. A. Dingwall, G. P. Sproul and wife, Ed. Mulgraff, E. D. Butler, Mrs. E. J. Warner, Thos. Contrares, Thos. Kelly, Mike Kuloff.

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchorage Disbursing Office during the period July 15 to July 21 was $33,327.17, as follows:

J. A. Franske & Co.	$ 9,201.31
W. R. Thomas & Co.	1,860.09
B. Burgland & Co.	9,002.43
Murray & Irvine	1,505.80
Delich & Co.	11,757.54

CAPT. T. M. WARD CALLED TO ARMY.

Capt. T. M. Ward, engineer of bridges and buildings, Seward Division, has been ordered to active duty and assigned to the engineering corps of the Army. He will report to the regimental commander at American Lake, Washington.

Mr. Ward served in the Spanish-American War as a captain of volunteers. He has been connected with the Commission, with headquarters at Seward, during the past two years.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending July 21, 1917:

MAINTENANCE OF WAY.

Water Service and Plumbing.

Work continued on the sewer system for the machine shop and power plant. The sewer connection at the Anchorage schoolhouse was 90 per cent completed. A temporary water line was laid for the wireless station and the new marine ways.

Bridge and Building.

The excavation for the roundhouse foundations was completed except for three pits. The concrete foundation for the masts and guys at the radio station was laid. Five outfit cars were completed. A force of carpenters and electricians worked all week on the alterations at the Anchorage schoolhouse. The painting forces completed the Telegraph and Telephone Building and painted five outfit cars.

The bridge gang at the Little Susitna River completed the decking across the entire structure and steel was laid to the north end of the bridge. During the week 130 piles were driven and capped on the new barge grillage on the Anchorage waterfront.

Grading, Tracklaying and Ballasting.

Steam shovel No. 1, on the Matanuska Branch, moved 5820 yards during the period, all of which was distributed as ballast between Kings River and Moose Creek. Steam shovel No. 3, on the main line, moved approximately 19,000 yards; 1000 yards were used as ballast between Stations 6200 and 6350, and 18,000 yards distributed for bank widening between Station 5870 and Station 6404.

Extra gang No. 2 surfaced track from Station 940 to 950, and from Station 1280 to 1336.

Extra gang No. 3 completed the surfacing of the Eska Creek coal spur.

Mechanical Department.

Engine No. 274 was assembled; engine No. 242 was 80 per cent completed. Steam shovel No. 6 was 85 per cent assembled. Work was begun on the conversion of No. 2 crane into a ditching machine. Running repairs were made to engines 225, 275 and 277. Considerable labor was performed in connection with the fitting up of the Roberts tracklaying machine.

The car department completed the assembling of two flat cars, four box cars and 10 Western dump cars. The new stock car was 75 per cent complete at the close of the week.

MATANUSKA DISTRICT.

Matanuska Branch.

All contractors on the branch line have finished their contracts with the exception of Jankow & Co., Divyak & Co., Olson & Co., Martinovich & Co., Davis & Co. and Harris & Co. Two of these, Divyak & Co. and Martinovich & Co., should finish within a week.

Iverson & Co. who finished their grading work recently, are now employed on a force account basis in building a shoo-fly around the washout at Hole-in-the-Wall. The erosion at this point has been largely checked by placing holding logs and trees in position against the bank by means of cables and ropes attached to stumps on shore. This affords a temporary security to the bank until such time as track can be laid and riprap placed.

It will be necessary to lay track past Jankow & Co.'s section before they have their contract completed, and they will continue the work of finishing their grade after a shoo-fly has been placed.

The Commission force at Mile 33 will finish their section within ten days.

The extremely wet weather has caused considerable inconvenience to construction and will result in some slight delays in the work.

Main Line.

Bad weather and a shortage of labor is handicapping somewhat the work along the main line. North of Mile 177 the contractors are making good progress all the way to Sheep Creek, and with one or two exceptions, will complete their sections within the specified time limits. Heavy wagon roads have reduced the tonnage capacity of the teams considerably.

Both piledriving crews on the main line are working double shift and making satisfactory headway.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

Pending the completion of an additional camp car, the construction crew which recently completed the heavy pole work in Anchorage Townsite was set to work building permanent line between Campbell and Rabbit. Arrangements have been made to transfer this crew to the main line north of Anchorage next week.

A small force is engaged between Anchorage and Matanuska on general repairs and on preliminary work for the hanging of additional wires.

The splicing of cables and the dismantling of open wire leads continued to occupy the attention of the force in Anchorage. Telephones for the central energy plant are now here and ready for installation as soon as the switchboard arrives. These instruments are of the latest type. The cases are of black japanned metal, with concealed gongs, and central will be called by simply taking down the receiver.

A telephone has been installed at the Matanuska Agricultural Station, and connection may be had through the Matanuska exchange.

Radio.

The base sections of the two masts were placed during the week. The upper sections will be raised as soon as the concrete has had time to set.

TURNAGAIN ARM DISTRICT.

Culverts.

Gust. Backstrom & Co. are placing a log culvert at Station 2084 plus, Mile 80, near Indian Creek.

Grading.

As soon as the steam shovel now in the machine shops is available it will be taken to Bird Point to make a rock fill across the tide flats north of that place, opposite the snowslides at Stations 1838, 1833, 1815, 1798 and 1781.

Several contracts will be let shortly for work in the vicinity of Mile 85.

Camp 88, at Indian Creek, is being put in shape to care for the steam shovel crew which will be sent there during the coming week. A steam shovel engineer and cranemen are in Anchorage testing the Model 70 Bucyrus shovel for this work.

The Commission force at Sheep Creek put off a successful coyote shot, moving 11,000 cubic yards of rock with 25,000 pounds of black powder. As soon as possible a third shift will be placed on the deep cut at this point.

The steam shovel at Rabbit will be sent to the shops for a thorough overhauling within a few days.

All contractors are making satisfactory progress. The following completed their sections during the period: Frank Daniels & Co., Frank Mathison & Co., O. Bostrom & Co. and S. Brudie & Co.

TALKEETNA DISTRICT.

Frequent rains during the week raised all the rivers within the district, but at the close of the period they had dropped noticeably.

The two piledrivers at the lower end of the district made satisfactory progress, having driven four bridges. The fourth structure, Goose Creek crossing, was practically completed. The third piledriver was not operated.

A contract has been awarded to Mike Pavich & Co. for grading between Stations 10898 and 10919 plus 30. This section was originally included in Nick Mandic & Co.'s assignment but was re-let in the interest of expediency.

Chris Yonlick & Co. who have a contract for unfinished work between Stations 10115 and 10320, were first started on the section between 10115 and 10120, but excessive rains forced them to move to Station 10250, where they have started on the section between 10270 and 10290. They will return to the first section when weather conditions permit.

A few extra tents, to serve as summer quarters for married employees, have been erected at district headquarters camp at Dead Horse Hill. The floors and ceiling in the new District Office have been laid and work has been begun on the bachelors' dormitory. As soon as material arrives all buildings will be completed. The former sawmill shed has been converted into a hay storage.

At Indian River, Camp 263, tents to serve as bunk houses, mess houses, offices and temporary warehouses have been erected. The contract for clearing the camp site was warded to Chas. Johnson & Co. and was 75 per cent completed at the date of this report. These contractors are also getting out timber for the crib foundation of a log warehouse.

The sawmill at Indian River is in operation and to date has cut about 5000 feet of lumber for camp use, as well as a supply sufficient for the mill shed and the yard track trestle. Lumber for the warehouse is now being sawed. It is estimated that 250,000 feet of saw logs are on the skidway and yarded in the woods.

There were 524 employees on the payrolls at the close of the period, classified as follows: General supervision 5, engineering 30, office and clerical 19, foremen and subforemen 6, mechanics and laborers 90, teamsters, packers and corral help 12, mess house help 21, stationmen 300, stationmen's laborers 41.

FIGURES SHOWING ARMY OPERATIONS.

Here are some illustrative figures showing the scale of Army operations at the present time:

In the year 1915, $450,000 was appropriated for aeronautics; under the urgent deficiency act, $47,000,000.

In the year 1915, for sustenance $9,800,000; this year, $133,000,000.

In the year 1915, $10,000,000 for regular supplies; this year, almost $110,000,000.

In 1915, $13,000,000 for transportation; this year, almost $220,000,000.

In 1915, for clothing and camp garrison equipage $6,500,000; this year, $231,500,000.

In 1915, $300,000 for ordnance service; this year, $2,650,000.

In 1915, $450,000 for manufacture of arms; this year, something over $55,000,000.

In 1915, $700,000 for ordnance stores and supplies; this year, $106,500,000.

Purchases have been authorized as follows:

Over five million blankets.

Thirty-seven million yards of bobbinette.

Two million cots.

Forty-five million five hundred thousand yards cotton cloth, olive drab.

Twenty-one million three hundred thousand yards unbleached drilling.

Eleven million one hundred and ninety-one thousand pairs light woolen stockings.

DAILY WEATHER REPORT.

Following is a report of weather conditions prevailing at Anchorage during the period July 11 to July 24, inclusive:

Date	Max.	Min.	Rainfall	Wind
July 11	58	55	0.15	8.1
July 12	69	53	0.10	6.7
July 13	59	54	0.04	10.0
July 14	62	49	0.14	4.5
July 15	60	45	0.08	2.7
July 16	62	56	trace	3.0
July 17	56	54	0.11	5.9
July 18	59	48	trace	6.2
July 19	54	47	0.38	6.2
July 20	63	48	trace	7.6
July 21	64	52	trace	5.5
July 22	68	51	0.08	6.5
July 23	68	52	trace	8.9
July 24	67	48	0.04	13.1

THE NEXT LIBERTY LOAN.

It recently was explained before the New York State Bankers' Association that England's first war loan of one billion and three-quarters was subscribed to by 100,000 subscribers. To her last great victory loan of $5,000,000,000 in 1917 there were 8,000,000 subscribers. What, it was asked, was it that caused this tremendous increase in national interest, this wonderful financial support from every part of the nation in the prosecution of the war? It was thrift, the habit of saving and investing; a habit formed by a whole people working with one definite end in view.

America's first war loan was much larger than England's first loan and was subscribed to by a great many more people. America's next issue of liberty-loan bonds, which later will be offered for sale, it is believed will be subscribed for by a greater number than subscribed to England's last loan. Thrift and American patriotism will accomplish this result—thrift because the people have been awakened to its necessity and patriotism because it has been aroused in a higher measure by the fact that our soldiers soon will be fighting on the battle front in Europe.—The Official Bulletin.

ALASKA LOYAL LEAGUE.

A movement for the formation of a branch of the Alaska Loyal League has been started by a number of the employees at Anchorage, and the first meeting of the organization will be called next week. Announcement of the time and place of the meeting will appear in the next issue of the RECORD.

The Alaska Loyal League is purely a patriotic defense society working toward the establishment of general cooperation and unity of purpose among the residents of Alaska during the war. Branches have been started at Fairbanks and Nenana and, it is understood, the organization will shortly be represented in every town and settlement within the Territory. The League will afford protection for life and property while the men within draft age are at the front. The Federal Government has taken steps to consolidate all home defense leagues, of which there are several hundred scattered throughout the country, with a view of prescribing uniform drill regulations for all units and of having the different branches in constant touch with each other.

Through the courtesy of Mr. Thomas Riggs, Jr., Member of the Commission, the constitution and bylaws of the Alaska Loyal League are published herewith:

Constitution and By-Laws.

1. The name of this Association shall be the Alaska Loyal League.

2. All male citizens of the United States, or those who have declared their intention to become such, of the age of fourteen years and over shall be eligible to membership.

3. No person shall be admitted to membership until he has signed the following oath and pledge, to-wit;

> "I solemnly swear (or affirm) that I will support and defend the Constitution and Laws of the United States and bear true faith and allegiance to the same against all enemies foreign and domestic, and I hereby pledge my services to the Government thereof in whatsoever capacity it may make demand of me."

4. The object of this Association is to unite all persons eligible to membership for the protection, assistance and preservation of the United States of America, its property and the lives and property of its citizens.

5. Meetings shall be held at such times and places as the Executive Board shall designate.

6. Twenty-five members shall constitute a quorum for the transaction of business at any regular meeting, provided that a less number shall have power to meet and adjourn to a particular date.

7. The officers of this Association shall be a President, Vice-President, Secretary-Treasurer, and an Executive Board of eight members, of which the President, Vice-President and Secretary-Treasurer shall be ex-officio members.

The President shall preside at all meetings and in his absence the Vice-President shall preside and each shall perform such other duties as pertain to his office.

The Secretary-Treasurer shall keep a record of the meetings and be the custodian of the funds thereof, which funds shall be disbursed by order of the Executive Board, and he shall from time to time perform such other duties as may be directed and authorized by the Executive Board.

The Executive Board shall conduct, manage and control the affairs of the Association and shall make and enforce such rules and regulations not inconsistent with the constitution and by-laws, as they deem necessary for the guidance of the officers and members of the Association and the just and proper carrying out of the objects and aims of the Association, but shall make no debts on behalf of the Association or its members.

8. No fees or dues shall be charged for admission to membership and no fines or assessments shall be levied, but all funds shall be raised by voluntary subscription.

9. All officers including the Executive Board shall be elected annually at a regular meeting to be held on the 6th day of April of each year, and they shall hold office until their successors are elected and qualified.

10. Should a vacancy occur in any office the President shall appoint a qualified member to hold office until the next annual meeting. Should the office of President become vacant the Vice-President shall perform the duties of the office of President until the next annual meeting.

11. The Executive Board shall have power to appoint subsidiary committees from the members, as they may from time to time deem necessary and expedient.

12. The emblem of the Association shall be the American Flag on a white back-ground, with the name of the Association in blue lettering, all in the form of a button.

13. The Executive Board shall have power, after a hearing before them, to expel any member for disloyalty and strike his name from the roll of membership by a majority vote.

Pledge.

We, the undersigned, and each of us, do hereby offer and pledge our services to the United States Government in whatsoever capacity it may make demand of us.

....

....

LEASE AT SEWARD GRANTED.

The Land and Industrial Department authorizes the following:

The Commission on July 12, 1917 leased to Charles Matteus for a term of one year a tract of land at Seward, Alaska, in the Railroad Terminal Reserve, having a frontage of about 50 feet on Resurrection Bay. The tract will be used for the erection and maintainence of a fish saltery for the handling of all kinds of fish for market. Mr. Matteus has been engaged in this business for several years past in the town of Seward.

COOK INLET BASEBALL LEAGUE.

On account of the Anchorage-Seward baseball series, no league games were played on Sunday last. The games scheduled for that date will be played later in the season.

Seward won a 11-inning contest from Anchorage on Sunday by 4 to 3, playing to about 2500 spectators. Monday's game was won easily by Seward, the score, 8 to 0. Attendance 2000. Anchorage won the third game, this afternoon, playing 11 innings; score 6 to 5. Attendance 2000.

Next Sunday Matanuska meets the Anchorage Commisson team at Matanuska; and Anchorage City will appear against Turnagain Arm at Anchorage.

OFFICIAL CIRCULARS.

SUPERVISION OF COAL MINES.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, July 27, 1917.

Circular No. 239:

TO ALL CONCERNED:

Effective August 1, all work in connection with the operation of coal mines and the investigation of coal properties in the Matanuska field will be carried on under the supervision of this office.

Mr. Sumner S. Smith, resident engineer, will continue in charge of all work in that district, reporting to the undersigned.

F. MEARS, Commissioner.

OFFICES TO CLOSE EARLY.

Anchorage, Alaska, July 28, 1917.

Circular No. 240:

TO ALL CONCERNED:

As far as may be practicable on Monday and Tuesday, July 30 and 31, the office hours at headquarters in the afternoon will be 12.30 p. m. to 4.00 p. m.

This on account of the Anchorage-Seward baseball series.

F. MEARS, Commissioner.

FREIGHT SHIPMENTS FOR FAIR.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, July 24, 1917.

Transportation Circular No. 83:

TO ALL AGENTS:

Exhibits for the Anchorage fair, to be held on September 3, 4 and 5, will be delivered to various stations on the line for shipment to Anchorage.

This will be your authority to accept such shipments in accordance with Transportation Circular No. 75, when such shipments are billed and marked to the Land and Industrial Department of the Alaskan Engineering Commission.

These shipments will move on company waybill.

F. MEARS, Commissioner.

EXTENDING TIME LIMIT ON TICKETS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, July 27, 1917.

Transportation Circular No. 84:

ALL CONCERNED:

In connection with the sale of excursion and other classes of tickets which are limited to a specific date.

If on the date of expiration of any such ticket there is no train scheduled to the point of destination such ticket will be honored on the first train operated to destination following date of expiration.

F. MEARS, Commissioner.

POSTING PASSENGER TARIFFS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, July 27, 1917.

Transportation Circular No. 85:

ALL AGENTS:

I. C. C. regulations require that short time excursion passenger tariffs be posted in two public and conspicuous places in the waiting room from which tickets are sold.

Hereafter three copies of such tariffs will be forwarded to you and you should arrange to post two of these in the waiting room at your station, to remain there during the life of the tariff.

F. MEARS, Commissioner.

TRANSPORTATION FOR U. S. DEPARTMENTS.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska July 31, 1917.

Transportation Circular No. 86:

ALL CONCERNED:

In connection with the transportation of employees and material and supplies for other departments of the Government, covered by Transportation Circular No. 73, issued June 14.

The Accounting Department has issued instructions relative to the proper method of accounting for this class of business, which will be observed by all concerned.

Postoffice Department employees are not furnished with Government transportation requests but employees of that department travel on commissions issued by the Postmaster General. Conductors will honor such commissions, taking record of same on Form 453, Card Pass Record.

F. MEARS, Commissioner.

STATION NUMBERS

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, July 31, 1917.

Transportation Circular No. 87:

TO ALL CONCERNED:

Effective August 1, various stations on this Division will be numbered as follows:

104 Rabbit	167 Pittman
109 Campbell	175 Houston
114 Anchorage	A7 Palmer
119 Whitney	A13 Moose Creek
127 Kuney	A19 Eska
136 Birchwood	A22 Granite
142 Eklutna	A24 King
151 Matanuska	AA3 Emery
160 Wasilla	

The above numbers will be used whenever necessary.

F. MEARS, Commissioner.

EXECUTIVE ORDER.

[No. 2647.]

The Military Reservation at Eureka, Alaska, set apart for the use of the Signal Corps, United States Army, in the operation of the military telegraph lines in Alaska by Executive Order No. 1958, dated June 6, 1914, having become useless for military purposes, the same is hereby placed under the control of the Secretary of the Interior under the Act of July 5, 1884 (23 Stat. 103), for disposition as provided therein, or as may be otherwise provided by law.

This reservation contains an area of 1. 3 acres, more or less, and is situated in approximate Latitude 65° North and Longitude 150° 20′ West.

WOODROW WILSON.

GOVERNMENT NEEDS AVIATORS.

The War Department authorizes the following:

Shortly after our declaration of war with Germany a well-intentioned and patriotic story went the rounds and, unfortunately, did the work of many another well-intentioned and patriotic story. Among the sort of spirited and adventurous young men upon whom the Government is now calling for aviation service the rumor spread rapidly and the word was passed from university clubs to college campuses, from automobile factories to garages: "Already over 6,000 men have applied for aviation examinations. The Government is being swamped."

As a result of this popular bit of misinformation a potential army of young men—ideal flyers of physique and temperament—side-tracked their ambition and made a try at other fields. Instead of the aero camps becoming "swamped," as rumor had it, much less needful branches of patriotic effort were badly overdone by young men with a desire to get in and do something for their country. Men between the desirable ages of 19 and 25 began volunteering in droves for the "mosquito fleet," under the idea that if they couldn't get the Germans from the air they could get a shot at a submarine lying in wait off Sandy Hook or outside Boston Harbor. And, as a result, the country is still calling for flying recruits.

The Government, through the services of the Signal Corps, of which Gen. Squier is the chief, is going at it on an enormous scale to teach the young idea how to fly, and it may be a service to the aspirant to give a few facts, showing the system on which the War Department is working to create the largest number of able aviators in the shortest possible time.

About the 1st of May last Prof. Hiram Bingham, of Yale, was offered a commission of major in the Signal Corps. He accepted the offer at once and came to Washington within 36 hours. Maj. Bingham's special work was to organize and conduct the first schools of student aviators and to teach the freshman classes, by intensive methods, the theory of flying and air fighting.

At that time it was decided to locate the "ground schools"—as these first-instruction institutions are called—on the campuses of a half dozen universities. Such sites were chosen with the idea that the college atmosphere would be an ideal environment for the large number of youths coming from home surroundings and needing the guidance of mature men, used to college discipline. The Universities of Texas, California, Ohio, Illinois, Cornell and the Massachusetts Institute of Technology were first selected for this preliminary work, and since then Princeton and the Georgia School of Technology have been added.

In order that this phase of aviator training might be established with the least possible delay Maj. Bingham got at once in touch with three professors from the engineering schools of each of the first six colleges. The work of swearing them in as employees of the Government was done by telegraph and the twelve scientific gentlemen reported at once to Maj. Bingham at the Royal Flying Corps School connected with the University of Toronto. Here a brief War College course was given these twelve scientists—a course of intensive instruction lasting only a week. As the professors chosen were all men who had specialized on the theories touching upon aviation and aeronautics, the task of instructing them was, of course, simplified. At the end of the course—which in the vernacular of the airman is now known as the "get-wise-quick" method—the twelve engineering professors reported back to their colleges.

In the meantime officer aviators—one to each college—had been called from their various flying stations and appointed to the position of commandant over the ground schools. One such commandant is now in charge over the training at the eight colleges above mentioned.

At the present date there are something like 800 students at the various ground schools. Men are being delegated to the work in the right colleges at the rate of 25 a week for each school, or about 200 a week. After August 25 the Government expects to graduate students into the advanced flying fields at the rate of 200 per week. The number to have been put into active flying by September 8 has been set at 1,408, but the total will probably be less, due to the weeding-out process which is going on continually.

The matter of our six flying camps—which will grow to a total of 24 before the end of next year—is another story. The Government wants aviators and yet more aviators. It wants them by thousands, and it does not intend to turn away any good material. If there is any confusion in the public mind as to places to which to apply, it is a simple matter to state the places where applications are taken. They are as follows:

The Signal Corps, War Department, Washington, D. C.
The Mineola Field, Mineola, L. I.
The Essington Flying Field, Essington, Pa.
Fort Sam Houston, San Antonio, Tex.
North Brothers Island, San Diego, Cal.
Signal Officer, Central Department, Chicago, Ill.
Fort Omaha, Omaha, Nebr.

SCHOOL LANDS CAN NOW BE LEASED.

The Land and Industrial Department authorizes the following:

On March 14, 1915, Congress passed a law reserving all of Section 16 and 36 in every township for the support of schools in the Territory of Alaska, and Section 33 in each township in the Tanana Valley between parallels 64 and 65 degrees north latitude and between the 145th and the 152nd degree west longitude was reserved for the support of a Territorial agricultural college and school of mines, when established by the Territorial Legislature of Alaska.

On May 3, 1917 the Alaska Legislature passed a law authorizing the Governor and the Secretary of the Territory of Alaska to lease all such lands under such terms as the Governor and Secretary may prescribe. A number of these Sections 16 and 36 have been surveyed in the Matanuska Valley and in the Tanana Valley, and are now subject to lease. The term of the lease cannot extend beyond a period of ten years in any instance. Any person interested in leasing such lands should address the Governor, at Juneau, Alaska.

George D. Beaumont, of the Anchorage Store Department, has received telegraphic advice that his commission as captain in the signal corps has been granted and mailed him. Upon its receipt he will leave for Seattle to report for assignment.

G. P. Sproul, captain in the Susitna River service, has tendered his resignation and left for Seattle on the transport Crook.

DELINQUENT LOT ASSESSMENTS.

Anchorage, Alaska, July 31, 1917.

The following assessments against the lots listed were due January 22, 1917, and will be reported to the General Land Office at Juneau, for forfeiture as delinquent, if not paid on or before August 31, 1917:

Block	Lot	Name	Amount
1	8	Marke Ginkovich	$10.64
3	8	C. P. Pederson	11.14
3	10	W. E. Lee	11.14
5	5	R. E. McDonald	1.20
5	6	W. L. Balch	1.20
13	7	Episcopal Church	2.60
13	9	R. W. Weeks	2.60
14	10	Eser Wikholm	2.60
14	11	Eser Wikholm	2.60
22	11	Nels Enander	1.45
31	7	R. I. Simonson	6.08
31	10	C. M. Murphy	2.05
48	9	T. H. Jetter	1.15
49	8	Carl Christensen	1.15
50	1	H. T. Fowler	1.15
50	5	Geo. Phillips	1.15
51	10	Jas. Collins	5.05
53	1	Jack Dunstan	11.78
53	9	Franklin Johnson and Andy Peterson	1.15
55	1	H. T. Fowler	1.15
55	E.½ 10	Constance Wanamaker	.57
57	1	H. T. Fowler	6.08
58	8	Chester Merry	12.00
58	12	Eser Wikholm	12.00
62	12	E. J. Murphy	12.00
63	10	R. W. Silver	6.00
63	11	R. W. Silver	6.00
63	12	R. W. Silver	12.00
65	1	W. Cunningham	11.40
67	1	Tom Price	16.55
67	N.½ 7	Roy Williams	2.55
68	8	Chas. Bades, Tom Somas and John Coros	1.30
69	7	W. A. Costello	11.21
69	9	G. A. Getchell	5.10
70	9	L. C. Starkey	5.10
72	S.½ 1	Mrs. Georgia Nation	5.05
75	7	Tony Semon and Jim Tones	4.70
75	8	Tony Semon and Jim Tones	4.25
76	9	Martin Ostland	.75
77	1	F. G. Bartholf, 4291 Knight St. Denver	3.60
77	7	L. P. Byrne	1.20
77	10	H. T. Fowler	.75
77	11	John H. Dunn	.75
77	12	A. Amodt	.75
79	E.½ 2	A. D. Collins	2.75
80	8	Carlin and Timmis	2.41
81	9	L. P. Byrne	2.41
83	12	Geo. M. Campbell	2.86
84	7	Fred Volkman	6.45
85	7	Eser Wikholm	2.65
86	6	Thomas M. Hunt, Cordova, Alaska	2.65
95	W.½ 1	Wilbur Bogue	1.32
97	10	V. L. Gray	.75
98	11	E. I. Amundson	.75
100	5	Dr. V. A. Schmidtz, Cordova, Alaska	.75
101	4	I. N. Bennett	4.25
106	1	Anton Knoeasyzna and Martin Stoeslo	4.70
106	9	James Sofouli	3.50
109	9	John Zucovich	.75
118	12	F. W. Thereault and Dover	5.73
121	10	A. H. Fischer	10.64

J. G. WATTS, Townsite Manager.

SCHOOL DISTRICT CREATED.

The Land and Industrial Department authorizes the following:

Upon petition recently made to the Clerk of the District Court, Valdez, under Chapter 22 of the 1915 Session Laws of Alaska, an order has been issued establishing a school district having an area of 36 square miles within which the town of Wasilla is embraced. An election of a school board of three members, consisting of a clerk, treasurer and director, will be held on August 2, 1917, at Wasilla, Alaska. The order creating the district names Frank G. Cannon, Orville Herning and Howard Wilmoth, three of the petitioners, as supervisors of the election.

There are nineteen children of school age at Wasilla at the present time, and the children of other families who contemplate moving there shortly from Knik and vicinity will increase the number to about thirty-six.

The law authorizes the Governor of Alaska to set apart to each school district established under the Act a sum not less than $300.00 or more than $1800.00, in proportion to the number of pupils in the district, for the construction and equipment of a schoolhouse.

The first sale of lots at Wasilla did not occur until June 20, 1917, and the action of the residents in securing the organization of the school district within this short period is highly commendable.

NEW WALL MAP OF ALASKA.

The Land and Industrial Department has just received a new map of Alaska compiled by the General Land Office from its official records and the records of the Coast and Geodetic Survey, Geological Survey, War Department and other sources. The map is on the scale of 40 miles to the inch and shows in colors the boundaries of the land districts and the national forests. It is the first map that has been printed on a large scale since the townsites of Anchorage, Matanuska and Nenana were established by the Government, and consequently shows their location as well as other withdrawals that have been made for townsite and railroad purposes. The subdivisional township surveys of agricultural land are delineated on the map. Military, naval, lighthouse, Indian, game, agricultural experiment stations and other reservations are indicated on the map in colors. In addition to the regular topographic features, such as rivers, mountains, streams, lakes, towns, settlements, etc., the railroad lines, U. S. telegraph lines, Government schools, lighthouses, and national monuments, other information is shown. It is the most comprehensive map of Alaska so far published.

Official check No. 48588, drawn by Special Disbursing Agent Hammond on June 16, 1917, to the order of Andrew Andrews for $65.05, has been reported lost and payee has requested stoppage of payment thereon.

ERECTION OF CABINS ALONG TRAILS.

TERRITORY OF ALASKA
Office of the Secretary
Juneau, Alaska

CHAPTER 17.
AN ACT.

(H. B. 31)

An Act to provide for the erection of cabins and shelter along traveled roads and trails and the equipment of such cabins, making it a crime to remove such cabin or any portion thereof, or any articles contained therein, prescribing the penalty for such offense and declaring an emergency.

Be it enacted by the Legislature of the Territory of Alaska:

Section 1. That the road commissioners provided for by Chapter 27 of the Laws of Alaska, 1915, are hereby authorized to erect and to maintain cabins for the accommodation of travelers and shelter for dog teams and horses at such places along the traveled roads and trails in their respective road districts as, in their judgment, are necessary for the safety of the traveling public. Each cabin so constructed shall be provided with a suitable stove. They shall also have placed in conspicuous places on roads and trails leading to or from said cabins, sign boards advising travelers direction and distance to cabin.

Section 2. It shall be the duty of the road commissioner in each road district to inspect or cause to be inspected all the cabins erected under the provisions of this act at least once a year.

Section 3. There is hereby appropriated from the Territorial Treasury, from monies not otherwise appropriated, the sum of Twenty Thousand Dollars ($20,000.00) to be apportioned by the Governor of the Territory to the Road Districts in such amounts as their needs may require under the provisions of this act. Such expenditures shall be paid in the same manner and under the same regulations as expenses for construction and maintenance of roads are paid under existing laws.

Provided that the road commissioners shall receive as compensation for all services in carrying out the purposes of this act, 5 per cent of all monies expended through their offices for the purposes herein designated.

Section 4. The cabins, shelter and stoves provided for in this act shall be the property of the Territory of Alaska, and any person who shall wilfully remove or destroy any such cabin or part thereof or any stove contained therein, shall upon conviction thereof be punished by a fine of not less than One Hundred nor more than Five Hundred Dollars, or by imprisonment in the Federal jail for not less than three months nor more than one year, or by imprisonment in the penitentiary for not less than one nor more than five years.

Section 5. An emergency is hereby declared to exist, and this act shall be in effect from and after its passage and approval.

Approved April 30, 1917.

ARRIVALS ON TRANSPORT CROOK.

The U. S. A. transport Crook arrived in Anchorage from Seattle on Friday at 2 p. m. with the following passengers:

Mrs. E. M. Culbertson, Margaret Culbertson, Miss A. M. Dickey, Lawrence J. Harris, Mrs. L. E. Hinkleman, O. A. Kenyon, Mrs. G. S. Lovelace, Jeanne Lovelace, Alice McWilliams, A. P. McWilliams, Alice Nyberg, Thomas Shehan, Margariette Thatcher, D. D. Vint, Mrs. D. D. Vint, Mrs. V. McNinch, Mrs. A. Dingwall, Frank Tyrer, Mrs. C. A. Beets and Mrs. Gertrude Galbraith.

INTERIOR EMPLOYEES' WAR AID.

The Interior Department issues the following:

Secretary Lane announces that the Interior Department unit of the American Red Cross, as a result of a campaign, has reached a membership of over 2,000, and has collected $3,300. Classes have been organized in first aid and surgical dressings. The Home Club war relief, which is composed of members and wives of members of the Interior Department, has recently been organized to aid by furnishing various articles of hospital equipment, and has sent two bales of such equipment to France.

The employees of the Interior Department have also been active in subscribing to the liberty loan, the Pension Office alone having subscribed $100,000. It is expected after the final count is in that the subscriptions of the employees of this department in Washington will amount to over $400,000, and that the subscriptions of its field employees will bring this amount close to $1,000,000.

Merchants of Matanuska and Anchorage are offering for sale home-grown strawberries of excellent size and quality. The fruit compares favorably in flavor with that raised in the great berry districts of the Middle West, and presages a bright future for farmers engaging in berry culture in this section.

A force of ten men commenced work at the Chickaloon coal mine on July 20. Preparations are being made for the installation of a hoist perliminary to sinking a shaft. The force of miners will be augmented as quickly as development work permits.

The total disbursements of the office at Anchorage for the period July 15 to July 21 were $55,904.39. The payment of salaries and wages amounted to $17,744.54; to contractors $33,327.17; local purchases $3523.46; dock claims $39.67; other expenditures $1269.55.

O. A. Kenyon, secretary of the Anchorage Railroad Y. M. C. A., returned on the transport Crook Friday after several weeks spent in the East. During his absence he visited 14 associations in various parts of the country.

The U. S. A. transport Crook arrived from Seattle on July 27, bringing 2152 tons of freight for the Commission, including 1400 tons steel rails and 125 tons fresh meat. The vessel returned to Seattle July 30.

T. N. Harr, district accountant at Seward, accompanied by Mrs. Harr, arrived in Anchorage Thursday night on the steamship Alameda on a short leave of absence from his duties.

A barge gridiron is being built by the Commission at Bird Point. This improvement will greatly facilitate the handling of material and supplies shipped to that section of Turnagain Arm.

D. D. Vint, chief draftsman at Anchorage, accompanied by Mrs. Vint, returned on the transport Crook after two months' leave in California.

Lawrence J. Harris, of Issaquah, Washington, has been appointed superintendent of the Commission coal mines at Chickaloon.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, AUGUST 7, 1917. No. 39

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,
Anchorage, Alaska.

MR. MEYER AND PARTY HERE.

Herbert A. Meyer, assistant to Secretary of the Interior Franklin K. Lane, and party arrived in Anchorage on Wednesday morning, coming from Seattle on the steamer Admiral Evans. Edward F. Wendt, engineer of the Interstate Commerce Commission, A. D. Shepherd and wife of San Francisco, and H. F. Austin, of Mr. Meyer's office staff, accompanied him.

Mr. Meyer has administrative charge, under Secretary Lane, of the Alaska railway project, with headquarters at Washington, D. C. The primary purpose of his visit is to familiarize himself with the country and what has been accomplished during the past three years that he may the better cooperate with the Commission in carrying out its plans.

On Thursday morning the party was taken by Commissioner Mears on a trip over the constructed line as far as the Matanuska coal fields. After an inspection of the mines and coal measures they returned to Matanuska and continued the trip over the main line to the end of the track, and from there by horse, on foot and by boat to Dead Horse Hill, the headquarters of the Talkeetna District construction. The return to Anchorage was made by the river steamer Omineca, which arrived in harbor last evening after a record run of five hours out of Kroto.

The section between Anchorage and Seward will probably be visited tomorrow, the party travelling overland in order to view the heavy construction work along Turnagain Arm, taking a train for Seward at the end of track.

It was originally planned to include Fairbanks and Nenana, the northern termini of the road, in the itinerary and the visit to that section will be made if time permits and the wagon roads to the interior are in condition for a quick journey. A stop may also be made at Katalla on the way south in order to look over the oil fields of that section.

INSTALLATION OF DREDGE MACHINERY.

Under the immediate direction of Consulting Engineer Wiliam Gerig, a large force of mechanics and laborers are making rapid progress in the installation of dredge machinery on the barge Sperm. On Saturday one of the two 25-ton boilers was loaded on the barge and will be bricked in without delay. The other boiler will be placed in position within a few days.

The greater part of the carpenter work on the dredge house has already been completed and the remainder will be hurried along as fast as circumstances permit. Within the next few weeks the dredge should be ready for operation on the Anchorage harbor project.

ALASKA LOYAL LEAGUE.

All persons interested in the formation of a branch of the Alaska Loyal League are requested to meet at the Railroad Y. M. C. A. at 7 o'clock Friday evening. Steps will be taken at that time to organize and to nominate officers. The purpose of the league is to provide protection of life and property during the war. The organization is open to all citizens of Anchorage and vicinity.

F. J. HART, Secretary pro temp.

Edgar T. Hawley, of the Seward Division, has been notified of his appointment as a probationary officer of the Army and received orders to report at once to the Presidio, San Francisco, Cal.

The total disbursements of the office at Anchorage for the period July 22 to July 31 were $83,882.47. The payment of saalries and wages amounted to $19,509.03; to contractors $52,923.56; local purchases $9,410.70; dock claims $1.44; other expenditures $2,037.74.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending July 28, 1917:

MAINTENANCE OF WAY.

Water Service and Plumbing.

The roughing-in of the plumbing at the machine shop was completed. A temporary water line was laid from the water tank to the power house. Work was started on the excavation of a ditch to drain the north part of the terminal yards.

Bridge and Building.

The excavation for roundhouse foundations was completed, and the placing of concrete footings begun. The construction of two demountable bunk car bodies was finished. Work on the marine ways and barge grillage was 35 per cent completed.

Slow progress, due to lack of suitable material, was made on the alterations at Anchorage school. The former retail store room is being changed into an office for the Store Department. An area of about 27 acres northeast of the terminal yards is being fenced to serve as a pasture for stock kept at the corral.

The foundation excavation for the steel tank at the terminal has been completed and 95 per cent of the concrete for pedestals poured. No. 2 Browning crane, which has been converted into a ditching machine, has been put to work on the main line south of Anchorage cleaning out ditches in mud cuts.

The painting of the General Office Building was completed.

Bridge gang No. 5 has the Little Susitna structure 95 per cent completed.

Grading, Tracklaying and Ballasting.

No. 1 steam shovel, located at Station 1560 on the Matanuska Branch, loaded 7700 cubic yards of gravel, which were distributed as ballast between Stations 1520 and 688. This shovel was moved to Station 708 on July 27.

Extra gangs Nos. 2 and 3 surfaced track between Stations 950 and 1024, Matanuska Branch. Extra gang No. 4 laid steel on the Matanuska Branch between Stations 727 plus 37.5 and 619, a distance of 10,837.5 feet. Steam shovel No. 2, on the main line north of Matanuska, moved 13,000 cubic yards of material.

The fill for the north approach to the Matanuska bridge is 75 per cent completed and the fill for the siding at Matanuska 95 per cent complete. Extra gang No. 1 gave the second lift to the track from Station 6300 to 6372.

Mechanical Department.

Work was continued on the assembling of engine 242, which was 90 per cent completed. No. 2 Browning crane was converted into a ditching machine. Running repairs were made to engines 221, 225 and 280, and heavy repairs to engine 265. Considerable repair work was done to floating equipment and in fitting up dredge equipment for harbor improvement. The usual amount of miscellaneous repair work was accomplished.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

All clearing has been completed between Anchorage and Glacier Creek.

Log Culverts.

Gust Backstrom & Co. have completed a culvert at A2084 plus, Mile 89, and moved to Camp 86, where they will continue on culvert work.

Ties.

A contract has been awarded G. W. Morris & Co. to furnish 20,000 spruce and hemlock ties, their cutting area being the vicinity of Bird Point.

Grading.

A 70-ton Bucyrus shovel has been landed at Camp 88, Indian Creek, and is practically ready for operation. A crew is in the Anchorage shops getting the other 70-ton Bucyrus shovel ready for work at Bird Point.

Hall & Co. put off a coyote shot at Mile 97, moving 4400 cubic yards of rock with 6700 pounds of black powder; Chas. Larsen & Co. moved 4500 cubic yards of rock with 3700 pounds of black powder in their coyote shot at Mile 97.

The 60-ton Marion steam shovel at Big Rabbit Creek has finished digging and will be sent to the machine shops for thorough overhauling.

The following grading contractors finished during the week: Bernard Nelson & Co., Mile 95; N. W. Sjostedt & Co., Mile 99.

MATANUSKA DISTRICT.

Matanuska Branch.

Martinovich & Company completed their contract during the week, and two others, Divyak & Company and Jankow and Company, will finish within a few days. By the time steel reaches their section Olson & Company will be finished.

At Hole-in-the-Wall, Iverson & Company, working on a force account basis, have practically completed the shoo-fly around the washout, thus avoiding any possibility of a delay to the laying of track at that point. The Matanuska River was not high during the week, and the erosion at Hole-in-the-Wall has practically ceased.

Main Line.

The contractors on the main line work north of Mile 177 are doing well, and for the most part, will finish on scheduled time.

No. 1 piledriver crew has completed driving the structures on Residency 10, and commenced work on Residency 11. No. 2 piledriver crew has finished the Sheep Creek structure and is headed south for Caswell Creek.

Incessant rains have placed the roads in bad condition for hauling, and the fact that they are not far worse is due to the repair work done during the early part of the season.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

After setting and cross-arming 132 poles between Campbell and Rabbit, the construction crew was moved to the main line. The permanent line has reached Mile 163.

On the branch line, maintenance has been heavy and interruptions frequent on account of slides along the Matanuska River. Wire is being delivered, and additional cir-

cuits will be hung on the branch line and to the end of steel on the main line as soon as possible.

The 10-pin arms recovered from the open wire line in Anchorage Townsite were used to replace the 6-pin arms so far as they would reach on the main line from Anchorage to Matanuska.

In the townsite practically all the aerial wire and duplicate poles have been removed.

Electric Light and Power.

A return call-bell system has been installed in the Anchorage school, and the roughing-in of wiring for light in the upper story completed.

Additional lighting factilities were provided for No. 1 dock, and a 15-horsepower motor was installed at the marine ways.

Radio.

The work of erecting the masts for the radio station has been hampered somewhat by heavy rains. This work was 75 per cent complete at the close of the week.

TALKEETNA DISTRICT.
(Report for Month of July.)

On account of continuous rains and extreme floods affecting the Susitna River and its tributaries, considerable time was lost by the various station contractors and Commission employees during the month. This, together with an intermittent boat service, rendered progress slower than usual.

Three horse-piledrivers were built by the Anchorage shops in June and shipped to the Talkeetna District. Two of these are now in service and the third is assembled and ready for operation. The first driver was placed in commission on July 3 and has driven to July 31 a total of 123 piles at five stations, between 8960 and 9036. The second driver began work on July 12 and drove 66 piles at four openings, between Stations 8749 and 8852. The third driver is at Talkeetna and will shortly be used to drive protection piling around the wharf at that place.

All stationmen between Sheep Creek and Montana Creek are making fair progress. It is expected that the roadbed between these points will be ready for track not later than November 1, contingent, of course, upon favorable weather.

Between Montana Creek and Talkeetna the roadbed should be ready for track not later than December 1, in which case, unless the snowfall is exceptionally heavy, steel should reach Talkeetna on or before January 1 next.

North of Talkeetna, it is expected that all work now under way will be completed this season. The work between Stations 10839 and 10897 will probably be completed this year, and from 10897 to 11095, around Dead Horse Hill, within sixty days. North of Dead Horse Hill to Indian River no grading is under way. Most of this work has been cross-sectioned, however, and stakes set. Camp 255 has been abandoned and Mr. F. S. Wilson, resident engineer at that point, will be stationed at Indian River making surveys for a camp site and doing other necessary detail work in connection with a permanent camp. The clearing for the camp site is nearly finished.

At Indian River two deck scows, size 16 by 40 feet, are being constructed, one to serve as a current ferry across the Susitna River at that point, and the other to replace the bridge washed out by the recent flood at Talkeetna.

The sawmill, under direction of Mr. Lee Fraser, is in operation but is somewhat handicapped in getting logs to the mill by a temporary shortage of teams.

Between the 10th and 12th of July severe floods were experienced in the Susitna River valley. The bridges crossing the two branches of the Talkeetna were practically destroyed, and at one time the two warehouses and the crib in front of these buildings threatened to be washed away. All available men were secured to assist in protecting Government property and the only loss sustained was the destruction of the two bridges referred to above.

The health of the force during the month was satisfactory and only a few minor accidents occurred. The rainfall recorded at Camp 245 for July was 12.18 inches.

There were 554 employees on the payrolls of Talkeetna District on July 31, classified as follows: General supervision 5, engineering 30, office and clerical 17, foremen and subforemen 7, mechanics and laborers 102, teamsters, packers and corral help 14, mess house 27, stationmen 303, stationmen's laborers 47.

Seward Division.

Following are the progress reports of the various departments of Seward Division for the month of June, 1917:

Weather Conditions.

During the month of June the weather conditions were very favorable to construction work. All the snow had disappeared from the line except a few drifts in the deep cuts between Miles 45 and 54. The line between Seward and Kern Creek was opened for traffic on June 29.

Clearing Right-of-Way.

Between Seward and Mile 12 stationmen and extra gangs have cleared 18.43 acres; between Mile 12 and Mile 30, contractors have cleared 7 acres. There has been no clearing between Miles 30 and 71. Between Mile 71 and 76 contractors have cleared 1.91 acres. The total clearing for the month was 27.43 acres.

Grading.

The fill at trestle No. 3, Mile 1½, has been completed and the banks riprapped with material secured from the steam shovel cut at Mile 9¼. Between Station 90 and Station 480 no grading or ballasting was initiated during June. Between 480 and 496 the work has been practically completed by Government forces and contractors. Between 496 and 505 J. P. Stoliza & Co., contractors, are making satisfactory progress and should complete their assignment by the middle of July. Between Stations 510 and 520 Thomas & Co. are making good headway and have practically eliminated trestles Nos. 23 and 24. They will finish their contract some time in August.

Between Stations 520 and 529 Government forces have opened up the side-hill cut and drilled it preparatory to shooting at the proper time. Nelson & Co., at Stations 529 to 539, are doing excellent work, and should finish some time in August. Rodevi & Co., at Stations 539 to 548, have practically completed their contract. A Marion steam shovel was used, working three shifts. The material from the cut was placed in the fill at Station 550 and Station 575. Between Stations 587 and 589 a small contract was let to John Enstrom & Co. Between 595 and 604 the stationmen are making only fair progress on the big cut. No new work was initiated between Stations 604 and 670.

(Continued on Page 310.

NATIONAL GUARD CALLED INTO SERVICE.

By the President of the United States of America.

A PROCLAMATION.

Whereas the United States of America and the Imperial German Government are now at war, and having in view the consequent danger of aggression by a foreign enemy upon the territory of the United States and the necessity for proper protection against possible interference with the execution of the laws of the Union by agents of the enemy, I. Woodrow Wilson, President of the United States, by virtue of the authority vested in me by the Constitution and the laws of the United States and through the governors of the respective States, call into the service of the United States as of and from the dates hereinafter respectively indicated all members of the National Guard and all enlisted members of the National Guard Reserve of the following States, who are not now in the service of the United States, except members of staff corps and departments not included in the personnel of tactical organizations, and except such officers of the National Guard as have been or may be specially notified by my authority that they will not be affected by this call, to wit:

On July 15, 1917. New York, Pennsylvania, Ohio, West Virginia, Michigan, Wisconsin, Minnesota, Iowa, North Dakota, South Dakota, and Nebraska.

On July 25, 1917. Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New Jersey, Delaware, Maryland, District of Columbia, Virginia, North Carolina, South Carolina, Tennessee, Illinois, Montana, Wyoming, Idaho, Washington, and Oregon.

The members of the National Guard of the various States affected by this call will be concentrated at such places as may be designated by the War Department.

II. And, under the authority conferred upon me by clause 2 of section 1 of the act of Congress "to authorize the President to increase temporarily the Military Establishment of the United States," approved May 18, 1917, I do hereby draft into the military service of the United States as of and from the 5th day of August, 1917, all members of the National Guard and all enlisted members of the National Guard Reserve of the following States, except members of staff corps and departments not included in the personnel of tactical organizations, and except such other officers of the National Guard as have been or may be specially notified by my authority that they will not be drafted, to wit:

New York, Pennsylvania, Ohio, West Virginia, Michigan, Wisconsin, Minnesota, Iowa, North Dakota, South Dakota, Nebraska, Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New Jersey, Delaware, Maryland, District of Columbia, Virginia, North Carolina, South Carolina, Tennessee, Illinois, Montana, Idaho, Washington, Illinois, Indiana, Kentucky, Georgia, Florida, Alabama, Mississippi, Arkansas, Louisiana, Oklahoma, Texas, Missouri, Kansas, Colorado, New Mexico, Arizona, Utah, California and Wyoming.

III. All persons hereby drafted shall on and from the 5th day of August, 1917, stand discharged from the militia and, under the terms of section 2 of the act of May 18, 1917, be subject to the laws and regulations governing the Regular Army, except as to promotions, so far as such laws and regulations are applicable to persons whose permanent retention in the military service of the active or retired list is not contemplated by law.

IV. The members of each company, battalion, regiment, brigade, division, or other organizations of the National Guard hereby drafted into the military service of the United States shall be embodied in organizations corresponding to those of the Regular Army. The officers not above the rank of colonel of said organizations of the National Guard who are drafted and whose offices are provided for in like organizations of the Regular Army are hereby appointed officers in the Army of the United States in the arm, staff, corps, or department, and in the grades in which they now hold commission as officers of the National Guard, such appointments to be effective, subject to acceptance, on and from the 5th day of August, 1917, and each of them, subject to such acceptance, is hereby assigned as of said date to the organization in the Army of the United States composed of those who were members of the organization of the National Guard in which at the time of draft he held a commission. The noncommissioned officers of the organizations of the National Guard and the members of which are hereby drafted are hereby appointed noncommissioned officers in their present grade in the organizations of the Army composed of said members and shall in each case have the same relative rank as heretofore; and all other enlisted men are hereby confirmed in the Army of the United States in the grades and rating held by them in the National Guard in all cases where such grades and ratings correspond to grades and rating provided for in like organizations of the Regular Army, all such appointments of noncommissioned officers and confirmations of other enlisted men in their grades to be without prejudice to the authority of subordinate commanders in respect of promotions, reductions, and changes in enlisted personnel.

V. Each organization of the military force hereby created will, until further orders, bear the same name and designation as the former organizations of the National Guard of whose members it is composed.

VI. All necessary orders for combining the organizations created by embodying therein members of the National Guard and National Guard Reserve hereby drafted into the military service of the United States into complete tactical units will be issued by the War Department.

In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the city of Washington this 3d day of July in the year of our Lord 1917 and of the Independence of the United States of America the one hundred and forty-first.

By the President: WOODROW WILSON.

Robert Lansing, Secretary of State.

DAILY WEATHER REPORT.

Following is a report of weather conditions prevailing at Anchorage during the period July 25 to July 31, inclusive:

Date	Max.	Min.	Rainfall	Wind*
July 25	63	48	0.09	.....
July 26	55	42	0.55	.....
July 27	64	42	trace	.....
July 28	65	36	none	.....
July 29	63	40	none	.....
July 30	63	46	trace	.....
July 31	62	47	0.10	.....

*Velocity of wind not recorded.

OFFICIAL CIRCULARS.

WAGE SCHEDULE CHANGES.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, July 20, 1917.

Supplement No. 13 to Circular No. 184:

(Cancels Supplements 1 to 12, inc.; Supplement No. 13 contains all changes.)

TO ALL CONCERNED:

The following rates are authorized for work on this Division:

Occupation	Rate Per Month
Ditching Maching Craneman	$170.00
Ditching Machine Operator	190.00
Deck Hands	60 and bd. to $85 and bd.
One-horse Car Teamster	115.00
Boatmen, Turnagain Arm Dist.	120.00
Pursers	100. and board.
Field Boss, Locating Party	175. and board.
Office Man, Locating Party	125. and board.
Stake Marker, Locating Party	80. and board.
Foreman, Section, Terminal	150.00
Oiler on Dredge	75. and board.
Tool Sharpener	155.00
Ship's Carpenter	100. and board.

Occupation	Rate Per Hr.	Per 8-Hr. Day
Mine Foreman	$ 90⅝s	7.25
Surface Foreman	.65⅝s	5.25
Shift Boss	.78⅛s	6.25
Mine Timber Axeman	.59⅜s	4.75
Mucker	.59⅜s	4.75
Miner	.65⅝s	5.25
Mess Men	.40	.....
Engineer Sawmill	.75	.....
Sewer Inspector	....	5.00

F. MEARS, Commissioner.

SECURING PASSAGE ON TRANSPORT.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, August 1, 1917.

Circular No. 241:

TO ALL CONCERNED:

It is again necessary to call attention of various employees and stationmen to the regulations covering transportation on the transport Crook.

Regulations provide that before transportation can be granted, employees and stationmen must have been in the service of the Commission three months continuously at time of making request, and request must also be made within five days after leaving the service of the Commission. If there is no break in service of more than seven days, such service will be considered continuous.

Employees in the various districts and departments must have their applications for transportation prepared in the district or department office under which they are employed. Such applications will be forwarded to this office after being approved by the head of the department or engineer in charge of the district, and if granted employee's copy of application will be returned to the district or department office to be given to the employee, who will present it at the dock office at Anchorage for ticket.

Employees working in the various camps should secure a written request for transportation from the foreman or timekeeper under whom employed and this request is to be signed by the employee in the presence of foreman or timekeeper to identify him when he presents request at district office.

Foremen and timekeepers will post this notice in a conspicuous place in the camps in order that all employees may become familiar with these regulations.

F. MEARS, Commissioner.

INSTRUCTIONS COVERING FORM 575.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, August 6, 1917.

Transportation Circular No. 88:

TO ALL CONCERNED:

Agents in future will discontinue sending to this office with stripped baggage checks their copy of Form 575, Train Baggage Waybill. This waybill will be kept on file in each station as part of the station records. All that will be necessary to do will be to send stripped baggage checks in an envelope, stamping on the checks the date lifted.

F. MEARS, Commissioner.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, July 21, 1917, was as follows:

Commissioner's Office	41
Shops and Yards	230
Transportation Service	81
Store and Dock Departments	511
Accounting Department	21
Disbursing Office	9
Townsite Department	67
Employment Bureau and Terminal Mess	19
Hospital Department	26
Harbor Improvement	5
Telegraph and Telephone Department	86
Track, Bridge and Ballast—Main Line	439
Locating Party No. 4	24
Turnagain Arm District	401
Matanuska District	357
Talkeetna District	187
	2520
Stationmen and Laborers—All Districts	1829
Grand total all employees Anchorage Division	4349

LEASE SOUGHT BY LOCAL FARMERS.

Application has been made by the Matanuska Farmers' Association to the Land and Industrial Department for a lease of the warm storage room in the basement of the Matanuska warehouse. The members intend to use the room to store their root crops during the winter months. If granted, it is announced, the lease will not be exclusive but will permit non-members of the association also to make use of the basement for storage purposes.

Upon receipt of the necessary forms, which are expected to arrive within a few days, the Anchorage Post Office will institute a postal savings bank service. The new department is expected to decrease the money order business of the Post Office, which has been extremely heavy ever since the office was opened.

(Continued from Page 307.)

Between 670 and 685 Ahlner & Co. are making good progress on the old Russell cut, which will eliminate bridge No. 34.

Osterlund & Co. are also doing well with their cut between 687 and 905, which will eliminate bridge 35. Between Stations 705 and Mile 45 no new work was initiated. Between Miles 45 and 54 a small extra gang trimmed slopes and opened ditches on all cuts, to provide for the safe and unobstructed operation of the rotary snowplow this winter. No new work was begun between Miles 45 and 71. The stationmen at work between Miles 71 and 76 are making good progress. Larsen & Co. completed their contract between Stations 1002 and 1019; as have Seaquist & Co. between Stations 1034 and 1044, Disarri & Co. between 1052 and 1065, and Bailey & Co., between 1072 and 1083. The remaining contractors will probably finish about the latter part of August.

The total amount of material excavated during June was 70,568 cubic yards.

Overhanging Rock.

The overhanging rock between tunnels Nos. 3 and 4 has been shot, and approximately 2100 cubic yards of material removed. There are several other small points which will be shot during August.

Spencer Glacier Dam.

E. C. Larsen & Co. have completed the diversion dam at this point and the results are successful.

Culverts.

New culverts were constructed in June at bridges 34, 35 and 36, preparatory to their elimination by fills.

Trestles.

The following trestles were redriven and capped; Nos. 3, 11, 12, 12½, 13, 13½, 14, 15, 16, 39, 39¼, 39½, 39¾, 40, 41, 41½, 42 and 43. The lineal feet driven totaled 1230.

At the close of the month the piledriver crew was preparing to move to Snow River; later to move on to Mile 54. A new skid pendulum piledriver was built during the month and is being used with success.

Bridges.

The 121-foot Howe truss was completed at Kern Creek bridge and trains have been operating over it for two weeks.

Buildings.

The excavation for the Seward depot and warehouse was completed, and the carpenter work is 20 per cent and 15 per cent, respectively, complete. Construction of these buildings was delayed by the slow arrival of material from Seattle.

A new bunk house, 120 by 32 feet, for the section crew has been built at Mile 20.

Bridges Nos. 60 to 66, inclusive, between Miles 41 and 45, have all been repaired and the bridges between Miles 45 and 55 have been thoroughly inspected.

Ties.

New ties were placed in the roadbed as follows: Between Seward and Mile 12—1769; between Miles 12 and 30—2893; between Miles 30 and 45—2620; between Miles 69 and 71—1872.

Engineering.

Minor line changes have been made between Miles 12 and 14; and Miles 40 and 45. Line changes have been blocked out between Miles 76 and 80 ,and are in shape for the stationmen. Engineering parties have been maintained between Seward and Mile 12; between Miles 12 and 30; between Miles 30 and 45; 45 and 69, and 69 and 76. All line changes have been run in by the local cross-section parties.

Telegraph and Telephone Line.

Good progress was made on the construction of the new line between Miles 51 and 76. During the month holes were dug, poles set, and cross-arms erected on the line between Miles 71 and 76. No wires were strung on account of the presence of stationmen. Between Miles 59 and 71 holes have been dug, poles erected, cross-arms placed and wires strung. The remaining section between Miles 51 and 59 should be completed by the end of July.

Mechanical Department.

The machine shop was unusually busy during June on operating repairs, assembling Western dump cars and new locomotives, and on steam shovel repairs. Combination coach No. 808, which was partially destroyed by fire, has been repaired and made ready for service. The number of this coach has been changed to No. 2.

Operation A. N. Railway.

Reconstruction work on 12-mile Hill reduced the train service to one day a week between Seward and Kern Creek, namely on Sundays.

During June the following business was handled: Commercial: 85,096 pounds of freight and 218 passengers; Commission: 930,675 pounds of freight and 307 passengers.

Seward Dock Operations.

During June 656.87 tons of Commission and 1595.57 tons of commercial freight were received over the dock.

Force Report.

There were 780 employees on the payrolls of Seward Division on June 30, classified as follows: Headquarters office 14, engineering 30, shops and yards 60, stores and docks 23, track, grade and ballast 349, bridge and building 103, stationmen 173, stationmen's hired labor 23.

SILVER TROPHY FOR AMATEUR LEAGUE.

A silver trophy has been donated by Mr. Glen Carrington, travelling agent for A. G. Spaulding and Bros. of Seattle, to be awarded to the winner of the Anchorage Amateur Baseball League series at the close of the present season. The trophy is of handsome design, mounted on polished cherry wood. The Anchorage Railroad Y. M. C. A. has two nines in the league, known as the Y. M. C. A. Reds and the Y. M. C. A. Blues, all of whom are Commission employees The other two league teams represent the Anchorage Daily Times and the Presbyterian Church of this city.

Capt. C. A. Ross, U. S. A., who has been stationed at Anchorage since last fall, has been ordered to report at the United States Military Academy, West Point, N. Y., and will leave on the steamer Mariposa, accompanied by Mrs. Ross and children.

Capt. Ross will be succeeded by Captain L. D. Davis, U. S. A. Infantry unattached, now on duty at Fort William H. Seward, Haines, Alaska.

On June 30, 883 employees were on the payrolls of Fairbanks Division, an increase of 230 men over the previous month.

ANCHORAGE TIDE PREDICTIONS

The tide predictions for Anchorage for the month of August are given in the following table:

Date	Time and height of low and high water.			
Wednesday, August 1	4.24 30.5	.11.18 −2.2	5.05 29.2	11.27 3.8
Thursday, August 2	5.20 32.2	11.03 −3.7	6.31 30.8	....
Friday, August 3	0.17 1.9	6.11 33.5	12.47 −4.6	7.10 32.2
Saturday, August 4	1.02 6.1	6.59 34.2	1.28 −4.9	7.49 33.2
Sunday, August 5	1.47 −1.1	7.45 34.1	2.10 −4.3	8.27 33.6
Monday, August 6	2.33 −1.7	8.32 33.3	2.50 −3.0	9.07 33.4
Tuesday, August 7	3.20 −1.6	9.19 31.7	3.30 −1.1	9.48 32.6
Wednesday, August 8	4.08 −0.8	10.10 29.7	4.14 1.1	10.32 31.4
Thursday, August 9	5.01 0.4	11.03 27.5	5.01 3.4	11.22 29.9
Friday, August 10	6.03 1.8	12.11 25.6	5.59 5.4	....
Saturday, August 11	0.23 28.4	7.17 2.8	1.42 24.4	7.14 6.9
Sunday, August 12	1.43 27.4	8.42 3.0	3.30 24.6	8.50 7.4
Monday, August 13	3.08 27.4	10.00 2.3	4.40 25.7	10.12 6.7
Tuesday, August 14	4.15 28.1	10.53 1.3	5.25 26.9	11.04 5.6
Wednesday, August 15	5.03 29.0	11.33 0.3	5.58 28.0	11.42 4.5
Thursday, August 16	5.42 29.9	12.06 −0.5	6.26 28.9	....
Friday, August 17	0.14 3.4	6.16 30.6	12.37 −1.1	6.51 29.6
Saturday, August 18	0.45 2.4	6.49 31.1	1.06 −1.3	7.16 30.2
Sunday, August 19	1.15 1.6	7.18 31.8	1.37 −1.1	7.41 30.4
Monday, August 20	1.44 1.1	7.49 31.2	2.07 −0.5	8.06 30.5
Tuesday, August 21	2.16 0.8	8.20 30.7	2.36 0.6	8.32 30.2
Wednesday, August 22	2.47 0.8	8.54 29.7	3.06 1.9	9.00 29.8
Thursday, August 23	3.20 1.1	9.29 28.5	3.35 3.4	9.30 29.3
Friday, August 24	3.58 1.7	10.11 27.0	4.08 5.0	10.05 28.6
Saturday, August 25	4.47 2.5	11.05 25.5	4.52 6.6	10.50 27.8
Sunday, August 26	5.56 3.2	12.28 24.3	6.10 7.8	....
Monday, August 27	0.01 27.2	7.29 3.2	2.28 24.5	7.50 8.1
Tuesday, July 28	1.37 27.3	8.55 2.1	3.50 26.0	9.15 6.7
Wednesday, August 29	3.08 28.7	10.03 0.3	4.43 28.1	10.19 4.5
Thursday, August 30	4.15 30.7	10.55 −1.6	5.23 30.2	11.10 1.9
Friday, August 31	5.10 32.7	11.40 −3.0	6.00 32.1	11.58 −0.5

The tides are placed in order of occurence, 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 is 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 Cosmopolitan Standard for the meridian 150 degrees west. All hours later than 12 noon appear in boldfaced type; ante meridiem figures are given in the ordinary lightfaced type.

LIBERTY BOND MONEY NOT TIED UP.

Money invested in liberty loan bonds is in no way "tied up." So far as the Government is concerned the money paid in for these bonds, including that loaned our allies, is being and is to be spent in this country and therefore immediately paid back to the people for labor and products of the United States. So far from being "tied up" this money is in effect never withdrawn from circulation.

So far as the investor in the liberty loan bonds is concerned his money is not "tied up," since there is always a ready market for United States Government bonds. Everbody knows this. As shown by the subscription the demand for liberty loan bonds exceeded the supply 50 per cent. This creates an immediate market for the liberty loan bonds. Another issue will be offered to the people, the announcement of which will be made by Secretary of the Treasury McAdoo in due course. The oversubscription of the first issue is an indication of what may be expected for the second issue, which it is hoped will meet with a larger number of subscribers and a great sum subscribed.—The Official Bulletin.

NOTICE.

Notice is hereby given that a new set of plumbing regulations governing all plumbing to be installed in Anchorage Townsite has been issued, effective August 6, 1917.

Any person installing plumbing within the townsite should inquire at the Townsite Office for the necessary permit and copies of the new regulations.

All plumbers and other parties engaged in the work of making connections to the Anchorage sewer should call immediately at the Townsite Office and acquaint themselves with the provisions of the regulations.

J. G. WATTS, Townsite Manager.

DESTRUCTION OF PUBLIC UTILITIES.

TERRITORY OF ALASKA
Office of the Secretary
Juneau, Alaska.

CHAPTER 65.
AN ACT.

(S. B. 39)

To amend Section 1940 of the Compiled Laws of Alaska relating to the destruction of any boom, wharf, bridge, railway, road or canal in the Territory of Alaska and prescribing the punishment for such offenses.

Be it enacted by the Legislature of the Territory of Alaska:

Section 1. That Section 1940 of the Compiled Laws of the Territory of Alaska be amended so as to read as follows:

Section 1940. That if any person shall wilfully break, cut away, injure, or destroy any boom or wharf lawfully established upon any river or other water in the Territory of Alaska, or break down, injure, remove or destroy any free or toll bridge, railway, plank, macadamized or other public road, street, sidewalk, or alley, or any gate, telephone or telegraph pole thereon, or any lock or any bridge, railway, road, street, sidewalk, or alley, as to make travel thereon dangerous or hazardous, such person shall be imprisoned in the Federal jail not less than six months nor more thon one year, or be fined not less than fifty dollars or more than one thousand dollars.

Approved May 3, 1917.

BORN—To Mr. and Mrs. H. U. M. Higgins, at Anchorage, on Friday, August 3, a daughter.

LEGAL FENCE DEFINED.

TERRITORY OF ALASKA
Office of the Secretary
Juneau, Alaska
CHAPTER 58.
AN ACT

(H. B. 65)

Defining legal fences in the Territory of Alaska and the law of damages for trespass on lands legally fenced.

Be it enacted by the Legislature of the Territory of Alaska:

Section 1. LEGAL FENCE DEFINED:

Any one of the following, if not less than four feet in height, shall be a legal fence in the Territory of Alaska.

1. All fences constructed of at least two barbed, horizontal, well-stretched wires, and one (1) board 1 in. x 6 in. or pole of equal strength, the lowest of which must be not more than one and a half feet from the ground, securely fastened as nearly equidistant as possible, to substantial posts firmly set in the ground or to well-supported leaning posts not exceeding sixteen feet apart, or twenty-four feet apart where a stay or picket is used midway between posts.

2. All fences constructed of any standard woven wire not less than twenty-eight inches in height, securely fastened to substantial posts not more than twenty-four feet apart.

Provided, one barbed wire shall be placed above the same at a height of not less than forty-eight inches from the ground.

3. All other fences made of barbed wire which shall be as strong and as well calculated to protect enclosures as those above described shall be considered legal fences.

4. All other fences consisting of four one inch by six inch boards, or rails not less than two and a half inches in diameter, such boards or rails to be securely fastened to substantial posts not over eight feet apart, and all other fences of equal height and strength.

5. All rivers, hedges, mountain ridges and bluffs or other barriers over or through which it is impossible for stock to pass.

Section 2. That the owners of all cattle or other domestic animals or those persons having possession and control of them shall be liable for all damage done by such cattle or animals to the lands and crops enclosed by a legal fence as defined in this act, which shall be collected by the person entitled thereto, the same as damages in other cases are collected by law, and such person shall have a lien on the cattle or other domestic animals for all damage done by them.

Approved May 3, 1917.

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchorage Disbursing Office during the period July 22 to July 31 was $52,923.56, as follows:

Fred Johnson & Co.	$15,134.79
Louis Prezinso & Co.	10,635.71
L. A. Thurston	170.45
Lundstrom & Co.	1,943.85
Kargin & Co.	10,860.07
Chas. Anderson & Co.	9,232.03
Anderson & Co.	4,946.66

LEGAL HOLIDAYS IN ALASKA.

TERRITORY OF ALASKA
Office of the Secretary
Juneau, Alaska.
CHAPTER 1.
AN ACT

(S. B. 20)

To establish and define legal Holidays in Alaska.

Be it enacted by the Legislature of the Territory of Alaska:

Section 1. That the following days are legal Holidays, namely: Sunday, the first day of January, commonly called New Year's Day; the twelfth day of February, commonly called Lincoln's Birthday; the Twenty-second day of February, commonly called Washington's Birthday; the Thirtieth day of March, to be called Seward's Day in commemoration of the signing of the Treaty, ceding Alaska to the United States; the fourth day of July, commonly called Independence Day; the first Monday in September, commonly called Labor Day; the eighteenth day of October, commonly called Alaska Day; the twenty-fifth day of December, commonly called Christmas Day; and any day designated by public proclamation by the President of the United States or the Governor of the Territory of Alaska, as a legal Holiday, or as a day of Thanksgiving; the day known and observed as Memorial or Decoration Day and the day on which a general election is held throughout the Territory of Alaska.

Approved March 30, 1917.

COOK INLET BASEBALL LEAGUE.

Matanuska won its game with Anchorage Commission at Matanuska on Sunday; score 5 to 4. Turnagain Arm defeated Anchorage City at Athletic Park 6 to 2.

Next Sunday Matanuska meets Anchorage City at Anchorage, and Anchorage Commission plays Turnagain Arm at Potter Creek:

The present standing of the teams:

	Won	Lost	Pct.
Turnagain Arm	8	4	.667
Anchorage Commission	6	5	.545
Matanuska	5	5	.500
Anchorage City	3	8	.273

MARINE WAY IMPROVEMENTS.

Extensive improvements are being made to the Anchorage marine ways plant, including the erection of additional buildings and the installation of more machinery. The old housing removed from the barge Sperm is being utilized where possible on the new buildings, and a wood working plant will be installed in one. Electrically driven lathes, a drill press and a power saw are among the pieces of equipment to be added.

SCHOOL ASSESSMENT IS FIVE MILLS.

The assessment of property within the Anchorage School district has been complete[d] James A. Wilkinson, assessor for the Board, and an approximate valuation of $2,000,000 placed upon the property. The tax for school purposes is intended to raise $10,000, so a levy of five mills will be laid.

R. J. Weir, engineer-in-charge of Seward Division, is in Anchorage for a few days on business connected with his duties.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, AUGUST 14, 1917. No. 40

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

WORK BEGINS ON COAL UNITS.

Mr. Lars Netland, lessee of Units 10 and 11 of the Matanuska coal field, commenced development of the property on August 6, according to advices received by the Land and Industrial Department. These units embrace 1400 acres near Chickaloon.

Unit No. 10 lies between Kings River and Chickaloon River, less than one half mile west of the latter stream and about 1½ miles north of Matanuska River. The coal beds which outcrop on Kings River, according to the Government's report, probably extend through the unit.

Unit No. 11 is located in the Chickaloon River valley, mainly north and west of the stream and less than a mile from Matanuska River. A number of coal beds outcrop along the Chickaloon River in this unit and constitute one of the best surface showings of the entire field. The coal of Unit 11 is pronounced to be chemically the best so far discovered in the district.

Mr. Netland recently completed a thorough examination of the property and has expressed himself as well pleased with the outlook for a substantial production. He contemplates an extensive development of the mines at an early date.

OFFICIALS LEAVE FOR INTERIOR.

Chairman William C. Edes and Andrew Christensen, manager of the Land and Industrial Department, left on Sunday for Seward, via Turnagain Arm, en route to Fairbanks and Nenana. At Rainbow Creek they planned to meet Herbert A. Meyer and party, who are on their way to Washington after spending two weeks inspecting the railroad construction work of this division. Commissioner Mears accompanied the Meyer party as far as Seward.

Messrs. W. J. S. Fogelstrom, bridge engineer, and Charles L. Mason, secretary to Mr. Edes, left on the steamer Northwestern on Monday to join the officials on their trip to the Interior.

PROGRESS AT THE COAL MINES.

During the week ended August 11, there were 664.37 tons of coal shipped from the Eska Creek coal mine. The force employed at the close of that period numbered 83. Among the improvements erected recently are a powder house, 14 by 16 feet, and a primer house, 10 by 12 feet.

Contracts have been let for the construction of six cottages for use of the employees, and for the installation of temporary water and sewer systems at the mine. Three acres of the townsite have been cleared and a contract let for the clearing of two additional acres. During the week the loading trestle was extended a distance of 26 feet.

At the Chickaloon mine 14 men were on the payroll at the close of the week ended August 11, most of them being engaged on mine development work. The crosscut to tap the coal beds was extended about 40 feet during the period.

ADDITIONAL REGISTRARS APPOINTED.

The following persons have been appointed to act as conscription registrars in their respective districts: Dr. E. M. Spaulding at Willow Creek mines; and Mr. L. F. Vaile at Willow Creek railroad camp.

The barge Henry Villard, in tow of the tug Arctic, arrived from Seattle on Saturday, bringing 1,130,687 feet of lumber, 1,699 steel rails and 30 pairs of 33-inch car wheels on axles, in addition to some miscellaneous supplies for the Commission. The cargo exclusive of the lumber shipment aggregated 678 tons.

The transport Crook is expected to arrive from Seattle tomorrow night at 6 o'clock.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

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

MAINTENANCE OF WAY.

Water Service and Plumbing.

Three manholes were constructed and six fixtures installed in connection with the sewer system leading to the machine shops. Good progress was made on the drainage work in the terminal yards. A corrugated iron culvert was put in at the east end of the yards. Sewer connections at the Telegraph and Telephone Building and the Anchorage Jail are 90 per cent completed. Work was commenced on the installation of a heating system and plumbing for the third floor of Anchorage Schoolhouse.

Bridge and Building.

The concrete pedestals and the back wall for the roundhouse were completed during the week and work was commenced on the ditches for the draining system.

Two new outfit cars were completed and made ready for service.

To the date of this report, 352 piling were driven for the barge grillage on the Anchorage waterfront. Lack of suitable material continued to delay the alterations of the Anchorage Schoolhouse. The new steel water tank at Anchorage was 25 per cent completed at the end of the period. The bridge over the Little Susitna River was 85 per cent complete.

Grading, Tracklaying and Ballasting.

No. 1 steam shovel, at Station 708, moved a total of 7777 cubic yards during the week, 5868 yards of which were distributed as ballast on the Matanuska Branch and Eska coal spur, 220 yards at Anchorage terminal, and 1589 yards were used for bank widening on the branch line. On August 3 the steam shovel was cut in at Station 1150 in order to obtain rock for riprapping the washout between Stations 425 and 435. Enough material was placed at this point to prevent further erosion, and track has been laid past this section.

No. 2 steam shovel, on the main line north of Matanuska, moved approximately 12,000 cubic yards of material, 9000 yards of which were used to raise track at the north end of the Matanuska River bridge, and 3000 yards placed in the passing track and the wye at Matanuska.

No. 1 extra gang was engaged the entire week raising track at the north end of Matanuska bridge and the passing track at Matanuska.

No. 4 extra gang laid steel from Station 619 to Station 425.

Mechanical Department.

Engine No. 242 was 98 per cent assembled at the close of the week; and No. 6 steam shovel was 97 per cent assembled. Considerable work was done on dredge equipment; repairs were also made to dinkey locomotive No. 2 for Turnagain Arm construction work. Three new flat cars and 14 new box cars were made ready for service. The construction of five new gondola cars was begun.

MATANUSKA DISTRICT.

Matanuska Branch.

All station contractors on the branch line have completed their work, with the exception of Davis & Co. and Harris & Co. The former will finish by the time the tracklaying crew reaches their section, which will be within a few days. The latter will probably be through with their contract by the end of this month.

Camps 27, 32 and 33 have been closed down and arrangements have been made to turn the first two camps over to the Maintenance of Way Department. Camp 36 will be maintained until the contractors have finished, and Camp 24 will be transferred to the Maintenance Department as soon as practicable.

Main Line.

Due in large measure to the very favorable weather prevailing during the week, many of the station contractors made remarkable progress in construction work.

No 1 piledriver crew has but three small structures to complete before reaching the long crossing at Willow Creek. No. 2 piledriver is ready to commence on the Caswell Creek opening.

With reasonably fair weather, it is confidently expected that all station crews on Residencies 9, 10 and 11 will be finished by the end of the month, with one exception, namely, Delich & Co., on the north end of Residency 11.

During the month of July a total of 244,000 cubic yards of material was moved by the Matanuska District construction forces, exclusive of ballast and riprap handled by the Maintenance of Way Department within the district.

TURNAGAIN ARM DISTRICT.

Clearing Right-of-Way.

All clearing has been practically completed within the district.

Grading.

The steam shovel at Indian River, working in compact clay and gravel, is making good progress. Considering the shortage of labor, all station contractors, with one or two exceptions, are making satisfactory headway. Three eight-hour shifts are working on the south end of the big cut at Sheep Creek, and one shift is engaged on the north end. Most of the material excavated is required on the fill south of the cut.

Between Potter Creek and Mile 100 a Commission force of 30 men is raising fills which had settled since first placed. At Mile 99 construction work was delayed somewhat through a part of the force being engaged in dismantling the hoist engine and boiler and transferring it to a barge for shipment. A piledriver is being assembled at Anchorage shops and will be used in driving the Indian Creek bridge.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

Poles have been distributed sufficient to extend the permanent line to Houston. This work has been completed to Mile 170.

Radio.

Work on the masts has been completed with the exception of painting. The ground is now being broken for laying a counterpoise.

Electric Light and Power.

Primary and secondary wires were hung in the alley between Second and Third Streets. A pole switch was installed on E Street between Second and Third. Other work included making up and installing electric fixtures.

THE YANKEE PUNCH—AVIATION.

The Committee on Public Information authorizes the following:

"Put the Yankee punch into the war!" is the way Gen. George Owen Squier, who directs the Nation's aviation service, expresses it in discussing the huge aeroplane program which, if passed by Congress, will involve an appropriation of something like $600,000,000, in the beginning. It may grow into an expenditure of a much larger sum.

"By the Yankee punch," says Gen. Squier, "I mean a characteristically American way of working to get big results. We have a reputation of looking at old things from a new angle, and there is no reason why the American Army, when it takes the field, should not live up to what they stand for. The field of glory for us will be in the air, sending our myriads of airplanes over the German lines to teach Germany that we have come to win.

"Airplanes are the logical fighting machines for Americans because we are an imaginative people, and when our imaginations strike fire nothing can stop us. We are impatient of plodding methods, a Nation of individuals. We are willing to send our hundreds of thousands to the front if needs be to dig holes and burrow in the soil for interminable months; but we don't enthuse over the idea. We want something that appeals to our knack for inventing things, for getting over obstacles in an original way. And the air way is our way.

"It might be of interest to point out that all the picturesque features in the matter of inventions and innovations of a startling modern nature have been, up to now, advertised exclusively by the German side of the European argument. The talk of coming Zeppelin raids, of artillery ponderously magnificent, of schools of U-boats was spread throughout Germany. Every housewife, every butcher's boy in Germany impatiently awaited the results of the Kaiser's sensational inventions. And when Count Zeppelin's monsters went after England with bombs while 'big Berthas' began dropping unbelievably gigantic shells into Belgium it was a signal for the German spirit to go wild with patriotism.

"The U-boats were the next sensation for popular consumption and, whatever their effect on Germany's beloved 'freedom of the seas' they have had their stimulating effect upon the Teutonic psychology. They helped Prussia press agent her war. Zeppelins, supercannon, and U-boats have furnished the German punch.

"The American punch must be given through our airplanes.

"I haven't the slightest doubt of the Yankee's nerve and ability to endure any hardship as well as—perhaps better than—the citizens of any other country. But what I am considering is how to give American qualities to our brothers in arms at their maximum efficiency. The answer again is airplanes and yet more airplanes. Every young American worthy of the name would be keen to join our flying army. The game ideally suits our national temperment. With the wealth we can devote and our unqualified facilities for manufacturing there is no reason in the world why we should not be able to produce, in a comparatively short space of time, an absolutely overwhelming aerial fleet. An army in the air, regiments and brigades of winged cavalry, mounted on gas-driven flying horses, could blind the eyes of Germany until her gunners, absolutely deprived of range finders, would be put out of business by the allied artillery.

The modern type of land war is dependent upon two things above all others—aviation and artillery. They are cooperative elements in a fighting army, and against an enemy a flying machine is a terror and a menace to big guns. That airplanes are positively essential for directing artillery fire is an axiom among military men who have seen action in the sort of battles fought on the western front. The magnificently obvious thing, then, is to knock out Germany's eyes by a thrust through the air. But my idea would be something vastly larger than a thrust, and inundation of airplanes would better express the idea in its magnitude. Sweep the Germans from the sky, blind the Prussian cannons, and the time would be ripe to release an enormous flock of flying fighters to raid and destroy military camps, ammunition depots, military establishments of all kinds. The firing upon troops by machine guns from airplanes is becoming commoner and more accurate. Once given an upper hand the flying machines become frightful engines of destruction.

"The greater the air fleet the safer it becomes to the aviator connected with it and the more deadly to the enemy against which it is sent.

"Six hundred million dollars looks like a lot of money. Considered in the terms of winning the war it is a positive bargain. England is spending $39,000,000 a day for her share in the war. At such a rate per diem it would take something like a fortnight to more than pay for the air fleet which we are planning to build. The idea is so vast that it would read like the dream of an old-fashioned fiction writer. No young boy could be concerned in a story of adventure more wonderful than this 'Yankee punch' should furnish by actual experience, and the Prussians have never dreamed of an expedition so mighty or so sensational. Our air program should have the effect of working both ways—crushing the nerve out of Germany and inspiring renewed enthusiasm for the war.

"We have seen Germany, time and time again, take 100,000 to 200,000 men back or forth for the gain or loss of a little ground. Then there is more digging in, more building of shelters, more living in the mud and dust, burrowing like moles. Our young men can not go wild over warfare in the trenches, however splendidly they will do their duty. But put the war into the air—and watch us fight!"

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchorage Disbursing Office during the period August 1 to August 7 was $86,809.74, as follows:

E. Schedin & Co.	$19,391.96
S. Brudie	130.80
S. Brudie & Co.	14,938.87
S. Zhoocovich & Co.	3,575.86
I. Erickson & Co.	13,589.83
Frank Daniels & Co.	18,643.26
Doherty & Co.	16,282.51
Olof Wagner & Co.	256.65

The total disbursements of the office at Anchorage for the period August 1 to August 7 were $186,017.72. The payment of salaries and wages amounted to $97,677.73; to contractors $86,809.74; local purchases $800.78; dock claims $5.50; other expenditures $723.97.

OFFICIAL CIRCULARS.

Anchorage Division.

ORGANIZATION CHANGE.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, August 8, 1917.

Circular No. 242:

TO ALL CONCERNED:

Effective August 9, 1917, Mr. J. T. Cunningham will assume the duties of Trainmaster, Anchorage Division, in addition to his other duties, vice Mr. C. Watson, resigned.

F. MEARS, Commissioner.

WAGE SCHEDULE CHANGE.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, August 9, 1917.

Supplement No. 14 to Circular No. 184:

The following rate is authorized for work on this Division:

Fireman, steamer Omineca .....$100 per month and board

F. MEARS, Commissioner.

MIXED TRAIN ON BRANCH LINE.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, August 10, 1917.

Office of Trainmaster.

Bulletin No. 36:

TO ALL CONCERNED:

Effective August 13, 1917, mixed train on Matanuska Branch will tie up at King, and leave King daily except Sunday at 8.00 a. m.; returning, leave Matanuska at 11.00 a. m. This train will do all station switching at Matanuska and have loads and empties made up for mixed train on main line.

Mixed train on main line will run as at present.

J. T. Cunningham, Trainmaster.

EXECUTIVE ORDER.

[Alaska Railroad No. 8]

Upon recommendation of the Secretary of the Interior and by virtue of authority contained in section two of "An act limiting the hours of daily service of laborers and mechanics employed upon work done for the United States, or for any Territory, or for the District of Columbia, and for other purposes" (37 Stat., 137), approved June 19, 1912, I hereby direct that the provisions and stipulations of the foregoing act may be waived so far as they may relate to contract No. 48, executed on February 19, 1917, by the Alaskan Engineering Commission with the Seattle Car and Foundry Co., whereby the latter company agrees to furnsh 30 Hart convertible cars, class C. S. 41 feet 6 inches, 50-ton steel underframe cars, in accordance wth specifications and descriptions contained under Circular No. 238 as bid upon by the contractor.

WOODROW WILSON.

The White House, July 11, 1917.

THREATS AGAINST PRESIDENT.

[Public—No. 319—64th Congress.]
[H. R. 15314.]

An act to punish persons who make threats against the President of the United States.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That any person who knowingly and willfully deposits or causes to be deposited for conveyance in the mail or for delivery from any post office or by any letter carrier any letter, paper, writing, print, missive, or document containing any threat to take the life of or to inflict bodily harm upon the President of the United States, or who knowingly and willfully otherwise makes any such threat against the President, shall upon conviction be fined not exceeding $1,000 or imprisoned not exceeding five years, or both.

Approved, February 14, 1917.

COOK INLET BASEBALL LEAGUE.

The Turnagain Arm team lost to Anchorage Commission on Sunday afternoon by a forfeit score of 9 to 0. At the end of the fifth inning the visitors left the field alleging the unfairness of the umpire. The Commission team were leading by 4 to 0 when the dispute arose. The game was originally scheduled to be played at Potter Creek but owing to the bad condition of the grounds at that place was transferred to Anchorage Athletic Park.

Matanuska were the victors over the City, in the second game of the double-header at Anchorage, the score being 7 to 2. Attendance 1000.

Next Sunday Matanuska meets Turnagain Arm at Matanuska; and Anchorage Commission plays the City at Anchorage.

The present standing of the teams:

	Won	Lost	Pct.
Turnagain Arm	8	5	.615
Anchorage Commission	7	5	.583
Matanuska	6	5	.545
Anchorage City	3	9	.250

NEW TELEPHONE DIRECTORY.

Issue No. 2 of the Anchorage Telephone Directory has been published by the Commission under date of August 1 and distributed to the various patrons. The directory lists 60 telephones as serving the Commission offices and 143 the business and private houses of the city. The long distance stations in direct connection with the Anchorage exchange are given, in addition to several pages of general information of interest to the public.

George D. Beaumont, of the Anchorage Store Department staff, who recently received a commission as captain in the Signal Corps, left on Saturday on the steamer Mariposa, accompanied by Mrs. Beaumont, to report at Monterey, Cal.

Capt. L. D. Davis, U. S. A., who succeeds Capt. C. A. Ross in command of the detachment of infantry here, arrived from Fort William H. Seward on the Mariposa Friday night.

Show your patriotism by contributing to the American Red Cross Fund.

EXPORTS FROM ALASKA IN JULY.

The Land and Industrial Department authorizes the following:

During the month of July, 1917, the shipments of Alaska products to the United States proper aggregated a total of 4,574,698, as follows:

	Quantity	Value
Chrome ore	89 tons	$ 2,500
Copper	13,281 tons	2,288,708
Gold ore		5,323
Gold bullion	23,446 ozs.	378,822
Lead ore	297 tons	10,381
Gypsum	1,850 tons	7,400
Salmon, Canned	9,279,418 lbs.	1,298,183
Salmon, Fresh		116,812
Fresh fish other than salmon	873,644 lbs.	48,379
Fish, dried, smoked, cured or pickled	1,315,931 lbs.	96,266
Shell-fish, clams		56,811
Herring	7,457 lbs.	414
Herring, kippered	108,748 lbs.	14,737
Codfish, canned	113,184 lbs.	14,148
Fish meal		3,020
Furs and fur skins		70,922
Fertilizers	338 tons	11,334
Oils, animal, fish and other	321,839 lbs.	136,907
Bones, hoofs, horns, etc.		101
Curios, ivory and jewelry		954
Wood, and manufactures of and other articles		1,351
Stone, including marble		11,225
Total value of products of Alaska		$4,574,698

DISCUSS AIRCRAFT SPRUCE.

A conference on aircraft spruce specifications of great importance to the successful accomplishment of the airplane programs of both the United States and the entente allies was held at Washington recently. Those who took part include spokesmen for the Pacific coast and Carolina spruce interests, called to Washington particularly for the purpose, and representatives of the Aviation Section of the Signal Corps; the aircraft production board of the Council of National Defense; the British, French, and Italian missions now in this country; the lumber committee of the Council of National Defense; and various American airplane manufacturers.

Among the purposes of the conference were to make the spruce manufacturers thoroughly familiar with the quantity and character of the requirements which the nations fighting Germany will need during the coming year; to arrange for standard specifications for sawing the spruce for all four of the nations represented, eliminating the waste and confusion which now arises from improper sawing; and to discuss arrrangements for a proper coordination of purchasing.

Three new veins of coal have been opened in the Clark Davis mines in the Bering River region, according to information received recently from Cordova. The coal is described as a fine grade of anthracite. It is expected to have the railroad from Katalla to the mines in operation by September of this year.

AIR CORPS OF 150,000 MEN NEEDED, SAYS COFFIN

Mr. Howard E. Coffin, of the advisory commission of the Council of National Defense and chairman of the aircraft production board, has issued the following statement:

Dominance of the air has become vital to the success of any and all military operations. Both batteries and troops are, under the modern conditions of war, wholly dependent for effective direction upon the eyes of the air service looking down upon the field of operations from thousands of feet up in the clouds. This dominance of the air is vital, but may be achieved only through the presence of aircraft of all kinds and in overwhelming numbers. This dominance may be achieved only when pilots are available of proper quality and in sufficient numbers. Moreover, manufacturing equipment for quantity production of machines must be available.

America is the last great reservoir in the world, not only for men of the right quality but for the materials and the equipments for quantity production as well. The permanent supremacy of the air must be America's greatest single contribution to the cause.

Whatever we do must be done quickly. All world's records for industrial development in a new art must be broken. Whatever of crimes there may be later laid at the door of the aircraft production board, that of inaction must not be one of them. Minor mistakes here and there because of speed may be forgiven, but lost time through inaction, never.

One hundred and fifty thousand officers and enlisted men, an army of the air great as our standing army of only a few months ago, will be needed. The task before us is a stupendous one. It is a task which appeals to our American people. All problems to be solved are industrial ones. The resources to be called into play are not such as will be used to any great extent in other lines of war work. American industry can make no greater contribution to the cause than through the establishment of the supremacy of the air.

DAILY WEATHER REPORT.

Following is a report of weather conditions prevailing at Anchorage during the period August 1 to August 7, inclusive:

Date	Max.	Min.	Rainfall	Aver. Wind
August 1	65	49	trace	5.4
August 2	70	40	none	4.9
August 3	66	47	0.21	2.9
August 4	72	48	0.26	4.4
August 5	69	47	none	6.2
August 6	63	54	0.13	2.6
August 7	63	53	0.37	4.5

Alfred C. Morse, employed until recently as waiter at Camp 201, Matanuska District, died at Anchorage Hospital of typhoid fever on the afternoon of August 9. He was 20 years of age, and is survived by his father, George A. Morse of Langley, Washington.

It is announced that Dr. E. S. Reedy, formerly chief surgeon of Anchorage Hospital, has severed his connection with the Kennecott mines, and opened offices in Seattle for the practice of his profession.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, July 28, 1917, was as follows:

Commissioner's Office	41
Shops and Yards	227
Transportation Service	82
Store and Dock Departments	631
Accounting Department	21
Disbursing Office	9
Townsite Department	69
Employment Bureau and Terminal Mess	19
Hospital Department	27
Harbor Improvement	3
Telegraph and Telephone Department	86
Track, Bridge and Ballast—Main Line	449
Locating Party No. 4	24
Turnagain Arm District	367
Matanuska District	361
Talkeetna District	204
	2620
Stationmen and Laborers—All Districts	1793
Grand total all employees Anchorage Division	4413

SANITATION AMENDMENT.

Anchorage, Alaska, Aug. 6, 1917.

Regulation No. 1 of the regulations governing sanitation in the Townsite of Anchorage is hereby amended by adding the following: On and after October 1, 1917, no cesspool, surface drain, or outside toilet will be permitted within the district bounded on the north by Third Street, on the east by B Street, on the south by Fifth Street and on the west by K Street, except by special permit from the office of Townsite Manager.

J. G. WATTS, Townsite Manager.

SELECTED FOR OFFICERS' CAMP.

A dispatch from Haines, Alaska, received recently, announces that the following canddates from Alaska have been selected for the officers' training camp. Messrs. J. E. Powrie, E. T. Hawley and J. C. Luttrell are Commission employees:

Nome District—R. S. Pollister; first alternate, C. H. Berger.

Anchorage District—J. E. Powrie, J. T. Westermann.

Seward District—E. T. Hawley, J. C. Luttrell.

Liscum District—A. C. Baldwin, P. V. Cooper.

Skagway District—R. R. Pullen.

Interior—J. E. Adamson, D. B. Allen, A. C. Basteyns, A. J. Hayes, F. J. Rotche, jr., J. F. Kerper, E. J. Reinking, F. Slezak, W. R. Vail.

Southeastern Alaska—W. C. Colleyer, S. R. Hain, C. R. Horner, F. M. Jardine, W. I. Nelson, J. C. Smith, H. B. Snead, R. A. Wilson, H. S. Worcester; second alternate, J. R. Buckley; third alternate, L. J. Daly.

The total designated from Alaska is twenty-six appointments and three alternates.

James E. Powrie, foreman with Anchorage Townsite Office, left on the steamer Maraposa on Saturday to join the officers' training camp at the Presidio, San Francisco, Cal.

WOMEN REPLACE MEN ON PENN. R. R.

Following the decision reached by the management of the Pennsylvania Railroad last spring to open avenues of employment for women and girls in as many lines of work as possible more than two thousand have entered the service of the lines east of Pittsburgh and Erie, in the operating department alone. The total number of girls and women at present working in the operating department is 2,360, and the greater part of these have been employed in the last two months.

Among the forms of railroad service now being performed by women, to which more than ordinary interest attaches, are the following:

Seventy-one signalwomen are at work, and six student signal-women are on the payrolls; there are four women locomotive dispatchers, 19 station cleaners, 206 car cleaners, two draughtsmen, 104 messengers, 20 student messengers, 10 extra messengers, 23 station agents, one ticket seller, three bureau of information attendants, one pump attendant, 42 block operators, two machine hands, five street watchwomen, five upholsterers, one parcel room attendant, 12 drawbridge tenders and 18 store attendants.

In the lines of work more customarily followed by women there are 433 telephone and private branch exchange operators; 84 matrons; 29 janitresses, two stewardesses, 78 stenographers, 1102 clerks and one cook.

The announcement that the Pennsylvania Railroad proposed to employ women on a large scale was made May 1, 1917. At that time practically the only women in the service, on the lines east of Pittsburgh, were a few station agents, telegraph and telephone operators, etc., and a limited number of women clerks who had been experimentally employed in one of the large departments in Broad Street Station, Philadelphia.

The general superintendents of the various grand divisions were directed by the general manager, early in the spring, to make a special study of the possibilities of general employment for women, on all portions of the railroad, and to ascertain especially whether or not they could be efficiently used in such forms of service as light machine shop work, telegraphy, telephony, train dispatching, ticket selling, car cleaning, etc. The employment at the present of 2,360 women and girls at diversified forms of work in the operating department of the railroad is the result of that investigation. Outside of the operating department, women and girls have also been freely taken on, since the new policy went into effect.

MARKETING LOCAL POTATO CROP.

The Land and Industrial Department authorizes the following:

Reports received from the agricultural sections throughout the United States agree that this year will see the largest crop of potatoes in the history of the country. Accordingly, it is suggested to the farmers of Alaska that they should arrange to sell their new potatoes as promptly as possible, in order to take advantage of the present prices prevailing.

New potatoes always command a higher price by reason of their quality. If the yield be held until late in the year it is very probable that the local farmers will have to compete in an overstocked market and be forced to sell their crop at prices much lower than can be obtained earlier in the season.

DEFERRED PAYMENTS ON TOWNSITE LOTS.

The Land and Industrial Department authorizes the following:

For the benefit of the purchasers of lots within the Federal and Cliff Additions at Seward, who have not yet paid the full purchase price of lots sold September 11 and 21, 1916, the Land and Industrial Department wishes to announce that the second and final payment on the lots should be made to the Receiver, U. S. Land Office, Juneau, Alaska. The payment should reach the United States Land Office within one year from the date of the Register's Certificate of Sale, which certificate appears at the bottom of the application to purchase. It is the custom of the United States Land Office to mail the purchaser an executed copy of the application to purchase at the time the application is allowed by the Register, and the purchaser should consult his copy of the application to ascertain that date, one year from which his second payment should reach the Land Office. If the purchaser can not locate his copy of the application, it is suggested that the payment be made one year from the dates of the sale of the lots—September 11 and 21, 1916.

In the townsites of Anchorage and Matanuska, the regulations require that one-third of the amount bid for any lot be paid at the time of the sale, and the remainder of the purchase price is divided into five equal installments, payable annually in one, two, three, four and five years, respectively, from the date of the Register's Certificate of Sale. These payments must also be made to the Receiver, U. S. Land Office, Juneau, Alaska.

The lots sold at Nenana are under regulations similar to Anchorage and Matanuska, and the deferred payments are required to be made in the same manner, with the exception that as Nenana is situated within the Fairbanks Land District, the payments must be made to the Receiver, U. S. Land Office, Fairbanks, Alaska.

MAY CALL 14,000 NURSES FOR WAR.

The American Red Cross authorizes the following:

Plans for increasing at once the number of professional nurses available for service in military hospitals abroad and in the United States, without lessening the safeguards of the civil population or lowering standards of the nursing profession, were the subject of conference June 23 between the Red Cross Committee on Cooperation, headed by Judge Robert S. Lovett, the Red Cross Medical Advisory Board, and committees representing the leading nursing associations of the country. At this meeting some of the most distinguished representatives of the medical and nursing professions were present. Dr. Simon Flexner presided.

Estimates were put before the conference showing that approximately 14,000 nurses may be called into war service in the next 18 months. This number should be able to care for an army of nearly 2,000,000 men in the field. More than 12,000 of this number are already enrolled in the Red Cross, available for instant service.

How to replace these nurses drawn from civil hospitals without impairing the efficiency of these institutions is one of the principal problems now confronting Red Cross officials. Appeals are being made by the nursing department of the Red Cross, of which Miss Jane A. Delano is chairman to enlist college women and others at once in accredited nurses' training schools, where they can be properly fitted to take up the work of the nurses withdrawn for service in hospitals abroad.

Efforts are also being made to train women at the heads of households in the elementary care of the sick, so that they can look after many of the minor cases of illness in their own homes, for which professional nurses heretofore have been available. Through these classes held in Red Cross teaching centers in many cities throughout the country it is hoped that much of the pressure of the civil hospitals will be relieved and the problem of war service simplified.

AGRICULTURAL DATA REQUESTED.

The Land and Industrial Department authorizes the following:

Recently letters were mailed by this Department to 399 homesteaders living along the line of the Government railroad requesting them to furnish an estimate, on a form which was enclosed, of their crop production for this season. Letters were also sent to 141 merchants, mine owners and others of this section asking for an estimate of the quantity of agricultural products needed by them to supply their wants during the current year.

The purpose of this information is to place the Department in position to furnish reliable data to both the producer and the consumer, and in this manner establish practical cooperation of value to them both. It will also enable the Department to compile a trustworthy statistical statement as to the comparative agricultural output and demand this season with that of last year.

It is urged that the recipients of these letters furnish the data at the earliest possible date.

EXECUTIVE ORDER.

[No. 2658.]

AGRICULTURAL EXPERIMENT STATION (Matanuska Valley) ALASKA.

It is hereby ordered that the lands hereinafter described be, and the same are, eliminated from the operation of Executive Order No. 1919½, dated April 21, 1914, withdrawing and reserving the same for townsite purposes under the Act of Congress, approved March 12, 1914 (38 Stat., 305); and, under the authority of the Act of Congress approved June 25, 1910 (36 Stat., 847) as amended by the Act of August 24, 1912 (37 Stat., 497), said lands are hereby withdrawn from settlement, location, sale, entry or other disposition, and reserved for the use of the Department of Agriculture for use by the States Relations Service in the conduct of investigations and agricultural experiments authorized by Congress.

Description.

Entire Sec. 14, T. 17 N., R. 1 E., Seward Meridian, Alaska.

This order shall not affect the withdrawal of any other lands by said Executive Order of April 21, 1914.

WOODROW WILSON.

The White House, July 10, 1917.

McFARLAND COMMISSIONED CAPTAIN.

E. R. McFarland, superintendent of the Telegraph and Telephone Department, has been notified of his appointment as captain in the U. S. Signal Corps and expects to receive orders to report to Seattle for duty soon.

TRANSPORTATION CIRCULAR NO. 89.

(Supersedes Transportation Circular No. 79, dated July 6, 1917.)

Effective 12.01 a. m. Monday, August 13, 1917, trains will be operated on the following schedules:

Northbound — MAIN LINE—Rabbit to Anchorage — Southbound

Capacity of passing sidings in car lengths and location of fuel, water and turning stations.			SECOND CLASS Mixed Leave Tuesday, Thursday, Sat. only.	Distance from Rabbit.	TRANSPORTATION CIRCULAR NO 89 August 13, 1917. STATIONS	Distance from Anchorage.	SECOND CLASS Mixed Arrive Tuesday, Thursday, Sat. only.		
	P		10.00 AM	0.0	RABBIT	10.4	s 9.45 AM		
					5.4				
53	P		f 10.25	5.4	CAMPBELL	5.0	f 9.20		
					5.0				
Yd. FWYP			s 10.45 AM	10.4	DNR ANCHORAGE	0.0	9.00 AM		
			Arrive Tuesday Thursday Sat. only		(10.4)		Leave Tuesday Thursday Sat. only		

Northbound — MAIN LINE—Anchorage to Houston. — Southbound

Capacity of passing sidings in car lengths and location of fuel, water and turning stations.		SECOND CLASS Mixed Leave Daily Ex. Sunday	FIRST CLASS Passenger Leave Sunday Only	Distance from Anchorage.	TRANSPORTATION CIRCULAR NO 89 August 13, 1917. STATIONS	Distance from Houston	FIRST CLASS Passenger Arrive Sunday Only	FIRST CLASS Passenger Arrive Sunday Only	SECOND CLASS Mixed Arrive Daily Ex. Sunday
Yd. FWYP		8.00 AM	9.00 AM	0.0	DNR ANCHORAGE	60.9		s 6.00 PM	s 4.30 PM
					4.8				
53	P	f 8.20	f 9.14	4.8	WHITNEY	56.1		f 5.44	f 4.12
					7.5				
53	P	f 8.43	f 9.37	12.3	KUNEY	48.6		f 5.21	f 3.50
					9.5				
53	WP	s 9.17	s 10.11	21.8	D BIRCHWOOD	39.1		s 4.53	s 3.21
					5.8				
58	P	s 9.40	f 10.29	27.6	EKLUTNA	33.3		f 4.26	s 2.58
					8.7				
40	WXP	s 10.20	s 11.00	36.3	DNR MATANUSKA	24.6	s 12.20 PM	4.05 PM	s 2.33
					9.2				
53	P	s 10.58	s 11.30 AM	45.5	D WASILLA	15.4	11.40 AM		s 1.41
					6.7				
40	P	f 11.26		52.2	PITTMAN	8.7			f 1.14
					8.7				
	P	s 11.59 AM		60.9	HOUSTON	0.0			12.30 PM
		Arrive Daily Ex. Sunday	Arrive Sunday Only		60.9		Leave Sunday Only	Leave Sunday Only	Leave Daily Ex. Sunday

Northbound — MATANUSKA BRANCH—Matanuska to King — Southbound

Capacity of passing sidings in car lengths and location of fuel, water and turning stations.		SECOND CLASS Mixed Leave Daily Ex. Sunday	FIRST CLASS Passenger Leave Sunday Only	Distance from Anchorage	TRANSPORTATION CIRCULAR NO 89 August 13, 1917. STATIONS	Distance from King.	FIRST CLASS Passenger Arrive Sunday Only	SECOND CLASS Mixed Arrive Daily Ex. Sunday
40	WXP	11.00 AM	12.40 PM	36.3	DNR MATANUSKA	24.2	s 4.00 PM	s 9.45 AM
					6.6			
53	P	s 11.25	s 1.00	42.9	PALMER	17.6	s 3.40	s 9.24
					6.4			
Yd.	PWP	s 11.55 AM	s 1.25	49.3	D MOOSE CREEK	11.2	s 3.20	s 9.00
					5.9			
38	P	s 1.45 PM	f 1.49	55.2	ESKA	5.3	f 2.50	s 8.25
					3.5			
53	P	f 2.00	f 2.02	58.7	GRANITE	1.8	f 2.37	f 8.07
					1.8			
	WYP	s 2.10 PM	s 2.10 PM	60.5	DR KING	0.0	2.30 PM	8.00 AM
		Arrive Daily Ex. Sunday	Arrive Sunday Only		(24.2)		Leave Sunday Only	Leave Daily Ex Sunday

F. MEARS, Commissioner.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, AUGUST 21, 1917. No. 41

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

MATANUSKA EXPERIMENTAL FARM.

The Matanuska Experimental Station, which is located about one mile north of the town of Matanuska, was made possible through the appropriation by Congress on March 4 last of $10,000 for the purpose of "locating, equipping and maintaining an agricultural station in the Matanuska Valley."

Early this summer Mr. Frederick E. Rader, of the States Relation Service of the Department of Agriculture, came to Alaska and assumed charge of the work of establishing the station. Most of the activity this season has been of a preliminary nature. Four acres of land have been cleared and two acres were planted with oats on June 22. The oats are already two feet high and are beginning to head. This is considered a very satisfactory showing, considering the lateness of sowing the seed and the newness of the soil. No effort has been made this year to plant a large variety of crops but next season experiments on a wide scale will be made with a view of determining the grain and vegetables best adapted to this soil and climate.

A log barn, 26 by 27 feet, has been built at the station to house the horses and feed, and Mr. Rader and his assistants are now building a frame residence for their own use.

EXEMPTION BOARD APPOINTED.

A press dispatch from Juneau advises that J. G. Watts, Charles E. Herron and Dr. C. C. Benedict have been named by Governor Strong as the exemption board for Anchorage. The division board, with headquarters at Valdez, will consist of F. R. Brenneman, Arthur Lang, Senator Millard, John Lyons and Dr. Merritt.

SAILED ON TRANSPORT CROOK.

The U. S. A. transport Crook sailed for Seattle on the evening of August 18, with the following passengers:

Miss D. E. Peck, D. P. Getchel, C. Watson and wife, Jack Watson, Mrs. E. J. Pendergast, Miss Rita Pendergast, Dick Harpp and wife, Mrs. J. Sheehan, Miss Jessie Sheehan, Miss Kathrine Sheehan, P. S. Watts, Thos. R. Beeson, Mrs. C. R. Graves, Frank Hallier, Mrs. T. H. Coulstom, Jack Coulstom, Lewis Ray, J. Victor Warner and wife, Mrs. J. L. Taylor, Miss Pearl Taylor, Chas. Taylor, Theo. Catrakis, Mrs. W. Holme, William Holme, Floyd Johnson, C. J. Cameron, Bert Conway, Robert Kelly, Chas. Carlson, Erlin Peterson, Ole Totland, Ole Brownstad, Emil Erickson, Ole Olson, Olof Lundamerd, A. Larsondahl, N. W. Sjestedt, John Yount, J. B. Thurbjernsen, Emmitt Mondor, A. E. Dallman and wife, Albert Dallman, Mrs. A. R. Peterson, Mrs. Clara Kreuger, Miss Eleanor Larson, Geo. H. Bush, Jacob Skull, William Blair, Bennie Johnson, Clinton W. Neff, T. B. Curtis, Clemeth C. Neff, M. Lafgren, Alec Bashkaff, Joe Smith, Mrs. William Evenchuk, Michael Evenchuk, Walter Evenchuk, Matt Jackson, W. P. Knight, Mrs. J. G. Watts, sr., Mrs. J. G. Watts, jr., Gunner Nyberg, P. L. Phillips and wife, Miss Audrey Phillips, John Swanson, Carl White, E. R. McFarland, Miss Edna McFarland, Iver Fredeen, M. Olson, R. C. Smith, Joseph Paton, Mike Wuich, Morris Shekler, Leon Ray, Harry Sketchley, John Thies, Carl Larson, F. Boys, Oscar Johnson, Gustav Hansen, A. Lind, James Duffy.

Barge No. 38, in tow of the tug Daniel Kern, arrived from Seattle on August 15 with 606 tons of miscellaneous freight and 279,643 feet of lumber for the Commission. Included in the cargo were 549 railroad ties, 336 steel rails, and four refrigerator cars complete.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending August 11:

MAINTENANCE OF WAY.

Water Service and Plumbing.

The drainage ditch at the west end of the yards at Anchorage was completed; 30 per cent of the culvert work in the same section was finished.

At Anchorage Schoolhouse the roughing-in of plumbing was completed; the installation of a heating system on the third floor was 30 per cent done; and the ventilating system 70 per cent done.

Sewer connections at the Telegraph and Telephone Building and the installation of toilet facilities at Anchorage Post Office were completed during the period. Work was begun on the installation of toilet facilities at Warehouse No. 2.

Bridge and Building.

The framing of timbers for the terminal roundhouse was 85 per cent complete at the end of the week. Work was begun on the framing of a piledriver for Turnagain Arm District. Good progress was made on the steel water tank being erected at the terminal, this work being 90 per cent completed to date. Eighty per cent of the piledriving work at the new marine ways has been accomplished, a total of 568 piles having been placed.

The grade work at Anchorage Schoolhouse yard was 75 per cent completed; the carpenter work on the building progressed slowly on account of the lack of material.

The Receiving and Forwarding Agent's Office and the Roadmaster's Tool House were painted, and the force started on the second coat at the machine shops.

No. 5 B. and B. gang completed the erection of the 120-foot span over the Little Susitna River. This crossing is practically completed, with the exception of putting in bracing.

Grading, Ballasting and Tracklaying.

No. 1 steam shovel, at Station 710, moved 1000 yards of gravel, which were distributed as ballast and bank widening between Stations 528 and 944. The shovel was then moved to Station 1150, where 4770 yards of rock were moved and distributed as riprap between Stations 1550 and 1562, 633 and 635, and 422 and 425. On August 9 the shovel was moved to Station 455, where 1600 yards of material were taken out and used as ballast and bank widening between Stations 461 and 580.

No. 2 steam shovel, on the main line north of Matanuska, moved 10,500 cubic yards, 2500 yards of which were used for ballast and 8000 for bank widening.

The ditching machine worked in the cut between Stations 3344 and 3355. To date the machine has taken out 600 feet on both sides of the cut.

During the week track was laid from Station 2832 to Station 2907 plus 57, a distance of 1.4 miles.

No. 4 extra gang laid steel from Station 425 to Station 185, on the Matanuska Branch. Extra gangs Nos. 1, 2, and 3 surfaced track on this line.

Mechanical Department.

Engine No. 242 was assembled during the period, and some progress was made in the assembling of engine 224. The usual amount of routine repair work was performed.

TURNAGAIN ARM DISTRICT.

Culverts.

Log culverts are being constructed at Stations 1867 plus, 1892 plus, and 1903, Miles 85 and 86.

Grading.

Perfect weather conditions made excellent progress possible all along the line of construction. Steve Leakos & Co. put off a coyote shot at Station 2155, Mile 90, using 3500 pounds of black powder to move 3600 cubic yards of rock.

The Commission forces at Sheep Creek and at Mile 99 are marking very satisfactory progress. The force at Potter Creek was engaged in loading steam shovel equipment and rails. Little work was done on raising the fills from Potter Creek south.

A 70-ton Bucyrus steam shovel, two dinkeys and a number of four-yard cars were taken to Bird Point and landed. A track is being laid from the landing to the cut at Mile 83, a distance of $1\frac{1}{2}$ miles.

The 70-ton Bucyrus shovel at Camp 88, Indian Creek, made 550 feet of distance, casting over 9000 cubic yards of material.

S. Brudie & Co. have been awarded a contract for bringing settled fills up to grade and riprapping fills washed out in the vicinity of Rainbow Creek.

During the week the following contractors completed their assignments: A. Pappas & Co., Mile 95; F. Chalman & Co., Mile 96; John Gustafson & Co., Mile 99; N. Kleven & Co., Mile 99.

MATANUSKA DISTRICT.

Matanuska Branch.

Track has been laid on the branch line to within two miles of Chickaloon.

The only station contractors remaining on the line are Davis & Co. and Harris & Co., and both will finish before the end of this month. Camps 24 and 36 are still in operation, but will be turned over to the Maintenance of Way Department within two weeks.

Main Line.

All contractors are making satisfactory progress, and with continuing good weather the work south of Little Willow Creek should be completed by the end of August.

No. 1 piledriver crew is at work on the Willow Creek structure. No. 2 piledriver crew is engaged on the Caswell Creek crossing and will move to the Kashwitna next week to commence on that structure. Both crews are working double shifts.

The wagon road is in fair condition all the way from the Little Susitna River to the Kashwitna, and loads of 5000 pounds are being hauled regularly.

Freeman & Co. and Snell & Co. will finish their contracts during the next week.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

The permanent line has been completed on the main line as far as Houston. The crew is now camped at Wasilla, hanging another wire between Houston and Matanuska.

In the terminal yards, the two 25-pair cables under the tracks connecting the general office and other buildings with the exchange were removed and replaced with the 100-pair cable. A small cable was also put in service between the general offices and the machine shops, power house and No. 2 warehouse. The open wire line is being dismantled as fast as the cable is put in service.

Radio.

The steel halyards for hoisting aerials, the plowing and grubbing for the counterpoise, and the digging for water pipes and cesspool have been completed. Work has been begun on the foundation for the building.

Electric Light and Power.

Miscellaneous work included the following: New construction of transmission lines, replacing transformers with larger ones preparatory for the winter load, peeling and gaining poles for street and yard lighting, additional lighting at the docks and marine ways, and installing a Pile lighting system on a locomotive.

TALKEETNA DISTRICT.

The following report covers the condition and progress of the work within the district for the first half of the month of August:

Sufficient cars and track were received during the period to meet immediate necessities and alleviate the inconveniences and delays caused by the previous shortage of this equipment. As a consequence the stationmen between Sheep Creek and Talkeetna are making satisfactory progress. The weather has also been favorable for construction work all along the line.

The two piledrivers at work below Talkeetna are making good headway, and a third piledriver, recently placed in service, has about 50 per cent of the protection piling placed around the wharf in front of the warehouses at Talkeetna. It is proposed to connect these warehouses with the main line as soon as track reaches Talkeetna.

At Headquarters Camp, Dead Horse Hill, construction of the permanent buildings is going forward rapidly. During the period enough building material was received to complete the District Office and dormitory for bachelors, and to make alterations and additions to other buildings.

At Indian River, Camp 263, the clearing for the camp site has been completed, and the contractors, Chas. Johnson & Co., are now engaged in getting out timber for warehouse foundations at that place. The installation of these foundations will be commenced within a few days. Plans for the permanent camp buildings have been completed, and include bunk houses, a mess house, office, barn, hay and oats cache and quarters for the timekeeper and storekeeper.

The sawmill at Indian River is turning out a satisfactory amount of suitable lumber for camp construction, including the material for the warehouses to be constructed at that point.

The health of the force has been good during the period and only accidents of a minor character have been sustained.

There were 541 employees on the payrolls of Talkeetna District on August 11, divided as follows: General supervision 5, engineering 29, office and clerical 16, foremen and subforemen 7, mechanics and laborers 112, teamsters packers and corral help 18, mess houses 27, stationmen 275, stationmen's laborers 50, miscellaneous 2.

LANDS RESTORED TO ENTRY.

The Land and Industrial Department authorizes the following:

On July 23, 1917, President Wilson, on the recommendation of Secretary Lane, restored to entry the lands included within Alaska Townsite Withdrawal No. 9 in the vicinity of Wasilla, Alaska:

Entire Sections 3, 4 and 9, the NE¼; SE¼; SW¼ Section 10, T. 17 N., R. 1 W., S. M.

As soon as the land for townsite purposes at Wasilla had been selected and surveyed action was taken to restore the above land in the original withdrawal. The land restored is valuable for agricultural purposes and applications can now be filed in the United States Land Office at Juneau.

DAILY WEATHER REPORT.

Following is a report of weather conditions during the period August 8 to August 14, inclusive:

Date	Max.	Min.	Rainfall	Aver. Wind
August 8	62	53	0.28	2.7
August 9	70	47	0.01	3.7
August 10	69	42	0.01	4.5
August 11	66	46	none	5.2
August 12	67	46	none	4.3
August 13	64	49	none	3.3
August 14	62	50	none	4.3

AGRICULTURAL ENTRIES ON COAL LANDS.

The Land and Industrial Department authorizes the following:

Senate Bill No. 950 has been introduced in Congress, entitled: "A bill to provide for the nonmineral entry of lands withdrawn, classified, or reported as containing coal, phosphate, nitrate, potash, oil, gas, or asphaltic minerals in Alaska." Secretary Lane reported favorably on this measure to the Committee on Public Lands of the Senate on July 31, 1917. The bill, if passed, will allow entrymen to secure patent upon full compliance with the provisions of the homestead law. Any patent granted, however, will contain a reservation to the United States of the deposits on account of which the lands so patented were withdrawn or classified or reported as valuable, together with the right to prospect for, mine, and remove the same and such mineral deposit shall be subject to disposal by the United States in accordance with the provisions of the laws in force at the time of such disposal.

If this bill becomes an act it will allow homesteaders to acquire surface rights to land valuable for agricultural purposes in the Matanuska coal fields outside of the coal leasing units and reservations.

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchorage Disbursing Office during the period August 8 to August 14 was $33,170.91, as follows:

W. L. Balch	$ 66.00
Chas. Berg & Co.	6,864.22
Tony Martinovich & Co.	14,918.77
Bernard Nelson & Co.	11,321.92

The tug Arctic, which towed the barge Henry Villard loaded with supplies for the Commission from Seattle to Anchorage recently, is reported to have been sold to a New York concern and will be taken to Atlantic waters at once.

The total disbursements of the office at Anchorage for the period August 8 to August 14, were $176,265.08. The payment of salaries and wages amounted to $141,420.94; to contractors $33,170.91; local purchases $78.60; other expenditures $1,594.63.

OBITUARY.

Frederick Mills, formerly employed as clerk in the Store Department, Anchorage Division, was drowned on Sunday, August 12, while attempting to ford the east fork of the Chulitna River at a point about 45 miles above the mouth of Indian River. Mr. Mills was on his way, in company with three others, to Anchorage from Tolstoi and other interior mining camps, where he had been prospecting since last March.

He was 45 years of age, and is survived by a wife and three children, who reside at Kirkland, Washington.

Nels George Sanderson, an axeman employed by Locating Engineer F. D. Browne of Anchorage Division, was drowned on Sunday, August 12, while attempting to cross the Chulitna River on a foot log, virtually at the same spot where Frederick Mills lost his life one hour previous. He had worked for the Commission since July 26, this year.

The deceased was 25 years of age, a resident of Everett, Washington, and is survived by his father, Alex Slotren of Masjoen, Norway.

AGRICULTURAL INDUSTRIAL FAIR.

The Land and Industrial Department authorizes the following:

The first agricultural exhibit for the Alaskan Agricultural Industrial Fair, to be held at Anchorage September 3, 4, and 5, has been received by the Land and Industrial Department. The exhibit is a fine specimen of second-year timothy which was grown by Sophus Anderson, one of the pioneer settlers in the Matanuska Valley, on his homestead four miles west of Matanuska, on the main line of the Government railroad.

As heretofore announced, arrangements have been made by the Commission whereby all exhibits for the fair can be shipped on the Government railroad free of charge, by having them billed to the "Land and Industrial Department, Anchorage." The person making these shipments should also place his name thereon and state the kind of product shipped.

All homesteaders should arrange to ship as many kinds of products as possible, so the agricultural and horticultural departments of the fair will have a creditable display of all the products of the farm.

Prizes amounting to $500 will be awarded to homesteaders having the best exhibits and, in addition, they will be given an appropriate diploma certifying that they have been awarded the prize. The homesteaders should arrange to ship their exhibits on or before September 1, as it will require a little time for the committee to arrange the displays.

TRANSPORT CROOK ARRIVES.

The transport Crook arrived from Seattle Wednesday afternoon at 2.20, with 15 first class and 132 steerage passengers. The freight cargo consisted of 2461 tons, including 1050 tons of 70-pound rails, angle bars, rail spikes, sewer pipe for the city and miscellaneous supplies. The first class passengers were:

Kathryne Haffner, Mrs. J. J. Longacre, Edyth F. Longacre, Miss L. M. Patten, Mrs. J. E. Muller, John M. Muller, Billie Corson, Oscar Fisher, J. Averan, Mrs. H. W. Stoughton, Herbert Stoughton, Mrs. W. T. Lucas, Mrs. W. R. Thomas, Mrs. J. T. Clark and William Hansen.

TRAINMASTER WATSON LEAVES SERVICE.

Among the outgoing passengers on the transport Crook on Saturday were Mr. Clyde Watson and family, who are on their way to California to make their future home in that State. Mr. Watson has been connected with the Commission during the past two years, entering service on August 21, 1915, as yard foreman. On September 1 he was promoted to conductor, and on April 1, 1916, to yardmaster. Since November 1, 1916, he was trainmaster of Anchorage Division, resigning on August 8.

HOMESTEAD APPLICATIONS FILED.

The Land and Industrial Department authorizes the following:

During the month of July, eight applications for homesteads in the Matanuska Valley were filed at Juneau, five of which were allowed at the time of filing, and the remaining three suspended pending further action. Each of the applications was for 160 acres.

On July 5, James Joseph Page filed a relinquishment to his homestead entry for the SE¼ SE¼ Sec. 19, NE¼ NE¼ Sec. 30, NW¼ and N½ NE¼ of Sec. 29, T. 18 N., R. 2 E., S. M., about 1½ miles northwest of Palmer's Siding on the Government railroad.

TETANUS GERMS IN COURT-PLASTER.

The Department of Justice has authorized the following statement relative to its investigation of reported sales of poison plasters in various sections of the United States:

The Department of Justice, without sharing in any sensational view as to the manner in which sticking plaster or court-plaster became infected, states that some of the samples submitted and analyzed have been thereby shown to contain tetanus germs. The public is consequently cautioned against purchasing this remedy except from approved sources, the warning being particularly directed against purchases in small packages from street peddlers and vendors.

The transport Crook, which arrived from Seattle Wednesday afternoon, brought 132 laborers for Anchorage Division, most of whom were taken by special train to the camps north of Matanuska as soon as they landed.

The family of J. L. Taylor, tie inspector of Anchorage Division, left on the Crook on Saturday to reside in Seattle. Before his departure Master Charles Taylor was presented with a fine fountain pen by his fellow employees of the Store Department.

Mrs. J. E. Muller and small son, John, arrived on the transport Crook to make their home in Anchorage. Mr. Muller is a member of the clerical staff of the Commissioner's Office.

Registration closes at 9 p. m. on September 2. The penalty for failure to register is very severe.

Contribute to the Red Cross War Fund.

OFFICIAL CIRCULARS.

Anchorage Division.

NEW RAILROAD STATIONS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, August 17, 1917.

Transportation Circular No. 90:

TO ALL CONCERNED:

Effective August 20, 1917, the following new stations have been established:

Station No.	Name	Miles north of King
A-30	*Castle	5.6
		Miles south of Campbell
101	*Potter	8.7

The above mileage will be used in arriving at distance rates on all freight shipments where no specific rate is provided, until such time as Tariff No. 150-A is reissued.

* No Agent. Freight charges must be prepaid.

F. MEARS, Commissioner.

NON-EXPENDABLE AUTHORIZATION.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, August 16, 1917.
Stores Department.

Supplement No. 29 to Bulletin No. 14:

TO ALL CONCERNED:

Effective at once, the following named is authorized to sign non-expendable requisitions on the storehouse within the district in which he is located, for use in connection with the requirements of the department shown opposite his name:

HENRY LEVY, clerk in charge of office, Tel. & Tel. Dept.

W. DeLONG, General Storekeeper.

CANCELLATION OF AUTHORITY.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, August 18, 1917.
Stores Department.

Supplement No. 30 to Bulletin No. 14:

TO ALL CONCERNED:

Effective at once, authority for the following named to sign requisitions for non-expendable property is cancelled:

C. WATSON, Trainmaster, Anchorage.

E. R. McFARLAND, Supt. T. & T. Department, Anchorage.

P. S. Watts, Operator Cold Storage, Anchorage.

W. DeLONG, General Storekeeper.

NON-EXPENDABLE AUTHORIZATION.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, August 18, 1917.
Stores Department.

Supplement No. 31 to Bulletin No. 14:

TO ALL CONCERNED:

Effective at once, the following named are authorized to sign non-expendable requisitions on the storehouse within the district in which they are located, for use in connection with the requirements of the department shown opposite their respective names:

J. T. CUNNINGHAM, Trainmaster, Anchorage.

J. W. BLAZE, Operator, Cold Storage Plant, Anchorage.

W. DeLONG, General Storekeeper.

(Official Circulars continued on Page 326.)

PROPOSAL FOR BIDS.

Anchorage, Alaska, August 18, 1917.

Sealed bids for the sale of two marine gas engines will be received at the office of the Commission up to noon August 23, 1917. Details of engines can be secured on application to General Storekeeper, Anchorage. The right is reserved to reject any and all bids.

F. MEARS, Commissioner.

COOK INLET BASEBALL LEAGUE.

The Matanuska team defeated Turnagain Arm, playing at Matanuska, on Sunday afternoon by a score of 5 to 2.

Anchorage City and Anchorage Commission played a double-header at Anchorage Athletic Park on Sunday, the Commission winning the first game by 4 to 2. The second game was won by the City, 8 to 4.

Next Sunday Matanuska meets Anchorage Commission at Anchorage, and Anchorage City plays Turnagain Arm at Potter Creek.

The present standing of the teams:

	Won	Lost	Pct.
Matanuska	7	5	.583
Turnagain Arm	8	6	.571
Anchorage Commission	8	6	.571
Anchorage City	4	10	.286

CAPT. McFARLAND LEAVES FOR ARMY.

E. R. McFarland, Superintendent of the Telegraph and Telephone Department of Anchorage Division, left on the transport Crook on Saturday for Monterey, California, to report for duty as captain in the Signal Corps section of the Officers' Reserve in training at that place. Miss Edna, a daughter of Mr. McFarland, and until recently a clerk in her father's office, accompanied him to Seattle, en route to Ohio.

Mr. McFarland entered the service of the Alaskan Engineering Commission as superintendent on December 13, 1915, resigning his position on August 14, 1917, to accept a commission in the Army.

CLASSES IN FRENCH.

A class is being formed by employees of the Commission at Anchorage for the study of the French language, under the direction of Mr. E. A. de Vicq. It is proposed to meet two evenings a week in the office of the editor of the RECORD. Persons desiring to join the class should hand their names in immediately to Mr. O. A. Kenyon, secretary of the Y. M. C. A., or to Charles W. Jones, editor. The fee is $5.00 for ten lessons.

Registration closes at 9 p. m. on September 2. The penalty for failure to register is very severe.

OFFICIAL CIRCULARS.

REGULATIONS AFFECTING HIGHER POSITIONS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, August 11, 1917.

Circular No. 243:

TO ALL CONCERNED:

Regulations pertaining to appointments to and promotions in positions listed below have been received from the office of the Secretary of the Department of the Interior, at Washington, directing that where either of the following outlined conditions exist, Form 121 covering the change shall be submitted to the Washington Office for approval, and such approval secured before the appointment or promotion is put into effect; provided, however, that where board, valued at $37.50 per month, is involved, thereby apparently bringing the case within one of the stated conditions, the approval of the Secretary is not necessary, and, provided, further, that when an emergency exists such appointments or promotions may be made by the Commission for a period not to exceed 60 days, subject to the approval of the Secretary of the Interior, to whom a statement showing the reasons for the emergency must be submitted:

1. Appointment to position involving a salary of $1800 or over per annum.

2. Promotion involving an increase bringing the pay to $1800 or over per annum.

3. Promotion in any amount whatever of an employee already receiving $1800 or over per annum.

4. Promotion or promotions within a period of 12 months carrying an increase in pay of more than $300, regardless of rate of pay involved.

Positions coming within the purview of these regulations are as follows:

Agent, Station	Operator, Telegraph
Accountant	Receiving and Forwarding Agent
Auditor	Roadmaster
Clerk	Surgeon
Disbursing Agent	Sanitary Officer
Draftsman	Steward, Hospital
Dispatcher	Supt. River Transportation
Estimator	Supt. of Construction
Engineer, Resident	Supt. Telephone and Telegraph
Engineer, Bridge	Supt. of Employment
Engineer, Location	Stenographer
Engineer, District	Storekeeper
Engineer, M. of W.	Timekeeper
Engineer, Electrical	Trainmaster.
Inspector, Timber	
Master Mechanic	

Five copies of Form 121 must be submitted for each of the above named positions coming within these regulations, and in preparing this form there should be inserted, under the heading "Takes Effect" the effective date of employment or promotion, and, under the heading, "Reasons for Change," a chronological statement, setting forth each and every change in the status of the employee from the time he first entered the service of the Commission, must be given.

For appointments or promotions to positions not included in the above list only four copies of Form 121 need be made.

This circular supersedes Circulars No. 216 of May 28, and No. 234 of July 11, 1917. F. MEARS, Commissioner.

HOLIDAY ANNOUNCEMENT.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, August 15, 1917.

Circular No. 244:

TO ALL CONCERNED:

Labor Day, Monday, September 3, 1917, will be observed as a holiday at these headquarters, and so far as possible on all work in the field.

F. MEARS, Commissioner.

REGISTRATION OF GOVERNMENT EMPLOYEES.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, August 16, 1917.

Circular No. 245:

TO ALL CONCERNED:

Attention has been called to the fact that registration along the line of road is progressing very slowly. In order that laborers may be advised as to what is required of them, foremen and others in charge of laborers are requested to acquaint the men under them with the penalty for failure to register as required.

Hearty cooperation of all concerned is essential to the production of best results.

F. MEARS, Commissioner.

INSTRUCTIONS FOR COMPUTING TIME.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, August 17, 1917.

Circular No. 246:

TO ALL CONCERNED:

The following instructions amending previous regulations on this subject, effective this date, are issued for the information and guidance of all concerned:

Hourly Men.

Overtime will be allowed, as follows:

1. For all time in excess of eight hours in one shift, irrespective of calendar day.

2. For all time in excess of eight hours in any one calendar day.

Provided: That in cases where overtime be claimed under both of the foregoing paragraphs overtime under the provisions of paragraph 1, only, shall be allowed and none of the time in that shift shall be considered in determining or computing overtime under the provisions of paragraph 2. . .

3. Services on Sunday will be paid for at one and one-half times the regular rate. Time in excess of eight hours will be paid for at double the regular rate.

4. Services on the following authorized holidays will be paid for at double the regular rate. Time in excess of eight hours will be paid for at two and one-half times the regular rate.

The authorized holidays are the following: January 1, February 22, May 30, July 4, Labor Day, Thanksgiving Day and December 25.

The provisions of this circular do not apply to those persons employed under special agreements requiring a maximum hours of service per month before overtime is allowed.

All regulations inconsistent with the foregoing provisions are hereby rescinded.

F. MEARS, Commissioner.

ACCOUNTING FOR EMPTY SACKS.

Department of the Interior.
Alaskan Engineering Commission.
Anchorage, Alaska, August 18, 1917.

Circular No. 247:

TO ALL CONCERNED:

Attention has been called to the fact that camp foremen, timekeepers, barn bosses and others who handle sacked material are not using sufficient care in accounting for the sacks when empty.

Effective at once, district engineers will instruct employees whose duties require them to handle empty sacks to make a careful accounting of same to the storekeeper. They should be allowed to accumulate until a sufficient number has been obtained, and should then be forwarded, properly tied and labeled, addressed to the district storekeeper, or such other person as the district engineer may direct.

Please give this matter your attention.

F. MEARS, Commissioner.

ORGANIZATION CHANGE.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, August 18, 1917.

Circular No. 248:

TO ALL CONCERNED:

Effective August 18, Mr. Herbert Gaytes, Electrical Engineer, will assume the duties of Superintendent of Telegraph and Telephone, in addition to his other duties, vice Mr. E. R. McFarland, resigned.

He will be obeyed and respected accordingly.

F. MEARS, Commissioner.

REGULATIONS CONCERNING UNSERVICEABLE, SURPLUS AND OBSOLETE ITEMS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, August 20, 1917.

Circular No. 249:

TO ALL CONCERNED:

This supersedes Circular No. 194, dated April 19, 1917.

Hereafter all tools and items of a non-expendable nature which are considered as unserviceable, surplus or obsolete will be forwarded to the "General Storekeeper for Tool House." A memorandum of shipment must in all cases be sent to the Property Clerk, giving a list of items shipped; this memorandum may be in the form of a copy of the shipping bill.

All unserviceable, surplus or obsolete equipment received at obsolete store will be classed as "Second-hand," "Needing Repairs" or "Scrap," that which is in serviceable condition will be credited to the department turning it in at 50 per cent of the "new" price; that which can be repaired and placed in serviceable condition economically will be credited at 25 per cent of the "new" price and for that which cannot be repaired physical credit only will be allowed.

The value of the equipment taken into the tool house for which credit is allowed will be charged to "Headquarters Store," and then taken up under a separate classification to be provided by the storekeeper. All repaired equipment and that received in serviceable condition will be re-issued as "Second-hand," at 50 per cent of the "new" price.

The cost of making repairs to equipment in the tool house will be charged to "Headquarters Store" to be absorbed by the increased price at which the repaired equipment is issued.

Any special items, such as pneumatic drills or tools made especially for certain work, will be marked for reissue to the department turning them in only, upon order from the head of the department concerned, if desired.

When tools are required the head of the department or his authorized representatives, will in all cases first ascertain if same are available for issue from the tool house, and no new material will be issued from the regular stores stock until after available supply has been exhausted in the tool house.

The general storekeeper, who will have charge of this tool house, will arrange to provide the necessary equipment required to make light repairs to tools, etc.; also for the correct accounting in connection therewith.

By following the above instructions, individuals responsible for non-expendable property can be relieved from responsibility for any tools not in serviceable condition or those no longer required, without waiting for the action of the surveying officer. It will also prevent an accumulation of second-hand material, which is not considered desirable to be kept with regular stores stock.

F. MEARS, Commissioner.

DISTRICT HOSPITAL ACCOUNTS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, August 17, 1917.

Accounting Department Circular No. 50:

TO ALL CONCERNED:

Commencing August 1, 1917, each district will arrange to handle the pay roll, and all other charges in connection with the operation of the hospital of their district; these charges will be taken care of by the district accountant and charged to the proper expense account, in place of rendering charges against the Hospital Department at Anchorage, which is the way these accounts have been handled previously.

The doctor in charge of the hospital in each district will make out his payroll at the end of each month promptly, and render to the district office for their records, and they will forward to the Hospital Department at Anchorage for approval by the Chief Surgeon.

D. B. VAN DERLIP, Chief Accountant.

Approved: F. MEARS, Commissioner.

AUDIT OF TEL. AND TEL. DEPARTMENT.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, August 17, 1917.

Accounting Department Circular No. 51:

TO ALL CONCERNED:

Commencing with August business the audit of all telegraph and telephone accounts will be handled by the Accounting Department.

Agents, operators, and timekeepers will mail all reports direct to this office, and all cash remittances will be forwarded to Mr. G. C. Hammond, special disbursing agent.

D. B. VAN DERLIP, Chief Accountant.

Approved: F. MEARS, Commissioner.

ACCOUNTING FOR NON-EXPENDABLE PROPERTY.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, August 8, 1917.

Bulletin No. 38:

TO ALL CONCERNED:

Effective this date, the following instructions governing the accounting of non-expendable property supersede instructions covered by Stores Bulletin No. 14:

1. Whenever non-expendable property is required from storehouses five copies of form A.E.C. 285 are to be submitted; the original to be made out on heavy white paper and the four carbon copies to be made out on unglazed tissue paper of the same form number.

2. All heads of departments will be held responsible for non-expendable property in their departments, foremen and others in charge of the work being in turn held by them. No requisition for non-expendable property will be recognized by issuing clerks, unless carrying the signature of the department head, showing that same has been authorized by him. This signature to appear in the upper right hand portion of Form 285 on dotted line marked "(Signed) ....."

Upon completion of the requisition by the storehouse, two copies will be forwarded to the party receiving the material. These copies will carry an invoice number and party receiving material will immediately sign and return one copy to the Property Department. Any question in regard to non-receipt or shortage in material shipped must be taken up at this time in order to facilitate tracing of same.

3. Whenever a new foreman or individual who will have the use of and be chargeable with any A.E.C. property is placed in service, heads of the departments will notify the Property Department in writing, giving name, location and gang.

4. Issuing clerks are authorized to refuse to complete a requisition which is not made upon the proper forms. Issuing clerks will at all times show on the face of requisitions the "U. S." or serial number of any equipment so marked furnished from stock, and will give name and size whenever equipment is issued, such as stoves, tents, tarps, etc. This in order that proper records may be kept and to eliminate the expense of tracing for this information after material is in service in the field.

5. No person charged with non-expendable property will receive time voucher at termination of services until a property release has been given. Whenever it becomes necesary to change a responsible officer, ample notification should be given the Property Department to arrange for transferring the account to the succeeding officer.

6. Whenever it becomes necessary to transfer equipment or tools from one department to another, the head of the department transferring the material will immediately notify the Property Department of same so that proper physical credit can be given and change made, using Form 337. The department transferring the material will secure financial credit by billing against the department receiving the material on a regular departmental bill. Foremen within the same department transferring material to another gang will procure a receipt for all tools transferred, using Form 337, and forwarding three copies to Property Department.

7. Heads of departments and others charged with non-expendable property must bear in mind that they will be held strictly responsible for all tools and equipment charged to and signed for by them, until the Property Department is notified of transfer to some other department or foreman. Reasonable care of tools and equipment and co-operation with the Property Department in handling the accounting of same is desired.

8. Property lost, either through negligence, theft or unavoidably, must be reported at once, so that certificate of loss can be prepared by the Property Department and forwarded to responsible officer for certification of district engineer, on Form 335. In no case shall more than thirty days elapse between time of loss and report covering same. All information, as to time, place and circumstances, in the form of signed statements by all parties concerned, must invariably accompany the request for relief through survey, when same is transmitted to the Property Department.

9. Property lost through negligence will be reported by the responsible head of the department to the property accountant who will arrange for a payroll deduction for the amount of loss. Full name, brass check number and gang, together with all available information should be given in all instances.

10. Absolutely no property must be destroyed or taken apart and used for repairs until proper authority has been granted by the surveying officer through the Property Department. In case of extreme necessity and pending completion of papers to cover, this authority may be secured by phone.

11. No alterations shall be made to any equipment belonging to this division, which will tend to destroy the identity of the article without authority of the surveying officer, re-naming or numbering to be handled in the same manner.

12. Broken sets of any equipment or tools must in all cases be saved until disposition of same is duly authorized by the surveying officer, through the Property Department.

13. Unserviceable, obsolete or surplus property will be forwarded to the "General Storekeeper for Tool House." A memorandum of shipment must in all cases be sent to the Property Department, giving a list of items shipped. This memorandum may be in the form of the shipping bill. Upon receipt of the material a credit invoice will be issued in favor of the department turning the tools in. This as per Circular No. 194 published in the RAILROAD RECORD, NO. 24.

14. Whenever it is desired to manufacture any non-expendable property on account of same not being carried in store stock, a sketch or drawing of same must in all cases be transmitted to the Property Department with a request that a Work Request be furnished to cover. The department manufacturing the property will then bill the Stores Department with the cost of same. The Stores Department in turn will transmit to party receiving the completed material, a non-expendable requisition covering same, for signature acknowledging receipt.

15. Stores located in the various camps and which are under the jurisdiction of the district engineer will handle the issue of non-expendable property as heretofore, in accordance with the instructions given in Accounting Department Circular No. 25 published in the RAILROAD RECORD, NO. 12.

W. DeLONG, General Storekeeper.

Approved: F. MEARS, Commissioner.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, AUGUST 28, 1917. No. 42

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

AGRICULTURAL INDUSTRIAL FAIR

Great interest is being manifested among the employees of the Commission and the public in general in the first annual fair which is to be held in Anchorage on September 3, 4 and 5. The various committees in charge of the exposition have completed their final plans, and by the opening day all will be in readiness. Many exhibits have already been received and more are arriving daily. It is expected the displays will be fully representative of every industry and resource of the Cook Inlet country.

The Alaskan Engineering Commission is co-operating with the fair officials in every way possible. Special trains will be provided to and from Anchorage and employees will be carried free of charge. Special arrangements have been made to furnish sleeping accommodations for the large influx of visitors expected. The complete program of the three days' celebration will appear in the columns of the daily press this week.

LOCAL REGISTRATION MAY REACH 1000.

Up to Monday noon, 786 men had been registered under the conscription act by the registrars of Anchorage. At least 200 names additional are expected to be enrolled before the end of the week.

Messrs. Watts and Benedict, members of the board, left by special train this morning to visit the various camps and gangs along the main line of the railroad where there are no registering officers. They will go as far as Houston, the present terminus of the road. The train is furnished by the Alaskan Engineering Commission in order that the employees may be registered without the necessity of leaving their work.

MATANUSKA FARMERS INCORPORATE.

The Land and Industrial Department authorizes the following:

The farmers of the Matanuska Valley have formed a corporation under the name of the Matanuska Farmers' Cooperative Product Association. Already more than 100 members have been enrolled. The president of the new organization is Carl Martin, the secretary J. A. Whitaker, and the board of directors the following: A. A. Cobb, W. P. Murphy, Peter Murray, Martin Leckwold and F. F. Winchester.

The principal object of the association is to effect a standardization in grade of all products placed on the market by the farmers of the Matanuska Valley section. Potatoes, turnips, rutabagas, cabbage and the various other crops will be graded to uniform size and quality, the inferior products to be culled and withheld from sale. A machine for grading potatoes has been ordered and is expected to arrive from Seattle within the next few weeks, in ample time to be used in the marketing of the present crop.

The class recently organized by the employees of Anchorage for the study of elementary French meets on Wednesday and Friday evenings from 6 to 8 p. m. in the office of the editor of the RECORD. Eight persons have already enrolled. Those wishing to join the class should hand their names to Mr. O. A. Kenyon, secretary of the Y. M. C. A.

The total disbursements of the office at Anchorage for the period August 15 to August 21 were $147,300.67. The payment of salaries and wages amounted to $14,445.07; to contractors $131,082.20; local purchases $725.95; other expenditures $1,047.45.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

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

MAINTENANCE OF WAY.

Water Service and Plumbing.

The drainage system for the Anchorage yards is 80 per cent complete. Water line connections were made to the radio station and the residence of Mr. Denton. Ninety per cent of the installation of the heating system at the Anchorage schoolhouse was completed, and the ventilating system was installed.

Bridge and Building.

Concrete was poured in four of the pits at Anchorage roundhouse. The 50,000-gallon water tank at Anchorage terminal was completed.

All piling for the new marine ways and barge grillage have been driven. B. and B. gang No. 5 was engaged all week placing bracing on the pile trestle at the Little Susitna River.

Grading, Ballasting and Tracklaying.

The ditcher in the cut from Station 3344 to 3355 is within three or four days of completing the work.

Track was laid from Station 2715 to 2832. The track gang is now engaged on back-spiking and full-tieing.

Extra gang No. 1 lifted track from Station 935 to Station 845, and from Station 1165 to Station 1186. Extra gang No. 2 lifted track from Station 590 to 660. Extra gang No. 3 lifted track from Station 140 to 210.

Extra gang No. 4 laid steel on the Matanuska Branch from Station 185 to 136, moved to the Little Susitna River, on the main line, August 15, and placed brush mat from Station 6436 plus 06 to Station 6448, afterwards laying steel over same.

Steam shovel No. 1, on the Matanuska Branch, moved 1800 yards of rock, which were placed as riprap between Station 631 and 636. The shovel was moved to a gravel pit at Station 450, where 4184 yards were excavated and distributed as ballast. Steam shovel No. 2, on the main line, moved approximately 13,000 cubic yards, 2800 yards of which were used at the Matanuska wye siding and 11,000 yards as bank widening from Station 5280 to Station 6240.

Mechanical Department.

Work continued on the construction of five new gondola coal cars. Running repairs were made to five locomotives and to the ditching machine. Considerable work was done in fitting up dredge equipment for the harbor improvement project.

MATANUSKA DISTRICT.

Matanuska Branch.

The construction work on the branch has been practically completed. Only one contractor, Harris & Co., remains. At the close of the week the force had been reduced to 28 employees.

Main Line.

Two contractors finished their work during the period: Freeman & Co. and Snell & Co. Three or four more contractors will complete their assignments within the next few days.

No. 1 piledriver continued driving the Willow Creek structure. Considerable difficulty is being experienced in securing the proper penetration for piling.

No. 2 piledriver finished the Caswell Creek crossing and moved to the Kashwitna bridge site.

Forces have been set to work placing bulkhead timbers in the bridges and trestles already driven and building run-offs. A bridge-decking crew will be organized in the near future for the decking of the Little Sheep Creek, Caswell Creek and Kashwitna structures.

TURNAGAIN ARM DISTRICT.

Culverts.

Log culverts were completed at Stations 1867 plus, 1892 plus and 1903, Miles 85 and 86.

Grading.

At the close of the week the 70-ton Bucyrus shovel plant was ready to start work at Bird Point. A dinkey track has been laid from the landing to Camp 83, 1¼ miles distant, and will be used to transport supplies and coal to the shovel.

The 70-ton Bucyrus shovel at Camp 88, Indian Creek, made 550 feet of distance, casting over 10,500 cubic yards of compact gravel.

The 60-ton Marion steam shovel at Rabbit was shipped to Anchorage for repairs prior to being sent to Camp 86.

Track was laid to Potter Creek during the week.

V. Picogno & Co. put off a coyote shot at Bird Creek, Mile 87, moving 9000 cubic yards of rock with 13,500 pounds of black powder.

The station contractors, with one or two exceptions, are making satisfactory progress all along the line.

The following contractors finished during the period: Tom Mizouri & Co., Mile 83, and Swan Adrian & Co., Mile 99. One grading contract was let, to Nels Anderson & Co., at Mile 84.

A piledriver outfit arrived at Indian Creek on Saturday. Two shifts will be worked temporarily until the driver being assembled in the Anchorage shops is sent to Bird Creek.

JULY WEATHER REPORT.

Following is a summary of weather data for the month of July, 1917:

Place	Max.	Min.	Mean Max.	Mean Min.	Daily Mean
Anchorage	67	36	59.50	47.50	53.50
Seward	79	41	62.00	47.00	54.00
Matanuska	78	38	66.38	47.93	57.15
Kings River	78	40	69.03	47.74	58.38
Potter Creek	80	43	66.12	50.12	58.12
Indian Creek	77	40	66.11	46.11	56.11
Caswell Creek	86	34	68.50	46.90	57.70
Talkeetna	70	42	61.61	52.38	56.99
Dead Horse Hill	83	40	65.35	48.70	57.02

MEAL BOOK LOST.

To All Concerned: Meal Book No. 1700; which was issued in favor of Matt Baker, has been lost. Finder please return to the General Storekeeper's Office at Anchorage.

W. DeLONG, General Storekeeper.

Registration closes at 9 p. m. on September 2. The penalty for failure to register is very severe.

BEST COPY

AVAILABLE

AMENDING PROCEDURE FOR FORFEITURE OF LOTS UNDER ALASKAN RAILROAD TOWNSITE REGULATIONS.

Circular No. 554.

Department of the Interior
General Land Office.
Washington, D. C., June 22, 1917.

To registers and receivers in Alaska, chief of Alaskan field division, and Alaskan Engineering Commission:

SIRS: Circular No. 458, dated February 16, 1916, being the rules of procedure to govern the forfeiture of lots under the Alaskan railroad townsite regulations, is hereby amended as follows:

The notice provided for by paragraph 3 must be prepared in quadruplicate, the fourth copy to be forwarded to the Land and Industrial Department of the Alaskan Engineering Commission.

Paragraph 14 is revoked.

Paragraphs 15 and 16 are renumbered 14 and 15, respectively, and the latter amended to read as follows:

The Alaskan Engineering Commission will make all needful rules and regulations covering the period prescribed by the townsite regulations for the improvement of streets, sidewalks, and alleys, the promotion of sanitation and fire protection or other municipal improvements, and said commission is further authorized to levy and collect such assessments as may be necessary in the premises. If any claimant shall fail to comply with such regulations and requirements, all the facts in each case shall be reported to the chief of field division, who will then proceed in accordance with the instructions contained hereinbefore. If any claimant shall fail to pay any and all assessments as required by the Alaskan Engineering Commission, the case will be reported to the Commissioner of the General Land Office, with a complete statement of the proceedings had, for submission to the Secretary of the Interior, who, after such notice as he may deem proper, will declare a forfeiture of the lot involved or make such other disposition of the case as the record may warrant.

Notice of delinquency in the payment of assessments will be given by the Alaskan Engineering Commission to the register and receiver of the United States land office within whose jurisdiction the lot or tract involved is situated for notation upon their records and transmission to the Commissioner of the General Land Office, and such notice will operate as a caveat against the issuance of patent or other evidence of title until the same is finally disposed of.

Very respectfully,

CLAY TALLMAN, Commissioner.

Approved: FRANKLIN K. LANE, Secretary.

EXEMPTION ON GROUNDS OF DEPENDENCY.

The Provost Marshal General has sent the following telegrams to the governors of all States:

Section 2 of the selective service law exempts no person from military service on the ground of dependency. It only authorizes the President to exclude or discharge from draft "those in a status with respect to persons dependent upon them for support which renders their exclusion or discharge advisable."

The controlling necessity is to raise an army. It is advisable to disturb dependents just as little as the necessity of raising an army will permit. To this end section 18 of the Regulations was compiled carefully and after the most earnest consideration. If experience is to prove that the generous conditions prescribed by section 18, or any abuse of them, will interfere with the raising of any army, then it is no longer advisable to discharge so wide a class and the conditions stated therein will have to be restricted until an advisable rule is reached.

Abuses Are Indicated.

Nothing has happened to change the belief that the persons enumerated in section 18 could be discharged without interfering with the raising of an army, but there are indications that abuses of section 18 may render its continuance no longer advisable.

Reports are to the effect that in some districts as high as 80 per cent of persons called before local boards are filing claims for discharge on the ground of dependent relatives. Such a percentage of claims when viewed in connection with all available statistics indicates beyond question that advantage is being taken of the provisions of the law and regulations which were intended to reduce to a minimum the misery at home normally attendant upon war.

There is a moral certainty, in the extravagance of this percentage, that hundreds of unfounded claims are included in these totals.

This state of affairs greatly increases the burden of local boards for, if so high a percentage of registrants claim exemption, only the uncompromising action of local boards can prevent a new regulation on the subject of dependency which shall reduce discharges for dependency to a more restricted class and to very necessitous and clearly defined circumstances.

In the absence of a stern repression by local boards of unmeritorious claims this result is inevitable since any such percentage of exemptions as reports of claims indicate would nullify the law and prevent the raising of an army.

It is thus apparent that the filing of these improper claims will react directly and injuriously on persons whom the present regulations were designed to protect, and that the welfare of persons who have filed bona fide claims under the present generous clauses of the regulations is seriously imperiled by persons who have filed claims without merit, and that the only prosecution of persons whose cases are within the meaning of the present rules lies in the power of local boards to refuse exemption in every doubtful case.

It is true that cases of discharge on the ground of dependency are appealed to the district board, but this clause is only inserted to secure uniformity of action. District boards are to examine these cases to discover departures from the law, regulations, and rulings; and they will not and can not open every case on its merits. It is in the local boards alone, therefore, that the solution of the difficulty and the protection of deserving claimants lies.

A small plant has been established at Juneau for the treatment of shark skins for leather and the extraction of the oil from the carcass. If the venture proves a success the plant will be greatly enlarged.

Contribute to the Red Cross War Fund.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, August 11, 1917, was as follows:

Commissioner's Office	41
Shops and Yards	285
Transportation Service	82
Store and Dock Departments	447
Accounting Department	19
Disbursing Office	9
Townsite Department	78
Employment Bureau and Terminal Mess	19
Hospital Department	26
Harbor Improvement	3
Telegraph and Telephone Department	88
Track, Bridge and Ballast—Main Line	419
Eska Creek Coal Mine	81
Locating Party No. 4	37
Turnagain Arm District	367
Matanuska District	293
Talkeetna District	216
	2510
Stationmen and Laborers—All Districts	1676
Grand total all employees Anchorage Division	4186

HELP CONTROL TYPHOID FEVER.

(By C. C. BENEDICT, M. D., Sanitary Officer.)

That which has been expected has arrived. All summer we have tried to impress upon everybody the importance of proper location of wells and toilets because of the danger that exists on account of flies and the probability that we will have a number of employees in various camps who have had typhoid fever at some time and still are carrying the organisms in their bodies, to be discharged and later picked up and deposited on the food by flies and then eaten by the well men who will then have the disease.



That is the commonest way in which the disease is spread. Of course, it may be spread through water but the organisms must first be deposited in the water and that is done by sewage being thrown into the water supply directly or because the toilet is located above the well and drains into the well. It is absolutely necessary to take these organisms into the digestive tract before you can get this disease. After a person has been ill with typhoid the organisms may continue to live in the bowels for years. Some cases have been proved to have carried them as long as forty-seven years, but it is commonly found that they will be carried for ten years. Sometimes they will disappear within six months after complete recovery. It is from these carriers and neglected cases that we get more cases. If every patient were properly treated and the discharges properly disinfected there would be absolutely no more typhoid fever in existence. When we know the cause of a disease and its method of spread as well as we know this one, there is no excuse for its existence but neglect.



One thing that everybody can do to help control it is to use every means possible to exterminate the fly, as that is the commonest means of spread. All garbage should be destroyed immediately and all other waste that attracts flies, and we should not permit any to accumulate around the house or camp. Do not throw any slops out on the ground or permit any dishes of left-over food to stand where flies can reach it. Use chloride of lime freely in all damp places. A little extra care and attention to details of this kind will prevent many cases of sickness.

We have had a total of eleven cases from Camp 201, counting those that originated there and developed their sickness after they went to work in some other camp, and these men no doubt received their infection from some man in that camp, as there are eight men there who have at some time had the disease, any one of whom could be responsible for these cases.

It is important, therefore, that every camp observe the precautions that have been outlined above, because there are no doubt carriers in other camps, and it may appear at any time.

COOK INLET BASEBALL LEAGUE.

Anchorage Commission forged to the first place in the league by winning Sunday's game from Matanuska by 4 to 2, playing at Athletic Park, Anchorage.

Anchorage City defeated Turnagain Arm on the Potter Creek diamond by 4 to 1.

Next Sunday the City team meets Matanuska for two games, one to be played in the morning and the other in the afternoon. On Labor Day, September 3, following the field sports, Anchorage Commission is scheduled to play Turnagain Arm. On Tuesday morning, September 4, Matanuska is matched against Anchorage Commission. On Wednesday afternoon, September 5, the City and Anchorage Commission teams close the fair week program.

The present standing of the teams:

	Won	Lost	Pct.
Anchorage Commission	9	6	.600
Matanuska	7	6	.538
Turnagain Arm	8	7	.533
Anchorage City	5	10	.333

RED CROSS ORGANIZER HERE.

Robert H. Scott, field representative of the American Red Cross, arrived in Anchorage on Saturday to recruit members and explain the plans and purposes of the organization. Mr. Scott has been organizing chapters during the summer in the cities of Southeastern Alaska and advises that in some instances fully fifty per cent of the population have been enlisted.

The work of the Red Cross consists of service at home as well as at the front. For example, knitted mittens and hose, bandages, surgical dressings, hospital garments and various other articles must be furnished the troops in vast quantities, and these wants are supplied in a large measure by the thousands of members scattered throughout the country.

Anchorage, as the largest city in Alaska, is expected to lead the Territory in point of membership.

The local registration board announces that all names enrolled as subject to draft will be published at the close of the registration period. All persons subject to the act should enroll without delay.

M. Larsen has requested stoppage of payment on check No. 53873, dated August 13, 1917, drawn to his order for $10.92.

G. C. HAMMOND, Special Disbursing Agent.

ARE YOU SAVING Your Money to Invest in the Next Issue of THE LIBERTY LOAN?

PRESIDENT DIRECTS DEPARTMENT OFFICIALS TO EXERCISE THE GREATEST CARE IN MAKING AFFIDAVITS TO EXEMPT FEDERAL EMPLOYEES.

EXECUTIVE ORDER.

In view of the high national importance of carrying out the spirit of the selective service act and of securing its fullest effectiveness, by holding to military service all drafted men who are not absolutely indispensable to the work of the civil executive departments by reason of their special personal experience and skill, I direct that the greatest care be exercised by department officials in issuing the affidavits of necessity provided for by the Presidential Regulations, section 20, paragraphs (c), (d), and (e), for the purpose of authorizing the discharge of such persons by local boards.

Those paragraphs provide as follows:

"(c) Persons employed by the United States in the transmission of the mails.—Any person employed by the United States in the transmission of the mails upon presentation to such local board at any time within 10 days after the filing of a claim of discharge by or in respect of such, of an affidavit signed by the postmaster or some appointee of the President or Postmaster General having direct supervision of such employee, stating that such employee is, in his opinion, necessary to the effective and adequate transmission of the mails and can not be replaced by another person without substantial material loss of efficiency in the effective and adequate transmission of the mails.

"(d) Artificers and workmen employed in the armories, arsenals, and navy yards of the United States.—Any artificer or workman employed in any armory, arsenal, or navy yard of the United States upon presentation to such local board at any time within 10 days after the filing of a claim of discharge by or in respect of such person, of an affidavit signed by the commandant or officer having command of the armory, arsenal, or navy yard of the United States in which such person is employed, stating that such person is, in his opinion, necessary to the efficient and adequate operation of such armory, arsenal, or navy yard of the United States and can not be replaced by another person without substantial material loss of efficiency in the effective and adequate operation of such armory, arsenal, or navy yard of the United States.

"(e) Persons employed in the service of the United States designated by the President to be exempted.—Any person employed in the service of the United States, upon presentation to such local board at any time within 10 days after the filing of a claim of discharge by or in respect of such person, of an affidavit signed by the official of the Government of the United States having direct supervision and control of the department, commission, board, bureau, division, or branch of the Government of the United States in which such person is employed, stating that such person is, in his opinion, necessary to the adequate and effective operation of such department, commission, board, bureau, division, or branch in the service of the United States and can not be replaced by another person without substantial material loss in the adequate and effective operation of said department, commission, board, bureau, division, or branch of the service of the United States."

In the case of a person in the service of a department within the District of Columbia, who files with the local board a claim of discharge from the selective draft, the affidavit of the departmental official having direct supervision and control of the branch of the service in which he is employed, as provided for in the above quoted regulations, will be forwarded to the Secretary of that department, accompanied by a memorandum giving sufficient data to enable the Secretary to determine whether or not the case is a proper one for exemption. If on the information furnished he deems the case a proper one for exemption by the board, he will indorse the affidavit "Approved;" if not, "Disapproved." In either case the affidavit will be returned to the official making it, to be filed with the local board as required by the instructions on the back thereof.

In the case of a person in departmental service stationed outside of the District of Columbia, the affidavit of the official having direct supervision of the applicant will be forwarded for approval or disapproval to the official, to be designated by the Secretary of the department, who has jurisdiction or control of the area within which the applicant is stationed at the time, unless the affidavit is originally made by such official next in authority.

In the case of a person in the service of the Interstate Commerce Commission, the Smithsonian Institution, or other commission or board or body not organized directly under one of the ten Executive Departments, the same general method will be followed so far as practicable, with a view to reducing the discharges of drafted men to the minimum number consistent with the maintenance of vital national interests during the emergency of war.

It is earnestly hoped, moreover, that, acting in the same spirit as the Federal departmental officials, all citizens who may be called upon as employers under section 44 of the regulations to make affidavits for securing the discharge of persons deemed to be indispensable to national interests during the emergency, will exercise the same conscientious and scrupulous caution to the end that there will appear to be no favored or exempted class among the citizens called by law to the national defense.

July 28, 1917. WOODROW WILSON.

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchorage Disbursing Office during the period August 15 to August 21 was $131,082.20, as follows:

Pete Iverson & Co.	$44,387.14
Tony Kaloff & Co.	764.30
O. Bostrom & Co.	8,490.04
M. Kasovitch & Co.	12,709.75
Jankow & Co.	10,393.93
Mike Divyak & Co.	10,798.07
Oscar Lake & Co.	7,041.97
Frank Mathison & Co.	13,958.30
Andrew Pappas & Co.	7,143.11
A. T. Kupoff & Co.	2,235.45
George Teko & Co.	630.86
N. W. Sjostedt & Co.	11,376.22
Christ Pappadis & Co.	1,153.06

Registration closes at 9 p. m. on September 2. The penalty for failure to register is very severe.

Contribute to the Red Cross fund.

OFFICIAL CIRCULARS.

Anchorage Division.

COMPUTING TIME OF COAL MINERS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, August 22, 1917.

Circular No. 250:

TO ALL CONCERNED:

Circular No. 246, issued August 6, 1917, does not apply to miners employed at the Eska Creek or Chickaloon coal mines, and these men on Sundays will receive straight time for eight hours' work, and time and one-half after eight hours as heretofore, with the exception, however, that no overtime will be allowed on "change" days.

F. MEARS, Commissioner.

FORM 408, COVERING PHYSICAL EXAMINATION.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, August 22, 1917.

Circular No. 251:

TO ALL CONCERNED:

In connection with Form 408, covering physical examination of applicants for position in the Operating Department, it will not be necessary to forward Form 51, Employment Agreement, in addition to Form 408, to the hospital for examination and physical record of applicant.

One copy of Form 408 is sufficient, and after this has been properly handled by the Hospital Department, reverse side of Form 51 can then be filled out, making reference to Form 408.

F. MEARS, Commissioner.

ALL EMPLOYEES MUST PRESENT PROPER TRANSPORTATION REQUESTS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, August 22, 1917.

Transportation Circular No. 91:

TO ALL CONCERNED:

In some instances it has been the custom of various departments to request that certain of their employees be carried on trains without proper transportation and the conductor requested to pick up pass at destination. This practice must be discontinued, and conductors have been instructed to secure pass, ticket, or collect tariff fare from all persons riding on trains at initial point of trip.

In emergency cases where it is necessary to move an employee before business pass can be sent him, the matter should be taken up with this office towards securing telegraph pass to cover.

F. MEARS, Commissioner.

HOLIDAY EXCURSION TRAINS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, August 27, 1917.

Transportation Circular No. 92:

TO ALL CONCERNED:

In order that employees of the Alaskan Engineering Commission may attend the Labor Day celebration at Anchorage, and also the Alaska Agricultural Industrial Fair, work trains for their accommodation will be run as follows:

Main Line North of Matanuska:

Train will leave end of steel at 8.30 a. m., Sunday, September 2; returning will leave Anchorage 6.00 p. m., Tuesday, September 4.

Matanuska Branch:

Train will leave end of steel at 8.30 a. m., Sunday, September 2; returning will leave Anchorage at 6.10 p. m., Tuesday, September 4.

Turnagain Arm District:

Train will leave Potter at 8.30 a. m., Sunday, September 2 and at 8.50 a. m., Monday, September 3; returning will leave Anchorage at 9.30 p. m., Tuesday, September 4.

All the above trains are work trains run in order that employees may attend the Labor Day celebration and the Fair in Anchorage and no transportation will be required on these trains.

Regular trains will be operated as per schedule, and any employees riding on them will be required to furnish necessary transportation.

On account of the limited number of coaches they will be used exclusively in regular train service, and the above service will consist of box and flat cars.

F. MEARS, Commissioner.

PROPOSAL FOR BIDS.

It is proposed to let a contract or contracts for the supply of mine timbers at the Eska Creek and Chickaloon mines. Bids will be entertained for the delivery both on the railroad right-of-way and at the mines. The bids should specify the point of delivery and the sections from which it is proposed to cut the timber. A bid will also be entertained for sawed timber at Chickaloon, the Commission to furnish the sawmill, the mill to be kept in good repair by the contractor. A bond will be required of the contractor or contractors.

For the Eska Creek Mine.

9,000	pieces 8 ft. long, 10 to 15 in. at butt, spruce or hemlock, barked.
7,000	4½-ft. ties, approximately 5 x 7 in., spruce or hemlock.
5,000	7-ft. props, spruce, hemlock or cottonwood, split or round; if split to be approximately 6 x 6 inches; if round to be not less than 6 inches at the small end.
20,000	4-ft. split props, spruce, hemlock or cottonwood, approximately 5 x 5 inches.
24,000	6-ft. split lagging spruce or hemlock, approximately 2 x 6 inches.
4,000	8-ft. split lagging, spruce or hemlock, approximately 3 x 6 inches.

For the Chickaloon Mine.

9,000	pieces 8 ft. long 10 to 15 in. at butt, spruce or hemlock, barked.
5,000	4½-ft. ties, approximately 5 x 7 in. spruce or hemlock.
12,000	6-ft. split lagging, spruce or hemlock, approximately 2 x 6 inches.
2,000	8-ft. split lagging, spruce or hemlock, approximately 3 x 6 inches.
5,000	8-ft. props, split or round, spruce, hemlock or cottonwood, if split approximately 6 x 8 in. If round not less than 6-in. at the small end.

Rate per thousand on sawed timber, the mill to be set

at Chickaloon; the timber sawed in 2 x 6 x 6, 1 x 12, 1 x 10, and 1 x 8 in varied lengths. All to be spruce or hemlock.

Rate per thousand lineal feet for spruce or hemlock 12 to 30 in. at butt and not less than 8 in. at small end, to be used for saw timber.

RELIEF FROM MINING ASSESSMENTS.

[Public Resolution—No. 10—65th Congress.]
(S. J. Res. 33.)

Joint Resolution To relieve the owners of mining claims who have been mustered into the military or naval service of the United States as officers or enlisted men from performing assessment work during the term of such service.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the provisions of section twenty-three hundred and twenty-four of the Revised Statutes of the United States, which require that on each mining claim located after the tenth day of May, eighteen hundred and seventy-two, and until patent has been issued therefor, not less than $100 worth of labor shall be performed or improvements made during each year, shall not apply to claims or parts of claims owned by officers or enlisted men who have been or may, during the present war with Germany, be mustered into the military or naval service of the United States to serve during their enlistment in the war with Germany, so that no mining claim or any part thereof owned by such person which has been regularly located and recorded shall be subject to forfeiture for nonperformance of the annual assessments during the period of his service or until six months after such owner is mustered out of the service or until six months after his death in the service: Provided, That the claimant of any mining location, in order to obtain the benefits of this resolution, shall file, or cause to be filed, a notice in the office where the location notice or certificate is recorded, before the expiration of the assessment year during which he is so mustered, giving notice of his muster into the service of the United States and of his desire to hold said mining claim under this resolution.

Approved, July 17, 1917.

EXECUTIVE ORDER.

[No. 2673.]

Chugach National Forest, Alaska
Alaska Townsite Withdrawal No. 15

Under authority of the Act of Congress approved June 4, 1897 (30 Stat., 11, 34-36), it is hereby ordered that the tract of land in Alaska bounded as hereinafter described be excluded from the Chugach National Forest, and pursuant to the provisions of the Act of Congress approved March 12, 1914 (38 Stat., 305), that such tract be, and the same is hereby withdrawn from settlement, location, sale, entry or other disposition, and reserved for townsite purposes and for other purposes in connection with the construction and operation of railroad lines under said act, under such regulations as have been or many hereafter be prescibed: Provided, that nothing herein contained shall be held to preclude the use or disposition of any of the timber on said lands in accordance with the provisions of Section 11 of the Act of Congress approved May 14,1898 (38 Stat., 414), when it shall appear to the Secretary of the Interior or to the Alaskan Engineering Commission that the granting of such privileges will not interfere with the purposes for which the withdrawal is made:

Potter Creek.

"Beginning at a point on Center Line of Government Railroad in Turnagain Arm District designated as Stat. 2690 plus 03.8 "A" Line location; thence East 1053.75 feet; thence North 4220.63 feet; then West 3378.3 feet to a point on said Center Line designated as Sta. 2739 plus 00 "A" Line location; thence West 77.7 feet to a point on East shore line Turnagain Arm; thence along said shore line in a Southerly direction through the following courses and distances:

S. 26° 02′ E.,	1829.4	Feet
S. 27° 58′ E.,	415.7	Feet
S. 2° 13′ E.,	148.7	Feet
S. 53° 36′ E.,	521.7	Feet
S. 22° 36′ E.,	417.1	Feet
S. 25° 47′ E.,	352.7	Feet
S. 36° 20′ W.,	59.7	Feet
S. 16° 12′ E.,	158.6	Feet
S. 58° 59′ W.,	159.3	Feet
S. 4° 40′ W.,	110.0	Feet
S. 84° 49′ E.,	144.3	Feet
S. 17° 29′ E.,	385.3	Feet
S. 73° 07′ E.,	270.8	Feet
S. 24° 58′ E.,	108.1	Feet
S. 63° 48′ E.,	111.3	Feet
S. 59° 19′ E.,	79.0	Feet

Thence East 76.7 feet to a point on said "A" line designated as Sta. 2690 plus 03.8, the point of beginning; containing 230.281 acres."

WOODROW WILSON.

The White House, July 28, 1917.

MARKETING LOCAL POTATO CROP.

The Land and Industrial Department authorizes the following:

Advices received by the Land and Industrial Department indicate that the potato crop of the State of Washington will be double that of last year. It has also been reported that the Agricultural Commissioner of the State of Washington is asking the Food Control Board to guarantee a minimum price of $20.00 per ton for the crop.

The production of potatoes in Alaska this year will be much larger than ever before. For this reason the farmers should arrange to get a supply on the market at once in order to take care of the present demand, thereby securing a good price for their product. Later on when the market is overstocked there will undoubtedly be a sharp reduction in price, and those who sell their product before such reduction occurs will, of course, profit to that extent.

DAILY WEATHER REPORT.

Following is a report of weather conditions during the period August 15 to August 21, inclusive:

Date	Max.	Min.	Rainfall	Aver. Wind
August 15	71	37	none	5.8
August 16	64	53	trace	2.5
August 17	67	41	trace	2.7
August 18	68	50	0.03	2.1
August 19	62	45	0.02	2.8
August 20	65	51	0.02	6.8
August 21	62	40	none	2.7

Show your patriotism by contributing to the American Red Cross War Fund.

Contribute to the Red Cross War Fund.

OFFICIAL CIRCULAR

Anchorage Division.

HOLIDAY ANNOUNCEMENT.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, August 28, 1917.

Circular No. 252:

TO ALL CONCERNED:

The following circular is issued to supersede Circular No. 244 issued August 15, with reference to Labor Day:

Labor Day, Monday September 3, 1917, will be observed as a holiday in this Division, and, so far as practicable all work will be suspended on that day.

As it will be impracticable for employees in the construction districts to return to their posts of duty in time to go to work on Tuesday, September 4, work will not be resumed on a normal schedule until Wednesday, September 5.

F. MEARS, Commissioner.

ADVICE SOUGHT FOR HOME GUARDS.

The national committee of patriotic and defense societies has issued the following:

The national committee of patriotic and defense societies is making an extended survey of the home-guard organizations throughout the United States which have military organizations. It estimates that there are now over 150,000 men beyond military age who are drilling regularly.

In view of this large force, the national committee feels that the Federal Government should make some survey of the situation and should issue advice as to the type of drill, uniforms, and equipment.

The desire for better organization is manifest in the letters from the State councils of defense. South Carolina reports: "Many committees of the State are forming the home guards, but we will first have to establish a local status for these guards before we can go ahead on a large scale." A member of the Connecticut State council of defense says: "My opinion is that it would be useful and therefore advisable to have all of the defense organizations of the country registered in some way." Virginia says: "We are waiting for action by the governor and word from the War Department as to what we may expect from the Federal Government."

Some of the States which have already passed definite legislation in regard to home guards are the following: Maryland, whose law provides that the new State guard shall be organized under the adjutant general's office and that the adjutant general may be detailed by the governor to command it; New Hampshire has passed an act creating the State guard, and in the act authorizes the governor of the State to establish a military emergency board which should have power to create a State guard; and New York has done the same.

The home guard organizations throughout the country are recruited from the best type of business men who are eager to give patriotic service to the country. The companies will be effective not only for police work, but the members may be used later as drill masters, and could be of much service in recruiting work, in aiding the Department of Justice, and in promoting many other departmental activities.

ANCHORAGE TIDE PREDICTIONS.

The tide predictions at Anchorage for the month of September are given in the following table:

Date	Time and height of low and high water.			
Saturday, September 1	5.58 34.2	12.23 −3.8	6.39 33.7	....
Sunday, September 2	0.42 −2.5	6.45 35.0	1.04 −3.9	7.15 34.7
Monday, September 3	1.25 −3.7	7.30 34.9	1.43 −3.3	7.55 34.9
Tuesday, September 4	2.08 −4.6	8.15 33.9	2.24 −1.9	8.33 34.3
Wednesday, September 5 ...	2.52 −3.4	9.00 32.2	3.04 0.0	9.13 33.0
Thursday, September 6	3.38 −1.9	9.46 30.0	3.45 2.2	9.55 31.2
Friday, September 7	4.28 0.1	10.38 27.8	4.33 4.5	10.45 29.1
Saturday, September 8	5.27 2.2	11.41 25.7	5.34 6.5	11.49 27.2
Sunday, September 9	6.43 3.8	1.23 24.6	7.02 7.9	....
Monday, September 10	1.29 26.1	8.21 4.2	3.20 25.0	9.05 7.7
Tuesday, September 11	3.08 26.5	9.45 3.5	4.34 26.1	10.18 6.4
Wednesday, September 12 ..	4.12 27.5	10.36 2.5	5.01 27.3	10.58 5.0
Thursday, September 13	4.56 28.7	11.11 1.5	5.29 28.4	11.36 3.6
Friday, September 14	5.30 29.7	11.42 0.8	5.54 29.3	11.52 2.3
Saturday, September 15 ..	6.01 30.7	12.10 0.3	6.15 30.1	....
Sunday, September 16	0.19 1.1	6.29 31.3	12.38 0.2	6.38 30.6
Monday, September 17	0.47 0.2	6.58 31.6	1.05 0.4	7.01 30.9
Tuesday, September 18	1.15 −0.5	7.28 31.6	1.35 1.1	7.25 31.0
Wednesday, September 19 ..	1.45 −0.8	8.00 31.1	2.04 2.0	7.51 30.8
Thursday, September 20	2.15 −0.7	8.32 30.2	2.33 3.2	8.18 30.5
Friday, September 21	2.48 −0.2	9.06 28.9	3.03 4.5	8.49 29.8
Saturday, September 22 ..	3.25 0.7	9.47 27.4	3.36 5.9	9.25 29.0
Sunday, September 23	4.14 1.8	10.43 25.9	4.27 7.3	10.15 28.0
Monday, September 24	5.24 3.0	12.07 25.0	5.55 8.2	11.35 27.1
Tuesday, September 25	6.57 3.4	1.57 25.4	7.36 7.7	....
Wednesday, September 26 ..	1.21 27.1	8.25 2.7	3.15 27.0	9.00 5.7
Thursday, September 27	2.54 28.6	9.33 1.2	4.05 29.2	10.00 2.9
Friday, September 28	4.02 30.6	10.27 −0.3	4.47 31.3	10.51 0.0
Saturday, September 29 ..	4.57 32.6	11.12 −1.4	5.26 33.3	11.35 −2.5
Sunday, September 30	5.45 34.1	11.55 −2.9	6.03 34.7	....

The tides are placed in order of occurence, 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 is 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 Cosmopolitan Standard for the meridian 150 degrees west. All hours later than 12 noon appear in bold faced type; ante meridiem figures are given in the ordinary lightfaced type.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, SEPTEMBER 4, 1917. No. 43

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

BRANCH OF LOYAL LEAGUE IS FORMED

A branch of the Alaska Loyal League was installed in Anchorage on Saturday evening at a largely attended meeting of Commission employees held at the Social Hall. More than 50 persons signed the rolls of the organization and enlisted for home service during the existance of the war.

The meeting was called to order by Mr. J. H. Robinson. On motion, Mr. J. C. Seeley was unanimously elected temporary chairman and Mr. F. J. Hart temporary secretary. The organization was perfected by the following employees signing the membership roll:

F. J. Hart, R. N. Moyer, John H. Robinson, C. Verne Marshall, J. E. Muller, I. H. Fleishman, J. T. Cunningham, W. D. Googe, Don S. Griffith, D. B. Van Derlip, W. G. Wilt, D. D. Vint, Henry Levy, E. C. Oldfin, H R. Munson, J. T. Delaney, M. E. Sundberg, Henry J. Miller, Arthur J. Hewitt, Fred Lillyman, H. U. M. Higgins, W. L. Durham, P. H. Weber, Charles W. Jones, O. A. Kenyon, A. B. Cummings, G. C. Hammond, R. D. Chase, M. P. Cotter, C. M. Wressell, R. S. Temme, A. G. Balls, D. R. Adams, G. Mueller, H. F. Schultz, H. McCloud, Carl D. Pollock, A. E. Schiltz, J. T. Coulton, F. U. Mayhew, B. H. Barndollar, Fred Tiffany, A. B. Camp, H. N. Hargood, H. T. Sanders, H. M. Rydholm, J. C. Seeley, L. E. Chesterfield, W. R. Manning, R. W. Hart, Ed. McHugh, E. L. Werner.

Permanent officers were elected as follows: President, J. T. Cunningham; Vice-president, B. H. Barndollar; Secretary-Treasurer, F. J. Hart. The following were elected members of the Executive Board: D. B. Van Derlip, W. R. Manning, J. C. Seeley, Godfrey Mueller, C. D. Pollock, G. C. Hammond, D. D. Vint and W. G. Wilt.

The Executive Committee was instructed to make the necessary arrangements for drilling the members and to offer Captain Frederick Mears the captaincy of the organization. The other drill officers of the league will be chosen at an election to be held later.

The Alaska Loyal League is not confined to employees of the Commission exclusively. Any person desirous of affiliating may do so by signing the roll, which is in the possession of Secretary Hart.

TRANSPORT CROOK ARRIVES.

The transport Crook arrived this morning with thirty first-class passengers and 2500 tons of freight for the railroad. The passenger list follows:

Mrs. R. S. Temme, Mrs. K. K. Kuney, Mrs. E. J. Warner, Mrs. J. R. Nester, W. D. Stearns and wife, John W. Nordstrom, Mrs. W. S. VanVoorhis, Helen VanVoorhis, Mrs. M. Brusckner, Mrs. H. H. Marshall, Olive Marshall, Verne Marshall, T. R. McAnally and wife, T. R. McAnally, jr., Faison McAnally, Wm. McElvaine, Mrs. Tom Muzouri, Mrs. Ollie D. Worden, M. L. Gerber, Ernestine Wheelock, Geraldine Gerber, Maxine Gerber, Mrs. W. T. LeRoy, David LeRoy, Mrs. W. R. Manning, Mrs. R. W. Hart, Dorothy Hart, Robert Hart.

NOTICE TO MARINERS.

Anchor Point Light, reported not burning since June 28, was relighted August 20, 1917.

Kalgin Island Light, in Cook Inlet, was established on August 22, 1917. It is a flashing white light, 0.3 second flash every 3 seconds, 130 candle-power, 30 feet above high water, on the northeast point of Kalgin Island. Light is obscured 27 degrees to 177 degrees true.

R. W. Hart, accountant in the office of the examiner of accounts, returned from Seward on the steamer Mariposa Saturday afternoon.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

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

MAINTENANCE OF WAY.

Water Service and Plumbing.

Work on the drainage system for the Anchorage yards was completed. Toilet facilities were installed in the machine shops. Excavation for a 6-inch water line to connect with the new tank was started. Installation was begun on the plumbing fixtures for the six new cottages being built at Eska Creek coal mine. Fixtures for hot water heating system of the three-room cottages arrived and work was commenced on their installation.

Bridge and Building.

All concrete in connection with the new roundhouse has been placed and the erection of the framework was commenced. The house for the new radio station was 40 per cent completed. At the marine ways the laying of stringers and placing of caps continued. Ninety-five per cent of this work has been done.

At Anchorage schoolhouse the plastering was practically completed, and 75 per cent of the third floor had been laid. The exterior painting was finished and work was begun on the interior kalsomining. A small force was engaged in painting the buildings at the corral and the Birchwood depot. During this period a section laborers' house was built at Birchwood. No. 1 bridge gang was moved to Pittman to erect a 20,000-gallon wood stave water tank and a section laborers' cottage. No. 5 bridge gang completed the building of the bridge across the Little Susitna River. Four of the new gondola coal cars were completed, and work was started on the fifth.

Grading, Ballasting and Tracklaying.

The ditching machine completed work on the cut between Stations 3344 and 3355 and started digging out the ditches in the cut between Stations 3030 and 3040. A small tracklaying gang was engaged all week doing back-work on the track between Stations 2715 and 2000, on the Turnagain Arm District.

No. 1 steam shovel, at Station 415, on the Matanuska Branch, moved 10,200 cubic yards, 9340 of which were used as ballast and the remainder for widening fills. No. 2 steam shovel, on the main line, moved 11,500 cubic yards, 4000 yards of which were used as bank widening and 7500 yards in making fills between Stations 6436 and 6449 plus 50.

No. 1 extra gang lifted track from Station 845 to 730. Extra gang No. 2 lifted track from Station 727 to 660. No. 3 extra gang lifted track from Station 330 to 210, and laid steel from Station 236 to 132. No. 4 extra gang raised track from Station 6436 to 6449 plus 50 and laid steel from Station 6436 to 6481.

Mechanical Department.

Engine No 224 was 45 per cent assembled at the close of the week. The usual amount of miscellaneous work was performed for the various departments.

TURNAGAIN ARM DISTRICT.

A wagon road and sled trail for the use of stationmen is being constructed between Bird Point and Mile 79.

The 70-ton Bucyrus steam shovel started operation at Mile 83 on Thursday. Two dinkeys and trains of four-yard cars are carrying the material. A narrow-gauge track has been completed from the boat landing at Bird Point to the shovel plant at Mile 88, a distance of 1 3-8 miles, and will be used to haul coal and supplies.

The 70-ton Bucyrus shovel at Indian Creek moved and cast over the bank 11,000 cubic yards of gravel, making a total distance of 600 feet during the week.

The driving of the Indian Creek bridge of 14 bents was completed and the crews began work on the decking and placing of ties. This work suffered some delay on account of being unable to get material landed. Turnagain Arm was exceedingly rough for several days, making the operation of boats with barges in tow practically impossible. As soon as a barge can be landed at Indian Creek the piledriver will be loaded and taken to Bird Creek.

The overhauling of the 60-ton Marion steam shovel was practically complete at the close of the week. This shovel will be loaded on a barge at Anchorage and taken to Camp 86 where it is proposed to use the equipment on grade work between Bird Creek and Camp 86, a distance of 4500 feet.

The Commission forces at Sheep Creek and Mile 99 are making satisfactory progress. Three shifts are working on the south end of Sheep Creek cut and two on the north end.

All four-yard cars and dinkeys have been moved from Potter Creek to Indian Creek and Bird Point.

The following grading contractors completed work during the week: J. Bordin & Co., N. Nicholson & Co., G. Hrjak & Co., and T. Rosso & Co.

Grading contracts were let during the period as follows: Gus Hedland & Co., E. Burgland & Co., and M. Kasovitch & Co. A contract for temporary trestles was let to Gust Bostrom & Co., in connection with the steam shovel work between Bird Point and Indian Creek.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

On the main line the copper-clad pair was transferred to permanent pins from Mile 119 to 130; the copper wire is being transferred to brackets and a second wire of salvaged copper is being hung to form a copper pair; new poles were set and corners guyed where ncessary, preparatory to hanging the new copper lines.

A second wire was hung between Matanuska and Houston, completing the iron pair between those points.

On Matanuska Branch an iron pair was hung to Mile 8.5; poles were reset where they had been dug out by steam shovels, and 248 poles for the permanent line were distributed north of King.

The telephone work consisted of cutting subscribers from open wire to aerial cable, removing cross-arms, poles and wire in the Anchorage terminal yard, stringing and clipping messenger wire and aerial cable in the townsite. All subscribers in the terminal yards are now working in the aerial cable.

Radio.

The foundation and framework for the radio station building were put up; water pipes were installed; the cess pool completed; 300 feet of ditch were dug for the conduit for power, light, telegraph and telephone circuits; and the conduit for connecting the generator to the switchboard in the station was installed.

Electric Light and Power.

The work consisted of peeling, gaining, framing and raising poles for the terminal yard and townsite lighting; of wiring cottages and buildings at Eska Creek coal mine;

and general maintenance of motors, dynamos and the transmission and distribution lines.

MATANUSKA DISTRICT.

Matanuska Branch.

Only one construction contractor remains at work on the Matanuska Branch, namely, Nick Davis & Co. Track has been laid as far as the first crossing of the Chickaloon and the bridge at that point will be erected at once.

Camp 24 will be closed within a week.

Main Line.

All contractors south of Little Willow Creek are rapidly finishing their work. Tracklaying in that section commenced on Monday, the 27th, and those contractors still remaining will have completed their several assignments before steel reaches their stations.

No. 1 piledriver crew should finish the driving of the Willow Creek structure shortly after September 1. No. 2 piledriver crew is driving the Kashwitna structure.

The forces along the main line are being rapidly reduced, and Camps 174 and 180 will be closed and turned over to the Maintenance Department about the first of September.

The weather was favorable for construction during the week and the wagon road remained in good condition for heavy hauling.

TALKEETNA DISTRICT.

(Report for Month of August)

All contractors between Sheep Creek and Montana Creek are making satisfactory progress and will complete their assignments on scheduled time unless weather conditions become unfavorable. Considerable frost has been encountered in the material in this vicinity.

Between Montana Creek and Talkeetna all grading, with the exception of one contract south of Camp 221, will be finished by Novmeber 1.

Between Talkeetna and Station 10490 only three contractors are engaged on grade work. With the completion of these contracts all unfinished work which was abandoned last year on account of heavy rains will be disposed of.

Around Dead Horse Hill satisfactory progress is being made. This section will likewise be finished by November 1, with the exception of one contract between Station 10838 and 10919 plus 30.

At Indian River a contract has been let to Charles Johnson & Co. for the construction of a warehouse. The lumber for the building will be furnished by the mill at that point operated by Mr. Lee Fraser. Commission forces are now erecting a building 30 by 60 feet to be used as a blacksmith and general repair shop. It will be large enough to be used for making repairs to sleds and wagons and for shoeing horses under cover during the winter months. A Commission force is also framing timbers for two deck scows intended for current ferries at Talkeetna and Upper Susitna. The scows will not be launched this season. The towers for the support of the cableways will also be erected by a Commission force, one on each side of the Susitna River and the cableway will be swung when the river is frozen over this winter.

Three horse-piledrivers are in service in Talkeetna District. The first driver was placed in commission on July 3, the second on July 12, and the third started operation on August 7 reinforcing the crib and wharf at Talkeetna. This latter work is now finished, 169 piles having been driven with an average penetration of 7.5 feet. The total lineal feet of piling in this work is approximately 2536. The piles were cut in the vicinity of Talkeetna by Commission forces and delivered to the driver as required.

At Headquarters Camp, Dead Horse Hill, the construction of permanent buildings is going ahead satisfactorily. The new district office and bachelors' quarters are completed, and the force is now engaged in getting the other permanent buildings in shape for the winter.

The health of the forces throughout the district has been good and only accidents of a minor nature were sustained during the month.

There were 539 employees on the payrolls at the close of the period, divided as follows: General supervision 5, engineering 32, office and clerical 18, foremen and subforemen 7, mechanics and laborers 113, teamsters, packers and corral help 18, mess house help 31, stationmen 276, stationmen's laborers 39.

CALL FOR SURGICAL DRESSINGS FOR AMERICAN NAVAL VESSELS.

The Red Cross makes public the following:

At the request of William C. Braisted, Surgeon General of the United States Navy, the American Red Cross has called upon 10 of the larger chapters of the society nearest New York to supply at the earliest possible moment surgical dressings for battleships and destroyers. Each ship will require thousands of compresses and bandages, the entire consignment making a total of more than 600,000 surgical dressings.

The surgical dressings are to be prepared by the women workers in the Red Cross chapters at Chicago, Cleveland, Pittsburgh, Washington, Baltimore, Philadelphia, New York, Atlanta, Boston, and the northeastern division, these chapters being chosen because their proximity to New York will expedite delivery. It is expected to fill the order within the next 10 days.

Working Night and Day.

Women qualified in the various chapters to make surgical dressings are working night and day for the rapid completion of the work. Only women who have taken the Red Cross course in the making of these bandages are eligible to engage in the work.

With the declaration of war there has been a rapid increase in the number of women taking the Red Cross surgical dressing courses. In June 4,144 certificates were issued to women who had taken the course of eight lessons of three hours each, and in the first 10 days of July 1,279 certificates were issued.

Each chapter will supply the battleship named after that particular State and others in which they might have a geographical interest. Thus the Chicago chapter will supply the Chicago and the Illinois. New York will supply the New York and the Albany. These boxes as completed will be shipped by chapters direct to the Bush Terminal at New York for distribution to the ships.

Secretary McAdoo, has announced that the next bond issue will be known as the Second Liberty Loan of 1917. The Secretary has not yet determined the date of the loan.

Show your patriotism by contributing to the American Red Cross Fund.

Are you saving your money to invest in the next issue of the Liberty Loan?

WEEKLY FORCE REPORT.
Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, August 18, 1917, was as follows:

Commissioner's Office	41
Shops and Yards	260
Transportation Service	30
Store and Dock Departments	462
Accounting Department	21
Disbursing Office	9
Townsite Department	67
Employment Bureau and Terminal Mess	19
Hospital Department	27
Harbor Improvement	3
Telegraph and Telephone Department	85
Track, Bridge and Ballast—Main Line	561
Eska Creek Coal Mine	110
Locating Party No. 4	37
Turnagain Arm District	375
Matanuska District	300
Talkeetna District	220
	2677
Stationmen and Laborers—All Districts	1510
Grand total all employees Anchorage Division	4187

LIBERTY BONDS PREFERRED STOCK.

Likening the United States to a great corporation with more than a hundred million stockholders and with capital stock and resources of more than two hundred fifty billions of dollars, each American citizen is a stockholder in this great corporation. Even those whose assets are their earning capacity own shares in our public domain and property and are working on a profit-sharing basis with a vote and a voice in the management of the corporation and with the right to acquire more stock at any time.

A Liberty Loan bond may be likened to a share of preferred stock in this gigantic corporation. Like preferred stock in other corporations, it may not return at times so large a dividend as common stock, but the dividend from it is certain and sure. It is stock that pays 3½ per cent dividend, but the stock and dividend can not be taxed; and while crop failures may decrease the farmer's dividend from his land some years to less than nothing, and various causes may lessen or destroy dividends from all other sorts of property, the dividend from the Liberty Loan bond is certain and sure, subject to no failure or diminution.

The owner of a Liberty Loan bond holds written tangible evidence of being a preferred stockholder in the United States, the greatest, the most glorious, the most honorable, and the most successful corporation in the world. He holds the certificate of being a citizen willing to support his Government and to lend money to his country when it needs it and calls for it.

There is honor in being the owner of a Liberty Loan bond as well as profit.—The Official Bulletin.

Max Poehlman, who has been conducting experiments for the Midnight Sun Fish Products Company at Seward, tanning shark hide leather and trying out shark oil, has secured sufficient of the former to make a shipment to a tannery for a thorough test.

ALASKA LOYAL LEAGUE.

The Executive Committee of the Alaska Loyal League has issued a call for all members to attend drill on the terminal baseball grounds at 6 o'clock on Monday evening, September 10. Persons desirous of signing the roll may do so at this time by applying to Secretary F. J. Hart.

On Thursday, the 6th inst., members of the Executive Committee will meet at the Social Hall to consider business of importance.

COOK INLET BASEBALL LEAGUE.

Matanuska defeated Anchorage City in the first game of a double-header played at Anchorage Sunday morning, the score being 12 to 2. In the afternoon the City reversed the results, winning from Matanuska 10 to 2.

On Monday Turnagain Arm defeated Anchorage Commission, 11 to 2, playing on Anchorage Athletic field.

Tuesday's game was won by Matanuska over the Commission team, score 10 to 6.

The present standing of the teams:

	Won	Lost	Pct.
Turnagain Arm	9	7	.563
Matanuska	9	7	.563
Anchorage Commission	9	8	.529
Anchorage City	6	11	.353

CANNOT JOIN NAVY AFTER BEING CALLED BY BOARD.

The Provost Marshal General has sent the following telegram to the governors of all States:

An erroneous instruction has been sent by the Navy Department to naval recruiting stations, to the effect that persons could voluntarily enlist in the Navy after having been called by a local board. The attention of the Navy Department has been called to this error and it is being rectified by telegram. Please inform all local boards that after a person has been called by the board he can not voluntarily enlist in the military or naval service and that such voluntary enlistment will not protect him from the penalty of the law for failure to report to the local board.

DAILY WEATHER REPORT.

Following is a report of weather conditions during the period August 22 to August 28, inclusive:

Date	Max.	Min.	Rainfall	Aver. Wind
August 22	60	41	trace	3.5
August 23	66	46	none	4.2
August 24	64	48	0.07	5.5
August 25	61	42	none	7.1
August 26	58	46	none	3.3
August 27	60	48	0.04	4.7
August 28	59	47	0.03	2.5

Several parties of Commission employees took advantage of the holidays to hunt ducks and geese in the numerous sloughs and marshes near Anchorage. The game was very plentiful and all obtained the limit allowed by law. Large numbers of white swan were seen but none was bagged by the local hunters.

Show your patriotism by contributing to the American Red Cross War Fund.

ARE YOU SAVING Your Money to Invest in the Next Issue of **THE LIBERTY LOAN?**

OFFICIAL CIRCULARS

Anchorage Division.

TRIP PASS REGULATIONS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, August 29, 1917.

Circular No. 253:

TO ALL CONCERNED:

In connection with the issuance of trip passes for employees and dependent members of employees' families, the following regulations will govern:

After three months' continuous service employees will be eligible for free transportation for themselves and dependent members of their families, under the following conditions:

1. Not more than one pass a month will be issued to any one employee or dependent member of employee's family.

2. Passes will be limited to thirty days from date of issue.

3. No passes will be extended, and if pass is not used it must be turned in to this office for cancellation.

4. Dependent members of an employee's family are understood to include wife and minor children, and other relatives entirely dependent upon employee, and making their permanent home with employee.

5. Children under five years of age will be carried free when accompanied by an adult. In requesting passes for children over five years of age name and age should be shown on request.

F. MEARS, Commissioner.

RENEWAL OF ELECTRIC LIGHT BULBS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, September 1, 1917.

Circular No. 254:

TO ALL CONCERNED:

Effective September 1, 1917, employees will be required to take care of the renewal of electric light bulbs on their own account.

This rule applies to those employees occupying Government cottages as well as private houses.

F. MEARS, Commissioner.

CHECKS ESTOPPED FROM PAYMENT.

The Treasurer of the United States has been requested to stop payment on the following official checks, which have been reported lost by J. P. Spolding, in whose favor they were issued by G. C. Hammond, special disbursing agent:

No. 39303, dated December 4, 1916	$ 97.00
No. 42046, dated January 5, 1917	79.50
No. 44535, dated May 9, 1917	86.83
No. 48798, dated June 18, 1917	130.00
No. 49321, dated July 5, 1917	120.00
No. 52903, dated August 7, 1917	120.00

Issued by Chas. W. Donnally, special disbursing agent:

No. 2869, dated March 10, 1917	90.00
No. 4442, dated April 4, 1917	98.00

COMMISSARY BOOK LOST.

A $20 commissary book, No. 15516, issued to S. L. Wagner of Potter Creek, has been lost. If found, please return to Commissioner's Office, Anchorage.

PLAN TO SAVE COAL BILLS.

A unique method for financing a big slice of the next Liberty Bond issue practically without cost to several millions of citizens is outlined by Van H. Manning, Director of the Bureau of Mines, Department of the Interior, in a statement to the public on how to save coal bills. His proposition, which is a startling one and which he claims will result in the average citizen saving this next winter from $50 to $100, is as follows:

"In the bureau's search for the truth as to just what can be done by a household furnace in heating a house and supplying it with plenty of warmth, a professor at Yale University was asked by the bureau to keep exact costs of heating his ten-room house in New Haven, Conn., and to endeavor to show the best possible results. This was in the winter of 1912-1913, when coal was yet comparatively cheap. He kept that house at an average temperature of 69 degrees for seven months and ten days at a cost of $40 for coal and $8 for cord wood that was used in a grate more for cheeriness than anything else. He used nine and two-fifths tons of coal at a cost of $4.25 a ton.

"That man's cost of heating was from $50 to $100 less than what was expended by a large number of householders living in the same locality and having the same heating requirements. And it was that much less than thousands of other citizens throughout the United States.

"The problem now is that if the Yale professor by a careful, intelligent firing of his furnace can save from $50 to $100 a year over his neighbors when the cost of coal was low, how much can he and other citizens who care to try, save with coal costing in many instances twice as much and more? I am going to leave that to the average citizen to actually work out himself. All I can say is that the Yale professor's record was a true one and that it can be duplicated by anyone who wishes to give his furnace the same intelligent consideration.

"Since that time the bureau has many times duplicated the performance of the Yale professor and knows that it can be done. In our investigations we have worked out some rules that must be followed if success is to be achieved. These have been formulated into a series of cardinal principles and printed for the benefit of the people. The bureau will be glad to give a copy of these rules to any citizen of the country and to help him to this saving of $50 or $100 or perhaps more. The citizen will not only save the cost of one, two, three, or four Liberty Bonds, but he will also be saving coal at a time we need it most. Here is a chance to be three kinds of a patriot, one who saves money, one who buys a Liberty Bond, and one who saves coal."

Messrs. Hammond, Cotter, Balls, Adams and Wressell, of the Anchorage Disbursing Office, Neilsen of the Dock Office, Haag of the Maintenance of Way Department and Moyer of the Commissioner's Office, left on Saturday night for a two days' fishing trip to Big Willow River. They returned to Anchorage on Tuesday with heavy catches of grayling and rainbow trout.

On July 31 there were 1042 employees on the rolls of Fairbanks Division, classified as follows: Commission force 694, contractors 348. Of the Commission force, 626 were employed in the Nenana District, 14 in the Fairbanks District, and 54 by the Tanana Valley Railroad.

SEARCH IS ORDERED FOR MEN WHO FAILED TO REGISTER.

The Attorney General has issued the following instructions to all United States attorneys:

From reports received as of July 16, it appears that thousands of men between the ages of 21 and 30, inclusive, did not register in time for the draft of July 20 and have so far successfully escaped detection and prosecution. The importance of this matter to the Government is such that a prompt, thorough, and country-wide search for these persons, followed by a vigorous prosecution of all who are apprehended, must be made by this department.

Though the draft has been made, those persons who are found not registered are not to escape the selective draft by reason of their delay. The local exemption boards have instructions to register these persons. They will then be liable for selection under the draft of July 20, just as if they had registered prior to that date. Hence the discovery and registration of all persons subject to the conscription act is of importance to the raising of the Army, aside from the criminal aspect of the case.

Plan of Procedure.

Following is the plan for the draft of all persons registered and to be registered after July 10, 1917.

As each person is located, he should be taken to the local exemption board, where he will be registered and his card forwarded by the local board to the adjutant general of the State. The adjutant general will, after receiving several cards from the same local board, assign by lot "serial numbers" to them in the following manner.

First, he will assign by lot such "serial numbers" as may have belonged to persons called by the local board and discharged because of physical disability or other lawful reason, or a "serial number" to which no person responds. If there are no such blank "serial numbers" within the jurisdiction of the local board from which the card has been forwarded, then he will assign by lot "serial numbers" beginning with the next "serial numbers" following the highest "serial numbers" of persons within the jurisdiction of the local board forwarding the cards; for example, take a district that registered 100 persons. Suppose its quota is 10. Then the local board will call 20 men, selecting those in the order that their numbers appear on the official sheet after cancelling on that sheet all numbers above 100. Some of those 20 will be discharged because of physical deficiencies or other lawful ground for discharge.

If 5 Men Remain.

Suppose there are 5 men to be registered after the draft. The Adjutant General will take the first 5 blank numbers of those discharged and by lot assign them to the late registrants. Suppose 78, 4, 25, 60, and 32 are numbers of persons discharged. Suppose John Smith, Harry Jones, Silas Turner, Jeremiah Atkins, and Joe Vaughn are the late registrants; then he, by lot, assigns to each of said persons one of the above blank numbers. The man who gets 78 must take the place in the list that 78 occupies on the official draft list. If no persons among the 20 are discharged, and hence there are no blank numbers, then he will begin at 101, the next "serial number" following the highest number in the supposed district, and add five "serial numbers" and assign them by lot to the persons above named. They then are liable in the order that 101, etc., come in the official draft lists. The Adjutant General will then notify said local board of the "serial numbers" thus assigned the cards forwarded by that board. The local board will then assign the proper "serial number" sent them by the Adjutant General to the original cards in their possession and cause the list of persons with the "serial numbers" to be posted and notify each person of his number. Thus the late registrants are made equally liable under the original draft with all who registered according to law.

Vigorous Investigation Desired.

It is not expected that your time will permit you to undertake personally or with your regular force a house to house canvass, nor a comparison of the registration list with the various tax and voting lists of each county, but when you can engage the assistance of local officers or voluntary organizations for such work, it should be done. The department does, however, expect you to institute with all the help at your command a vigorous investigation of persons reported to you of conscription age and not registered, and all cases coming to your attention in the course of your work. When it is discovered that a person has not registered and is of proper age, proceed at once to register him as outlined above and institute criminal proceedings against him regardless of the reasons for failure to register before the draft, unless the circumstances causing the delay are beyond the control of the individual; such as, being at sea on registration day and registering as soon as practicable after landing, or when the person had been refused the opportunity to register by the local boards. Pending physical examination and application for discharge or exemption, such persons who hold numbers rendering them liable to draft on first call should be kept in jail or released on the highest bail practicable. The prosecution for violation of the conscription act is entirely independent of the act of registering such persons, and is terminated only in one of two ways; by judgment of court, or by being "chosen" by the district board.

Respectfully,
T. W. GREGORY, Attorney General.

"LUMBERJACK REGIMENT" IS RECRUITED TO FULL STRENGTH.

The Forest Service, Department of Agriculture, authorizes the following:

The regiment of lumbermen, officially known as the Tenth Engineers (Forest), and nicknamed the "lumberjack regiment," has been recruited to full strength, and the Forest Service, which has been securing the men, has been notified by the War Department to list no more candidates for service with this regiment. In anticipation, however, of a possible call soon for another regiment of the same character the listing officers all over the country have been instructed to continue listing names of suitable men who may be summoned when needed.

Not a Fighting Unit.

The "lumberjack regiment" is not a fighting force, but will be employed in woods operations in France, getting out material for Army use. The recruits are now being assembled in Washington, where they are drilled daily by the officers assigned to command them.

Col. Woodruff, of the Regular Army, who will head the regiment, is in charge, and with the assistance of a staff, made up of practical lumbermen and foresters, is providing an equipment of the most up-to-date character for the type of woods operations called for in the list of

the experience of the allies. The regiment will take with it both stationary and portable sawmills, with everything necessary for logging and sawmill work and for transporting the product.

REGISTERED MEN WHO FAIL TO ANSWER CALL TO COLORS SUBJECT TO DESERTION PENALTIES.

The Provost Marshal General has issued the following statement:

Press reports and other advices received indicate that in one or two widely separated districts individuals, misinformed as to the purpose of the law and misguided as to its results, are threatening forcible resistance to the draft.

There is nothing to resist at this stage in the execution of the law. All male persons between the ages of 21 and 30, inclusive, have been enrolled for military service. A preliminary call has gone forth to some such persons, but the immediate and actual object of this call is merely to provide an opportunity to such person, or for some one else in respect of them, to present to the Government reasons why they should not be finally ordered to report for military duty. If such persons do not appear and present these reasons, they have simply neglected to take advantage of an opportunity that was offered solely for their benefit.

Subject to Military Law.

The failure of persons to take advantage of this opportunity does not interfere with the raising of the army and interests the Government only as punishable crime of omission. If they do not desire to make any such claims or if for any other reason they fail to appear, their names are automatically posted as having been called and not exempted or discharged. Automatically, also, they are inducted into the military service and made subject to military law. Failure to appear merely hastens this automatic process.

When the time allowed for making these claims has elapsed, these persons will be enrolled as in the military service. They will then be ordered to appear as soldiers. From this point on they will be under the swift and summary procedure of court-martial. Failure to report for military duty when ordered to do so constitutes desertion. Desertion in time of war is a capital offense.

Apprehension of Deserters.

Deserters may be apprehended by either civil or military authority, and after the mandate of the Federal Government has gone forth the whole strength of the military arm of the Government is available to apprehend deserters if it is necessary to use such force.

Demonstrations against local boards are simply futile strokes in the air. All the records necessary to hold such persons are already on file at State headquarters and at the National Capital, and since local boards have no occasion to use any force in simply offering a beneficial opportunity to registered persons, there is no field for resistance. If resistance is attempted later, when the Army seeks to apprehend deserters, it will instantly encounter troops of the Federal Government.

NAVY HAS ORDERED 4,500,000 YARDS OF WOOLEN UNIFORM CLOTH, COSTING MORE THAN $16,000,000.

The Navy Department has authorized the following:

To meet enormous war-time requirements and provide for future needs the Navy has recently contracted for 4,500,000 yards of woolen uniform cloth, at an aggregate cost of more than $16,000,000.

With the placing of an order for 1,000,000 yards with the American Woolen Co., of New York, substantially all contracts embraced in the department's schedule on blue uniform cloth have now been awarded.

The contracts constitute the largest purchase of woolen cloth ever made by the Navy, and one of the most important single contracts for woolen goods placed in the history of the trade, either here or abroad.

The amount of wool in the grease required for the manufacture of the cloth is upward of 15,000,000 pounds. It has been estimated that if the cloth were delivered at one time it would require storage space of about 300,000 cubic feet and would weigh nearly 4,500,000 pounds. It will be sufficient for the manufacture of about 1,000,000 shirts or jumpers, 800,000 pairs of trousers, and 350,000 overcoats.

In addition, large contracts for trousers and overcoats have been previously let.

The cloth will be made in about 35 separate mills, so that a supply is insured for the Navy regardless of any accident.

The various manufacturing sections of the country are represented in the awards, and goods will be made in the following States: Connecticut, Massachusetts, Rhode Island, Pennsylvania, New Jersey, Ohio, Maine, New York, Michigan, Oregon, Vermont, Maryland.

Delivery of the cloth, which has been contracted for in 11-ounce, 17 to 18-ounce, and 30-ounce weights, will cover a period of about seven months.

LIBRARIES FOR SOLDIERS.

Plans to provide libraries, both buildings and books, for the soldiers at the cantonments and training camps were discussed at a series of meetings of representatives of the American Library Association from the East and South, and a campaign was started to raise at least $1,000,000 for the camp library fund. The work was intrusted to the American Library Association by the committee on training camp activities, in cooperation with the War Department, and will be in direct charge of the committee on camp libraries, of which J. I. Wyer, jr., director of the New York State Library, is chairman.

From reports presented at the various sessions, it appeared that books had been proved to be the best antidotes or preventives for the evils of drinking and gambling, and also that approximately 99 per cent of the men prefer a good book to cards or dice or drink in their off hours.

One dollar, it is figured, will furnish a book, keep it in circulation until it is worn out, and replace it when retired for physical disability.

The field to be covered by the libraries embraces the widest range, including service for recruits, for men in training, for men in mobilization, garrisons, outposts, for the men in their rest periods while on the march, and even for the men at the front.

For its very minimum contribution, each city and town and village will be asked by the association to transmute 2 per cent of its population into dollars—that is, a city of 10,000 residents will be asked to give a minimum of $200, and so on, up and down the scale, but no limit is set on a maximum.

Hope and belief were expressed at the meetings that the press of the country would lend its help in raising this fund.

ALASKA SCHOOL LEGISLATION.

TERRITORY OF ALASKA
Office of the Secretary
Juneau, Alaska
CHAPTER 22
An Act

(H. B. 84)

To amend Section 324, Chapter 2, of the Compiled Laws of the Territory of Alaska, relating to the establishment and maintenance of schools for white children and children of mixed blood outside of municipalities, and repealing Chapter 59, Session Laws, 1915.

Be it enacted by the Legislature of the Territory of Alaska:

Section 1. That Section 324, Chapter 2, of the Compiled Laws of the Territory of Alaska, relating to the establishment and maintenance of schools for white children and children of mixed blood outside of municipalities be amended to read as follows:

"Section 324." The clerk of the district court shall have the power, and it shall be his duty, in the division to which he is appointed and in which he resides, upon petition as hereinafter specified, to establish by order in writing a school district at any camp, village, or settlement outside of the limits of any incorporated town, but such school district shall not embrace more than forty square miles of territory, nor contain less than ten resident white children between the ages of six and twenty years. The said petition shall specify as near as may be the location and boundary of the proposed school district, the number of people, the number of families, and the number of children between the ages of six and twenty years resident therein, and such other material facts as tend to show the necessity for the establishment of the school district. Said petition shall be signed by not less than twelve persons of adult age who are citizens of the United States or have declared their intention to become such and who reside within the boundaries of the proposed school district. If the clerk of the court is satisfied that it is necessary and proper to grant such petition, he shall make an order in writing establishing the school district prayed for, describing the same and defining its boundaries, and he shall also in said order appoint three of the petitioners to supervise and give notice of the first election, and shall specify the time and place of the same. The original order shall remain on file in the records of the court, and a copy of the same shall be posted at three public places in the school district at least ten days before the election, and such postings shall be deemed a sufficient notice of said election. All persons qualified to sign said petition shall be qualified to vote at said election. The qualified voters of said school district shall at said election choose by a plurality vote a school board of three members, consisting of a clerk, a treasurer, and a director, who shall, before entering upon the duties of their trust, each take an oath in writing to honorably and faithfully discharge the duties of their office. In case a vacancy in the membership of said board occurs from death resignation, removal, or other cause, such vacancy may be filled by a special election, upon ten days' notice, called by the remaining members of the board, upon the petition of five qualified voters. The treasurer shall be the custodian of the monies of the school district and he shall before entering upon the duties of his office, give his bond to the school district, with sufficient sureties, to be approved by the clerk of the court, and in such sum as he may direct, but not less than twice the amount of money that may come into his hands as treasurer, conditioned that he, the treasurer, will honestly and faithfully disburse and account for all the money that may come into his hands by virtue of his office. Said board shall have the power to build or rent the necessary school house or school rooms, to equip the same with the necessary furniture and fixtures, to provide fuel and light, to hire and employ teachers, and in general to do and perform everything that may be necessary for the maintenance of the public school. The members of said board shall hold office for the term of one year and until their successors are elected and qualified. An annual election shall be held each year, after the first election, for the election of members of said board. As soon as the members of said school board have been elected and qualified, they shall send to the clerk of the court and file in his office a certificate of their election under the hand and seal of the judges or supervisors of election, their oaths of office, and the bond of the treasurer, and the clerk of the court shall file said papers and carefully keep them as a part of the files and records of his office, and he shall at once send to the governor of the Territory of Alaska a certified copy of said papers, together with a certified copy of the order establishing the school district, and the governor shall duly file and preserve the same. The said board, as soon as they have complied with the requirements aforesaid, shall immediately report in writing to the governor the number of children in their school district between the ages of six and twenty years that intend to attend a public school, and the wages per month for which a teacher can be obtained; and after a school has been opened and maintained they shall, at the end of each school term, report to the governor in writing the length of the terms, the wages paid the teacher, the total number of pupils in attendance, and the daily average of such attendance at such term. The governor shall assign and set apart to each school district established and organized under the provisions of this section a sum, not less than Three Hundred Dollars ($300.00), nor more than Eighteen Hundred Dollars ($1800.00), in proportion to the number of pupils in the district, for the construction and equipment of a school house, which sum shall be paid by the Secretary of the Treasury to the treasurer of the school district, upon the order and voucher of the governor out of that portion of said Alaska fund, set apart for the establishment and maintenance of public schools. The residue of said portion of said fund, or so much thereof as may be necessary, shall by the governor be apportioned among the several school districts established under the provisions of this section, in amounts sufficient for each district, to pay the wages of a teacher, together with the expense of fuel and light for five months school each year. And the amount so apportioned to each school district shall be paid to the treasurer of the district by the Secretary of the Treasury upon the order and voucher of the governor out of said portion of said fund.

Section 2. That Chapter 59, Session Laws of 1915, an Act entitled: "To amend Section 324 of Chapter 2, of the Compiled Laws of the Territory of Alaska," is hereby repealed.

MORE SURGEONS NEEDED BY ARMY

Surg. Gen. Gorgas, of the Army, authorizes the statement that in spite of the numerous responses to the call for surgeons, the Medical Corps has many vacancies, both in the reserve corps and in the regular service.

The Surgeon General urges upon the profession the country's need to fill these vacancies in time to secure ample training in the duties of the military surgeon and sanitation.

Those entering the reserve corps serve for the war, while those who go into the regular service form a more permanent connection with the Army.

Examinations for admission to the regular service are held on the first Monday of every month. Applicants for commissions should apply directly to the Surgeon General, who will notify them of the conditions and designate the places for conducting examinations.

Those who wish to enter the Medical Officers' Reserve Corps should apply to the nearest examining board.

Chairman William C. Edes and party, including Mr. Andrew Christensen, manager of the Land and Industrial Department, who have been on a business trip to Fairbanks and Nenana, are expectd to arrive in Anchorage on the steamer Northwestern, due to arrive Thursday morning.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, SEPTEMBER 11, 1917. No. 44

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

PROGRESS AT THE COAL MINES.

During the month of August several improvements and betterments were made at the Eska Creek coal mine by the Alaskan Engineering Commission. Among the buildings erected were the following: a temporary bunk house, 20 by 60 feet; a powder house 14 by 16 feet; and a primer house, 10 by 12 feet. The loading trestle was extended to accommodate five railroad cars, and a coal pocket for loading the engine was built.

Construction was begun on an office building 18 by 36 feet, which at the close of the month was about 50 per cent completed. Five acres of land were cleared for building sites, and work was begun on six cottages for employees and the installation of water and sewer systems.

Entry was started on the Martin coal bed on the east side of the creek and timbers were gotten out for the fan foundation. There were 2905.51 long tons of coal shipped during August, nearly all to Anchorage. The force employed included 86 men on the Commission roll and 12 on the contractors' payrolls.

At the Chickaloon coal mine a 115-foot crosscut was driven 40 feet above the floor of the valley to cut the No. 8 coal bed. The drift on this bed was connected to the crosscuts by a raise. Construction was started on a trestle over the railroad from the haulage crosscut. Work was commenced on a log barn and a blacksmith shop. At the close of the month there were 16 men on the payroll. Two business permits were granted during August: one for a road-house and one for a laundry.

LOYAL LEAGUE HOLDS INITIAL DRILL

The Anchorage Chapter of the Alaska Loyal League held its first drill last evening on the terminal baseball grounds. About 60 Commission employees were present and received instruction, the drill lasting from 6 to 7 o'clock. Two sergeants of the Regular Army were detailed as instructors by Capt. Davis of the local infantry detachment.

The members of the organization are entering into the exercises in the proper spirit and much benefit will doubtless be derived from the weekly drills. The organization is open to the general public, and those wishing to enroll may do so by handing their names in person to Secretary Frank J. Hart. The drills are held every Monday evening from 6 to 7 o'clock.

COOK INLET BASEBALL LEAGUE.

The Anchorage City team defeated the Commission team on Wednesday at Athletic Park by a 11 to 7 score.

The two games scheduled for Sunday between the league leaders, Matanuska and Turnagain Arm, were postponed on account of rain.

The present standing of the teams:

	Won	Lost	Pct.
Turnagain Arm	9	7	.563
Matanuska	9	7	.563
Anchorage Commission	9	9	.500
Anchorage City	7	11	.388

COMMISSARY BOOK LOST

A $20 commissary book, No. 20021, issued in favor of L. V. Davis, has been lost. Finder will please return to Commissioner's Office, Anchorage.

Harry M. Westfall has been appointed purchasing agent's representative at Portland, succeeding J. J. Hittinger, who has been appointed a captain in the quartermaster's department of the Army.

ARE YOU SAVING Your Money to Invest in the Next Issue of THE LIBERTY LOAN?

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending September 1:

MAINTENANCE OF WAY.

Water Service and Plumbing.

The roughing-in of the plumbing fixtures for the cottages at the Eska Creek coal mines was completed, and work continued on the installation of hot water and heating systems.

Work was started on the frost-proofing of the water line to the cottages on Government Hill, Anchorage.

Bridge and Building.

Seventy-five per cent of the house for the radio station was completed during the week. Satisfactory progress was made on the Anchorage roundhouse construction, the framework being erected and work begun on the roof covering.

The marine ways was completed except for cradle-work, which is delayed pending the arrival of material from Seattle. The alterations at Anchorage schoolhouse progressed favorably, insuring the completion in time for the opening of school on September 10. The plastering was finished, the kalsomining 90 per cent completed and the carpenter work on the third floor finished.

During the week the following buildings were painted: Campbell Creek station house, Birchwood station and section house, and corral buildings at Anchorage Terminal. The section house at Pittman was completed except for painting and putting in the windows and doors. The water tank at Pittman was 50 per cent completed.

B. & B. gang No. 5, at the first crossing of the Chickaloon, was ready to place the 56-foot span at the close of the period.

Grading, Tracklaying and Ballasting.

No. 1 steam shovel, on the Matanuska Branch, distributed 6576 yards of ballast and 900 yards of riprap. No. 2 steam shovel, on the main line, moved approximately 11,000 yards of material, all of which was used for bank widening and raising fills.

No. 1 extra gang finished surfacing between Granite and Kings River and moved to Moose Creek to pick up low spots between Stations 1180 and 1400. No. 2 extra gang surfaced track between Stations 560 and 727. No. 3 extra gang laid steel between Stations 132 and 102 and surfaced track between Stations 330 and 360. No. 4 extra gang laid steel on the main line from Station 6481 to Station 6642 plus 50, and also laid an 800-foot siding at Houston.

Bridge and building gang No. 8 placed stringers on the bridges ahead of steel.

Mechanical Department.

Engine No. 244 was 50 per cent assembled at the close of the week. Five new gondola coal cars were completed. The assembling of the Lidgerwood unloader was 50 per cent completed. A flat car was fitted with a platform for use of the official photographer. The usual amount of miscellaneous work was performed.

TURNAGAIN ARM DISTRICT.

The 70-ton Bucyrus shovel at Mile 83, Bird Point, made good progress in the rock borrow pit.

The new contractors on the work let recently between Miles 84 and 86 have their camps completed and have started grading.

The 60-ton Marion steam shovel for Camp 86 was ready for shipment at Anchorage shops at the close of the week and will be installed at once.

The bridge crew moved from Indian Creek to Bird Creek. A few carpenters were left at Indian Creek to work on the decking, place ties and guard rails and put in longitudinal braces.

The 70-ton Bucyrus steam shovel between Stations 2066 and 2089, north of Indian Creek, has completed the work of casting over, and has turned around to start filling in approaches to Indian Creek bridge. Two 18-ton dinkeys and trains of 4-yard cars will be used in the work.

The following grading contractors completed work during the week: F. F. Anthony & Co. and M. Rasmunson & Co. Collins & Co. completed their clearing contract, the last clearing on Turnagain Arm District.

Grading contracts were awarded as follows: Steve Christ & Co., Station 1915 plus to 1934 plus, Mile 86; Chas. Anderson & Co., Station 1875 to 1885, Mile 85.

MATANUSKA DISTRICT.

Matanuska Branch.

On the Matanuska branch, the bridge crew is building the first crossing of the Chickaloon.

Harris & Company, the only station contractors remaining, should finish their contract during the coming week.

Main Line.

On the main line, the station contractors are very rapidly completing their work, and all contracts south of the Kashwitna will be finished by the 15th of September.

The end of steel is now at a point about a mile and a half south of Camp 180.

Piledriver crew No. 1 has completed the driving of the Willow Creek structure.

Piledriver crew No. 2 should finish the approach trestle to the Kashwitna structure by the end of the coming week, and will then drive the abutments and false work.

Camp 174 is practically closed down and will be turned over to the Maintenance Department about September 7. Camps 180 and 187 will be closed shortly thereafter.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

On the main line: the transferring of the copper-clad pair to permanent pins, the transferring of the one copper wire to pins and the hanging of the second salvaged copper wire, the guying of corners and setting of new poles were completed to Mile 136.

On the Matanuska branch: the hanging of the iron pair was continued to Mile 15.5; 30 poles and six anchors set.

A repeating coil was installed at Houston, making the line metallic from Matanuska to that point.

The telephone work consisted in placing messenger and cable in Anchorage townsite, splicing cable, cutting subscribers into aerial cable and removing open wire and cross-arms. A small amount of work was done in connection with the Alaska Fair.

Radio.

The roofing of the radio station was finished, roofing paper applied, and siding completed with the exception

of the battens. The spars for the spreaders were shellaced and made ready for bridles.

Three hundred and fifty feet of 2-inch conduit for the power circuit and 350 feet of 1-inch conduit for telegraph and telephone circuits were laid in trench from the radio station to the pole line. The conduit was installed in the building for lighting circuits, 15 outlets provided, and the wire pulled in. The conduit from the switch box to the starting compensator was installed.

Electric Light and Power.

The work consisted of setting poles in the Anchorage townsite and on the flat for the street lighting circuit, of wiring locomotive No. 225 for head-light and cab lighting, of stringing wires and installing lights for the Alaska Fair.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division, as shown by the payrolls on Saturday, August 25, 1917, was as follows:

Commissioner's Office	41
Shops and Yards	233
Transportation Service	80
Store and Dock Departments	482
Accounting Department	20
Disbursing Office	9
Townsite Department	72
Employment Bureau and Terminal Mess	19
Hospital Department	79
Harbor Improvement	3
Telegraph and Telephone Department	78
Track, Bridge and Ballast—Main Line	580
Eska Creek Coal Mine	106
Locating Party No. 4	36
Turnagain Arm District	455
Matanuska District	273
Talkeetna District	224
	2730
Stationmen and Laborers—All Districts	1535
Grand total all employees Anchorage Division	4265

RED CROSS WORKING IN ACCORD WITH GEN. PERSHING'S WISHES.

The Red Cross authorizes the following:

The American Red Cross is supporting and will continue to support Gen. Pershing and his troops in France to the limit of its power.

"No need of our Army which we can possibly foresee will be left uncovered," cables Maj. Grayson M. P. Murphy, head of the Red Cross commission in France. In order to facilitate his work, Maj. Murray, a West Point graduate who saw service in the Spanish-American War, has been appointed to Gen. Pershing's staff, and the whole Red Cross campaign is being conducted with a view to the fullest cooperation with the wishes and policy of the American commander.

The Red Cross has perfected plans to care for each contingent of troops as they land. On the route from the reception camp to the training camps there have been establish six infirmaries and rest stations, each in charge of a trained nurse and an assistant, to care for soldiers who are ill on the way.

Tobacco Already Sent.

When the men reach camp the Red Cross will continue to act as a friendly agency to supplement what the Army itself does to make the men comfortable and to preserve their morale. Cigarettes to the number of 1,500,000, 20,000 packages of smoking tobacco, and 10,000 cuts of chewing tobacco have already been sent to France for their use.

At the railroad stations where soldiers will be waiting for train connections as soon as the routine of alternate trench duty, reserve duty, and leave begins the Red Cross has arranged to provide canteens, where they can rid themselves of the filth of the trenches and eat, sleep, or amuse themselves in comfort.

Gifts for First Contingent.

Before the first contingent sailed the men were given comfort kits, each containing heavy socks, handkerchiefs, wash-cloth and soap, pencil and writing-paper, a pipe and the makings, playing cards, a mouth organ or game, buttons, pins, and other small articles. Further gifts will be sent over in time for the Christmas celebration at the front.

If Americans are captured, there is a Red Cross bureau already organized at Berne which will maintain communication between prisoners in Germany and their homes in the United States and will forward the supplies and foodstuffs which the men in the German prison camps will need.

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchorage Disbursing Office during the period August 22 to August 31 was $72,077.91 as follows:

Oscar Olson & Co.	$ 9,759.67
Tom Muzouri & Co.	9,003.33
G. Gianinni & Co.	2,574.44
Fred Chalman & Co.	9,882.60
Freeman & Co.	4,834.71
J. T. Snell & Co.	6,899.00
E. Carlson & Co.	9,774.05
John Gustafson & Co.	17,744.64
Morton Teare & Co.	1,605.47

NEXT LIBERTY LOAN TO OPEN OCTOBER 1.

October 1 has been fixed as the date for launching the next Liberty Loan campaign. The loan, as announced by Secretary of the Treasury William G. McAdoo, will be for three billion dollars. Subscriptions, as in the first Liberty Loan, will be asked of the general public. According to the plans of the Treasury Department, subscriptions will close November 1.

Announcement was made at the White House to the effect that President Wilson had bought ten thousand dollars' worth of the first issue of Liberty bonds and that he had invested $10,000 in farm loan bonds.

A statement was issued by the Treasury Department that Secretary McAdoo was contemplating a tour of the Pacific Coast cities in October in the interest of the second Liberty Loan.

Dr. George C. Martin, of the U. S. Geological Survey, made a brief geological examination of the working properties of the Matanuska district last week.

ANCHORAGE REGISTRATION LIST

The registration list for Anchorage shows 938 names of persons eligible for draft under the conscription law. The registration closed on the night of September 1.

The complete list of names registered will appear in this and subsequent issues of the RECORD:

A

Alfred Martinus Anderson
Donald Ross Adams
Jens Anderson
Andrew Ernst Anderson
Theodore Arvanitis
Lars P. Anderson
Antonio Andre
George Abraham
George G. Aumann
Ernest J. Arniot
Faustino Alberti
John Ahe
Gregorio Agnifili
George R. Ament
Joseph L. Aldana
Gust William Anderson
Gust Anderson
Pete Amboloff
Mike Agbaba
Rade Ajdukorich
Samuel Riley Allison
William Arthur Allison
Walter Anderson
Alexander Alexis
Swan Adrian
Leo Anderson
Antonie Asimakapoulos
Halil Apdulla
Tom Angelos
John Avcostedes
Argiries Argiacos
Ingemar Aleisr
Arvid Anderson
Francesco Antinucci
Matt Antonich
Alexander Agoff

B

Jack Blum
Edward F. Bittner
Lawrence M. Barrett
John Bouzeos
Evan Bilonich
Leif Christie Buschmann
Bill M. Bechia
Mer Bekoff
Mike Babich
Pete Bich
Frank Leon Borgeson
Walter Cecil Blanton
Mike De Benedet
Stephen Bonansea
Gildo Bsaffi
Ben Boloff
Nickolas Borgress
Toney Butoric
Sam Bakoff
John Booster
Herbert Clarence Bennett
Sam Bigoff
Claude M. Brown
George Brown
Joe Broz
John Bozoff
Sam Boltoff
Peter Bozroff
Leonard Berg
George Bozroff
Harry Douglas Bentley
Milan Baich
Joe Battistoni
Oliver S. Brown
Herome H. Beach
Sevrin Brandland
William F. Burnett
Matt Blazina
Sam Bardonsis
Frank O. Berry
Charles Berardi
Frank Albert Bezek
Axel Bergman
Tom Biviloff
John Balios
Albert G. Beckel
Dorr Bartholf
Dominic Barone
George Bucholz
John Berti
Oscar Berg
Raymond Beedy
William Lee Balch
Claude Talmage Boyles
Alvin L. Brown
Louis Bigatton
George Balon
James J. Burner
Nicholas Bonnell
Karl Gideon Brostrom
Samuel C. Baxter
Errold G. Bahl
Lloyd Broder
Leon C. Booker
William A. Baxter
August Bergamin
Chauncey Bodum
Maximilian H. Burba
Frank Bakswec
Mike Beten
Victor Biluszi
Joseph R. Blouse
Earl De Long
Frank Brander
James A. T. Barnet
Charles S. Badgley
Ole Bjorstad
Umberto Barei
Samuel Bergstrom
Leslie A. Brown
Albert Edward Bade
Peter Bompiani
Albert Baumgart
Neil S. Bolster
Albert Byron Camp
Gorge Bailey
Mike Bigoff
Dzombalat Bekuzaroff
Martin Bond
John Anton Bergman
Costo Boloro
Ole Rouning
Nick Bilulis
Robert John Brown
Frederick Emanuel Berg
Harry Baroff
Frank S. Botelho
Fred Brown
Russel Emmons Blake
John Bopotas

C

Frank Cor
Franklin H. Chapin
Mitchell Carter
John Todd Cunningham
Peter Combolee
Stamatis F. Conomides
Oscar Clemenson
John Cor
Frank L. Courtland
Peter Carlson
Anton Covich
Jim Conor
Anton C. Christiansen
Angelo Crema
Michael Combolos
William A. Costello
Lawrence Eugene Clark
Edward Sigard Christensen
John D. Cleondis
Ross R. Cole
Axel Edward Carlson
Swan Chellstorp
Rafael Capilla
Rosario Catizone
James L. Cort
Tom Chuach
Frank H. Curtis
Axel Elias Carlson
Manuel Craff
John Changuist
Fritz Carlson
Andrew Checktisow
Nick Cammas
Lester Sterling Conley
Alby D. Collins
Charles F. Clark
Alfred Calombo
George Jim Christoforos
Louis Christopherson
Buda Cursich
Helmer Carlson
Christ Combolos
Gregor David
Lee Ellsworth Chesterfield
Swan Carlson
Herbert D. Courter
Nick Chigaras
Martin Paul Cotter
Turrato Cesare
Garry Conley
Clarence Clifford Carpenter
Fielding Conley
Gus Costacos
Peter Chatos
Marenglii Celeste
James Thomas Coulton
Carl Matheas Carlson
Satirios Chiamis
George Cicovich
Todor Cohleff
Lauride Christensen

D

Aldrew Ralph Davis
William Duncan
Henry Adolph Dahl
Thomas Davis
Mike Divyak
John Samuel Dorwin
Ernest Alof Dahlgren
Joseph Dlouhy
Axel Decklund
John Duhkanan
Harry Datoff
August Dahlman
Arthur H. Dieber
William Davis
Mark C. Dolliver
Joseph Dean
Manonel Dialakis
Oliver Davies
Henry C. Dohrmann
William M. Davidson
Chester S. Duncan
Egnar Dybcik
Victor R. Davis
George E. Deigh
Arthur Dahlman
Albert E. Dallman
Albert I. Dohrmann
Leonard B. Dean
William T. Dorwin
James Thomas Delaney
Ralph Dromillard
Pete Doeff
John Dolan
Vane Dzutzoff
Evan Dzaloff
William J. Daykin
Johan Hjalmar Dahl
Pasqual Delfant
John Francis Dunstan
William Dinkens
Joseph Domino
Sarafina Dramondis
Nick Docas
Mike Doeff

E

Samuel H. Erickson
John Edin
Einar Ericson
Magamet Esoff
Julius Eide
Erik Erickson
Roy Ellis
James D. Ellingen
Karl Eunz
Charles F. Elliott
Norman W. Engle
Crist Evanoff
Ariste Emizas
Oliver Wheat Evans
Jim Elom
Mike Earl
William P. Eubach
Pete Engelezian

F

Francis Flynn
Sidney Theodore Erickson
Clyde Wesley Freshour
Edwin F. Fox
Joseph B. Fordyce
Burrell Foster
Otto H. Frisk
Charles Flint
Warren G. Fenton
Frank Werneg Fomos
Joseph Ammon Fullmer
Bob M. Fausan
Ferdinando Franzini
Harry Fletcher
Nels Forfang
Angelontonio Fusca
Matthew Fleming
Earl Fey
George Barnes Fletcher
Iver Fredson
Joseph Falcetta
Otto Fahlstrom
Pete Fabris
William Fairclough
Clarence Will Fey
Pietro Faleucci
Bimbolat Fidoroff
David Fenton
Charles Folwell
Arthur A. Ferguson
Nick Harold Foster

G

Carlyle West Graybeal
Charles Gustafson
Frank Greenburg
John Gerot
Zolden Giovanni
Duncan R. Grant
Gust Grapsas
John Grende
John Joseph Gallagher
Clifford A. George
Louis Ganton
Albin Gustafson
Don S. Griffith
Jim Ganopulos
Roy Groman
Gordon Lamont Gifford
Alek B. Grillis

Nichlas Gomozeas
Steve George
Sam Geboff
Steve G. Gutiana
Otto Gustafson
George Geleff
Domenico Gulbino
Spiros Grannonlakis
Otto Grune
Harold J. Gott
Milton A. Graham
John Gillespie
Piccolo Giacoma
Joe Grashio
George Geftes
Carlo Gallino
Ray Leslie Gouldin
Pete Gogoff
Stewart H. Gordon
Louis Goumas
Solomon S. Gabaireff
Howard Gardner
Odesseas G. Geokas
Athanasics Gostacos
Alex Gazoff
Alex Gibson
Steve Glomazich
Nick Gezovich
Max Giddings
Fred Goboff
George Gikoff
Nickola Genoff
John Grausan
Louis Grosarial
Harold Graham

H

Arthur J. Hewitt
William Oscar Hunziker
Bert Hughes
Alvah P. Hunt
Harold Howard
Walter Huseman
John E. Hewitt
Fred W. Hoefel
Edwin Gandy Hinde
Thomas B. Holmes
William L. Holmes
Henry Heimo
E. Herman Hagen
Yoyenstsu Himaratsu
Victor Hall
John Heer
John K. Henry
Harry W. Hargood
Fred Wesley Harkins
Ivan Hanus
Fred Richard Henning
Harry C. Howe
George W. Hardy
Fred Hellstrom
Leon Hartley
Arvid Holmstrom
Basil E. Hadjinicopulos
Bert H. Hallier
Edward M. Hallier
Robert P. Hartman
John Joseph Hamlin
Louis Hagen
Arvid Hemren
Nels Victor Hanson
Harold Hortness
Oscar Edward Holden
Virgil Otis Harkins
Christofer Hetaguroff
Brice H. Howard
John Hansen
Axel Hedlund
William Hansen
Hanna Haddad
Wiliam Harick
Arthur Hendrikson
Oscar Haaglund
William L. Hair
Wilho Aksel Henttro
Edward August Held
Bill Haleff
Carl Hegstrom

J

Ralph Holgar Johnson
Hjalmar Edward Johnson
Jons A. Jonsson
Haaken Jensen
Windom E. Jones
Triffko Jurkovich
Carl S. Johnson
Magnur Johnson
Axel Sigfried Johnson
Nick Jurgavich
Otto Johnson
Carl Scander Johnson
Beon Johnson
Walter Edmund Jackson
Victor Johnson
Harold Jergensen
Philip Henry Jacobson
Ole Johnson
John S. Johnson
James C. Johnson
Robert Y. Jacob
Fred Johnson
Carl Barnhard Johnson
George James
Peter Jorgensen
Tom Jurich
George Joseph
Carl Cecil Johnson
Emil Jacobsen
Ole Jensen
Gust Johanson
Henry Jukich
Nels Johnson
Peter Johnson
Fred Jager
Oscar Johnson

K

Paul Klamm
Carl Knutson
Peter Kerkeres
William E. Kissel
Fred Edward Kraus
Joseph F. Krause
Sam Keloff
Mike Kallas
Nicholas Kirkopulos
Zohn Kerkos
Elias Kolobos
Evangelos Karakaxas
Nathan I. Kulman
Nick Kaimakis
Alex Kobes
George Kaloff
Otto Kath
Sam Konires
Tony Komar
Orville Archie Kenyon
Thomas J. Keswin
Ernest August Kies
Frank A. Kaitukoff
Alex Koloff
Svante Kyllonen
Joe Karlin
Joseph Kammer
John Kacerosky
Pete Kravarits
Theodore Kranietis
George Kataps
Mato Kucun
Percival Fred Kent
Edward E. Kurtz
Mike Kandich
Frank Kinkela
Sam Kioisoff

(Continued next issue.)

MEETING TO INSURE USE OF LOCAL PRODUCTS

The Land and Industrial Department authorizes the following:

There will be a meeting Saturday evening, September 15, at 8 o'clock, at the Chamber of Commerce in Anchorage, for the purpose of securing an agreement from all merchants and restaurant proprietors to use only locally raised potatoes, turnips, cabbage and other products of the kind, of which there is a sufficient supply for the local market, and to further agree not to import from the States any of these products. Representatives of the two farmers' associations in the Matanuska Valley have been invited to attend, and an invitation has also been extended to the Chamber of Commerce of Seward.

All merchants of Anchorage and restaurant proprietors are urgently requested to be present. It is to their interest that the producers of this section be encouraged by local patronage, in order that all the latent resources of the country may be fully developed and placed on a permanent and stable footing.

No person who is interested in the future prosperity of this Territory, and consequently his own prosperity, can afford to miss this meeting.

CALL FOR SUPPLIES CABLED TO RED CROSS FROM FRANCE.

A cabled appeal for the immediate shipment of supplies to France has reached the American Red Cross from Maj. Grayson M. P. Murphy. Maj. Murphy, as the head of the Red Cross Commission in France, has been making a survey of conditions in the war zone and the districts which harbor refugees. The cable emphasizes the urgent need in Europe for vast amounts of hospital and knitting supplies.

Maj. Murphy cables:

"Begin shipping at once 1,500,000 each knitted mufflers, sweaters, socks, and wristlets. These are desperately needed before cold weather. In view of the shortage of fuel, and other discomforts, they will be of incredible value in both military and civilian work.

The tidewater flats near Eklutna are proving excellent for agricultural purposes. John H. Bergman, one of the pioneer homesteaders of the section, reports an unusually large yield of timothy hay of good quality. He will be able to supply the local market to the extent of about 35 tons this fall. The small grain and vegetable crops were equally satisfactory.

Capt. F. Mears, accompanied by Mr. J. L. McPherson, secretary of the Alaska Bureau of the Seattle Chamber of Commerce, left on Monday for a trip to the coal fields and points along the main line.

L. F. Vaile, assistant engineer of Matanuska District, has resigned his position and left for San Francisco, where he will be located in the future.

The Alaska Loyal League meets for drill every Monday evening from 6 to 7 o'clock on the terminal baseball grounds. A full attendance is requested. Persons wishing to join may hand their names to Secretary Frank J. Hart at that time.

Contribute to the Red Cross War Fund.

CHECHACOING TO THE INTERIOR.

The following personal letter addressed to the editor of the Alaska Railroad Record by Mr. Chas. L. Mason, secretary to Chairman Edes, who was a member of the party of officials on their recent trip to the Interior, is illuminating as regards the present difficulties of travel from Coast points to Fairbanks and vicinity. The letter is published in these columns with the hope that it may prove of general interest to our readers:

Fairbanks, Alaska, August 21, 1917.

Interpreting the Indian word rather freely and using its verb form produces a word description of my recent trip, for I was a tenderfooter, soft, downy, and cushiony.

Leaving Anchorage on August 13 we reached Cordova before autumn. Mr. Corser of the C. R. & N. W. railroad had his private car awaiting us and we were whisked away for Miles Glacier. After listening to its awesome thunder for a half hour we piled into a Ford car trained to run on a railroad track, and bowled away for Chitina.

Chairman Edes' party is well balanced. There is L. & I. Manager Christensen who acts as spokesman and orator, Mr. Fogelstrom is ballast, and the undersigned is luggage boy. Now, there is a joke connected with that last item, but I never was much good at telling jokes—on myself! With a driver we filled every crack and crevice of the railroading Ford.

At Chitina Bobby Sheldon's Fords made fine connection; in fact they had been waiting for us a week. It was 5.30, but we tore off 50 miles to Copper Center, where the Tenderfoot from Anchorage entered with fear and trepediation his first road-house. The sumptuous supper served table de hote looked like anything but war time, and we were all ready for the straw, which is accurate for some of the bunks. "Four fifty," the proprietor said next morning and when I replied that each traveler was paying for himself, he went on to explain that he was quoting to me my individual bill. Well, to live thus isolated deserves some reward.

We were up with the sun and on that day passed Gulcana, Sourdough, Meier's and to Paxson, 87 miles. Berries to right of us, boulders to left of us, chug-holes in front of us, onward we rambled. "And the morning and evening were the second day."

Then came the treacherous changing glacier streams, but we made for them at 5 o'clock in the morning and passed the most difficult before they had time to swell to any great extent with the day's sun upon them. We were really surfeited with scenery. Here a dashing stream, now a strip of dense woodland; ever drawing nearer the snow-capped range. As we advanced the reception committees became larger and more insistent, and we finally put on our veils! At last came the summit, Donnell's Dome, and the road house at Richardson's with its inviting white sheets, signs of dawning civilization. Distance for the day 115 miles.

Only 70 miles lay between us and Fairbanks, and Bobby Sheldon wired that we would arrive at noon. As the whistle blew for twelve o'clock we pulled into the town's main street. Simply Seldom Service, as Bobby mis-pronounces it. Distance traveled from Chitina 319 miles, over roads more or less indifferent as to quality (the best the Road Commission can do perhaps with the funds available) in actual running time of 30 hours. "The only trouble with a Ford," says Sheldon, "is that you can't put nothin' on her and you can't go nowhere."

Well, we are here at Fairbanks now getting the rattle out of our bones and ready for the serious business of railroad building.

Hastily yours,
CHAS. L. MASON.

SAILED ON TRANSPORT CROOK.

The U. S. A. transport Crook sailed for Seattle on the night of September 7 with 42 steerage and the following first class passengers:

James Burner, F. Muttersbach and wife, Fred Muttersbach jr., Mrs. C. H. Dech, Russel H. Dech, C. E. Pierce and wife, Wm. Austin and wife, Mrs. Bert Hallier, J. B. Chappelear and wife, Mrs. H. F. Hallier, Wm. Morrison and wife, Miss Marcia Morrison, J. A. Fanske, Esther Foster, Mrs. D. B. Rose, Geo. H. Rose, Carl A. Knutson, Mrs. W. F. Kubach, Owen Hayes, Andrew Strand, Mrs. A. H. Schaefer, C. Anderson, Emmett Lemen, Mrs. M. E. Russell, L. H. Owenby, Miss Lora Hitchcock, R. L. Couldin, R. E. Moorecroft, H. G. Anderson, Mrs. O. Riffle, Miss Adeline Riffle, Miss Vera Riffle, Martin Johnson, P. J. Wilder, Lee Burns, Edward Olson, O. Hayworth, Don Buckingham, H. E. Rodgers, Edward Coppeck, Frank Nelson, J. E. Mansfield, G. Danovich, George Joseph, George Collet, M. H. Bolter, H. Grelland, Austro Emirzas, Savas Kirken, Halel Aptulis, Niel MacGregor, M. Calabrese, A. Zarelli, L. F. Vaile, Mrs. Anne Mattler, D. Robinson, Walter Sahlstrom, Alma Sahlstrom, Theodore Sahlstrom, Viola Sahlstrom, T. M. Ross, Carl R. Lefquist, Arnold Besshund, Mike Hanes, T. P. North, J. E. Hewitt, H. C. Larson, Thos. R. Loadman, Steve Savich, Frank Diamond, Dan Raseta, George Mann, Frank Beedrick and wife, C. Hansen, Pete Iverson, E. A. Kies, Ed. C. Macy, Henry Frederick, Gertrude Schaleben, Jack Bellows, Pete Dukevich, W. H. Barnhill, Herman Clark, J. F. Krause, Mrs. E. Grabbe, E. P. Hedberg, Mrs. H. O. Schaleben.

PART OF THE AMERICAN FORCES WILL GO TO CUBA FOR TRAINING.

The Government of Cuba has offered in a most friendly spirit to the Government of the United States the use of training grounds in that Republic for the American forces.

This generous offer has been accepted by this Government, and careful consideration has been given to the question as to which of the American forces would be most benefited by training in the Island of Cuba.

This question has now been determined, and American forces will proceed to the eastern end of Cuba for training at an early date.

The action on the part of President Menocal in making this friendly offer is considered as a further proof of Cuba's desire to give cordial cooperation to the United States of America and to be of every assistance to it in the war which both countries are now waging for the rights of humanity against the Imperial German Government.

James L. French, timekeeper Talkeetna District, has been promoted to district auditor, subject to the approval of the Washington Office. The change is made effective as of August 17.

Contribute to the Red Cross Fund.

OFFICIAL CIRCULARS

Anchorage Division.

USE OF GASOLINE, ALCOHOL AND COAL OIL FOR HEATING PROHIBITED.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, September 6, 1917.

Circular No. 255:
TO ALL CONCERNED:

Effective September 15, all employees occupying Government quarters at this terminal are prohibited from having in their possession any gasoline, alcohol or coal oil for use in heating stoves, cook stoves, oil lamps or gasoline lamps, etc.

Employees having such articles in their possession at the present time are requested to dispose of them immediately. If they find it inconvenient to sell these articles, arrangements will be made for the Store Department to place them in storage for safe-keeping, the same to be returned when the employee leaves the service.

F. MEARS, Commissioner.

TRANSFER OF ACCOUNTS BETWEEN DIVISIONS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, September 6, 1917.

Circular No. 256:
TO ALL CONCERNED:

Effective at once, all Transfer Vouchers which may be issued by the Anchorage Division against another Division will be forwarded in duplicate through the Accounting Department of this Division to the Office of the Examiner of Accounts and not directly to the Division concerned.

The Anchorage Division will not take up Transfer Vouchers from other Divisions except when received through the Office of the Examiner of Accounts.

F. MEARS, Commissioner.

ECONOMY OF ELECTRIC POWER.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, September 6, 1917.

Circular No. 257:
TO ALL CONCERNED:

On account of the overload to the electric power plant it is desired that all Commission employees arrange to use as little electric power as possible until such time as the additional generator is received and more power can be supplied.

F. MEARS, Commissioner.

DISLOYAL ACTS OR UTTERANCES.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, September 6, 1917.

Circular No. 258:
TO ALL CONCERNED:

For the information of all concerned I quote below letter received from United States Civil Service Department:

"If the Department of the Interior finds it necessary to remove an employee, classified or other, because of acts or utterances involving disloyalty to the United States, it is requested that the facts be reported to this Commission at once, in order that the person dismissed may not be permitted to enter an examination for the classified service. The Commission will report to the Department of the Interior any information obtained in connection with investigations of applicants for examination which has to do with the disloyalty of an employee of that Department.

"By direction of the Commission."

All cases that might have bearing on the above are to be reported to this office promptly by the heads of departments, or others concerned.

F. MEARS, Commissioner.

INFORMATION CONCERNING INJURED.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, September 8, 1917.

Circular No. 259:
TO ALL CONCERNED:

Effective at once, in addition to information at present given, you will arrange to show on Report of Injury, Form 79, the following information concerning the injured person:

Conjugal condition (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.

The above information may be given on the bottom of Form 79, or if necessary, on a separate blank sheet.

Care must also be taken to see that all the other information called for on Form 79 is also shown. In some cases in the past enough attention was not given in describing the cause and nature of the accident and injury.

F. MEARS, Commissioner.

RELIC OF OLD SURVEY PARTY.

The following inscription, reminiscent of the days when the Alaska Central Railway was making a location survey through this section, was found recently carved in a spruce tree standing near Mile 245 of the Government railroad. The section of the tree bearing the inscription has been mounted on a pedestal and placed near one of the office buildings at Dead Horse Hill for preservation.

The legend is as follows:

A. C. Railway Survey.
Winter 05-06.

J. F. Bleakley, Locating Engineer.
Al Miller, Topog.
M. B. Vaughn, Rod,
Cy Perkins, Lunch Hiker,
B. Pike, Axe,
Charley Berby, Axe,
Henry Oft (Gugenheimer), Axe,
Ed. Johnson, Axe,
Slumgullion Joe, Stomach Robber,
Burgee Bill, Ringmaster,
Moose Liver Jackson, Dog Musher,
Long Shorty, Dog Musher,
Long Shafter Murphy, Dog Musher.

MAY WE NEVER RETURN.

The total disbursements of the office at Anchorage for the period August 22 to August 31 were $94,761.29. The payment of salaries and wages amounted to $14,913.71; to contractors $72,077.91; local purchases $5,936.67; dock claims $20.44; other expenditures $1,812.56.

DEPENDENCY CLAIM INVALID IF DEPENDENTS LIVE ABROAD.

The Provost Marshal General has made the following ruling:

The object of the law permitting a person to be discharged provided he has a person falling within any of the classes designated in subdivision "h," section 20, Rules and Regulations, June 30, dependent upon him, was to prevent such dependents becoming a charge upon the American people. A dependent residing abroad could not become such a charge. Persons claiming discharge because of such a dependent can not properly be discharged on ground that such discharge is advisable within the meaning of the act of Congress.

NATION NOW HAS 943,141 MEN IN ITS ARMED FORCES ON SEA AND LAND; ALL VOLUNTEERS

There are today 943,141 men in the armed forces of the United States—all volunteers.

Since the declaration of war, approximately 1,300,000 men have offered themselves for service in the fighting forces of the country. During the time this country has been a belligerent 121,514 men have volunteered for service in the Navy and Marine Corps and been accepted. In the Regular Army the increase since April 1 by volunteer enlistment has been 190,347, and in the National Guard 136,998, a total of 327,345 enlistments in the Army branches, and a grand total of 448,859 in both Army and Navy. Even this figure does not include all who have been accepted for service since the United States enterd the war, for there have been additions to the various reserve corps, but these figures are not all available. The largest single item is that of 27,341 men recently commissioned from the officers' training camps.

These figures were gathered from the most recent official returns of the Army and Navy which are available but, especially in the case of the Army figures, accuracy down to the last unit is not possible.

NEW LAW FOR GAME PROTECTION.

The Secretary of Agriculture has promulgated a new resolution for the protection of deer, moose, caribou, sheep and mountain goats in Alaska. It is of particular local interest, and is as follows:

The killing of deer on Kodiak Island and Long Island, and the killing of deer on the following islands in southeastern Alaska: Duke Island, near Dixon Inlet; Gravina Island, near Ketchikan; Kruzof Island, west of Sitka; San Juan Island and Suemez Island, near Klawak; and Zerembo Island, near Wrangell, is hereby prohibited until August 1, 1918; and the killing of deer on the islands of Hinchinbrook and Montague, in Prince William Sound, is hereby prohibited until August 1, 1919.

The killing of female mountain sheep or lambs on Kenai Peninsula and in that part of Alaska north of latitude 60 degrees and west longitude 141 degrees is hereby prohibited until August 1, 1919.

E. P. Hedburg, master mechanic of Anchorage Division, left for a month's visit at Seattle and other coast points, sailing on the transport Crook.

Contribute to the Red Cross War Fund.

DAILY WEATHER REPORT.

Following is a report of weather conditions during the period August 29 to September 4, inclusive:

Date	Max.	Min.	Rainfall	Aver. Wind
August 29	58	50	0.06	3.5
August 30	62	39	trace	4.5
August 31	59	40	trace	3.1
September 1	57	50	0.08	4.1
September 2	59	47	trace	3.1
September 3	62	51	0.08	2.9
September 4	61	42	none	4.3

ENOUGH INTERPRETERS AVAILABLE.

The War College division of the General Staff announces that applications for position as interpreters have been so numerous that the War Department's present need for such service can be readily met from the list on file.

The War College is gratified at the spirit in which its appeal for such assistance has been met, but desires to advise that it is not worth the while of individuals desiring such position to make further application for the time being.

WOMEN ASKED TO AID IN SURVEY OF FOOD CONSERVATION WORK.

The following is authorized by the woman's committee of the Council of National Defense:

The woman's committee of the Council of National Defense is asking the chairmen of the organizations for whose activities it acts as a clearing house to get into close touch with the State agricultural directors of extension work and discover what has already been done toward saving surplus fruits and vegetables. They are also asked to discover what the future plans of the agricultural college and home economics extension service are in the various States, so that they may work to the best advantage without overlapping of effort.

To Save Perishable Foods.

The work of these extension-service departments of the United States Department of Agriculture is closely concerned with food conservation, according to the statement sent to the various chairmen by the woman's committee, and every effort should be made to cooperate and to avoid duplication of effort in the immediately important work of saving perishable fruits and vegetables.

"In the last seven years," the committee states, "several thousand canning and home demonstration clubs have been organized by the government under extension auspices. There is a total of about 300,000 members, all of whom have been taught to conserve fruits and vegetables and other foods by the most approved modern methods.

"Heretofore this extension work has been done chiefly in rural communities. This city extension work will be carried out by Federal and State authorities in cooperation, and the State director of extension work will be in charge of each State.

"The food administration is also in close touch with the extension workers, both in Washington and in the different States."

The woman's committee is urging the cooperation of all forces concerned with the immediate conservation of foods.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA TUESDAY, SEPTEMBER 18, 1917. No. 45.

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

DISASTROUS STORM DAMAGES SEWARD.

The town of Seward experienced the most destructive storm in its history on Tuesday, September 11. Heavy rains, accompanied by a strong wind, caused a flood in the residence district and along the line of the Alaska Northern Railway which resulted in a loss estimated at $100,000. Lowell Creek, normally a small and quiet glacier stream which flows from the nearby hills into Resurrection Bay through the center of the town, became a torrent and overflowing its banks swept everything in its path. Blasting with dynamite was successfully resorted to in order to change the course of the stream from the main part of the town, otherwise the damage would have reached a much larger aggregate.

The storm started with a light rain on Thursday of the previous week, which became heavier until Sunday noon when a terrific wind struck the town, driving water into the business houses and residences. Lowell Creek cut away immense quantities of gravel from its banks, dislodged the log curbing which had been placed as protection along the stream bed, and carried away the neighboring houses, including a building formerly used as a school and the Christian Church.

The railroad suffered considerable loss. The trestle at Mile 3 was washed out, and at Miles 16 and 17 water was three feet deep on the track. The railroad trestle near Seward was badly damaged and considerable portion of the grade washed out. The machine shops were threatened with destruction for a time, but fortunately escaped. A quantity of material stored in the railroad yards at Seward was lost.

The storm was general throughout this section of Alaska, high water being reported from various points to the north of Anchorage. Kroto and other places along the Susitna River were inundated, but no loss of life has been reported. No damage was done by the storm in the immediate vicinity of Anchorage.

COOK INLET BASEBALL LEAGUE.

In a double-header contest on Sunday afternoon at Anchorage, Matanuska won the opening baseball game by 7 to 2. Turnagain Arm won the second by 14 to 12.

One more game remains on the schedule for this year, that between Matanuska and Anchorage Commission. It is set for Sunday afternoon at Athletic Park.

The present standing of the teams:

	Won	Lost	Pct.
Turnagain Arm	10	8	.556
Matanuska	9	8	.529
Anchorage Commission	9	8	.529
Anchorage City	7	11	.389

Lieut. George D. Beaumont, formerly of the Anchorage Store Department, writes from the Presidio of Monterey, California, that he is enjoying life at the officers' training camp and expects to be ordered to the front in the near future. Mr. Beaumont says the training course is a strenuous one, beginning at 4.45 a. m. and continuing until 9.30 p. m. each day.

Capt. F. Mears, accompanied by Mr. J. L. McPherson, secretary of the Alaska Bureau of the Seattle Chamber of Commerce, returned to Anchorage last evening on the steamer Omineca after a week's inspection trip over the railroad line.

Contribute to the Red Cross War Fund.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending September 8:

MAINTENANCE OF WAY.

Water Service and Plumbing.

The water service force was engaged during the week in frost-proofing the water lines to the cottages on Government Hill, those leading to the Social Hall and to the buildings occupied by the Employment Bureau and Editorial Department.

Plumbing fixtures in the house of the corral foreman were 90 per cent installed, and in the radio station 25 per cent, at the close of the period. The installation of a hot-water system in Cottage 16 was 30 per cent completed, and in Cottage No. 19 fifteen per cent.

Bridge and Building.

The Radio Station building was 80 per cent, and the extension to the Soldiers' Mess was 90 per cent completed. Satisfactory progress was made on the roundhouse, most of the roof being finished at the close of the week. Excavation was begun for a new turntable and for track scales.

No. 5 B. and B. gang completed the placing of the temporary truss over the Chickaloon River at Station 101, and steel was laid across the bridge on September 7. The water station at Pittman was 75 per cent completed. No. 8 B. and B. gang placed stringers on the trestle bridges between Stations 6643 and 6801.

Grading, Tracklaying and Ballasting.

The ditching machine continued work on the cut at Station 3344.

No. 1 steam shovel, on the Matanuska Branch, moved 1510 cubic yards of rock, which were distributed as follows: 1260 yards as riprap between Stations 630 and 636, 170 yards as riprap between Stations 425 and 430, and 80 yards were hauled to the Chickaloon River bridge to be placed in the cribs for falsework for the second crossing of the river.

No. 2 steam shovel, on the main line, moved about 3000 cubic yards of material, which was used for bank widening between Stations 6185 and 6300.

No. 1 extra gang raised track from Station 5075 to 5103, surfaced the Matanuska yards and changed the steel on the Matanuska wye. No. 2 extra gang lifted track between Stations 560 and 520, and started raising track to grade at the shoo-fly from Station 420 to 435. No. 3 extra gang lifted track from Station 360 to 410, and laid steel from Station 102 to 75. No. 4 extra gang laid steel from Station 6642 plus to Station 6801 and put in a temporary siding at Camp 180.

Mechanical Department.

Considerable work was done in connection with fitting up dredge equipment for the harbor improvement project. Running repairs were made to the following locomotives: Nos. 1, 225, 275, 221, 242 and 265.

The assembling of the new Hart convertible cars was commenced. The usual amount of miscellaneous repair work was handled for the various departments.

MATANUSKA DISTRICT.

Matanuska Branch.

Harris & Co. are the only contractors remaining on the branch line at the date of this report. They will finish within a few days.

Only nine Commission employees remained on the payroll, and as soon as the contract work is completed the force will be still further reduced.

Main Line.

At Station N 6830, on Rice & Co.'s section, six or seven thousand yards of fill unexpectedly sank out of sight in the swamp through which the line passes. A force was immediately set to work to repair the damage, placing a fill at a lower level than that of the old line. The sinking of the fill is not expected to delay traffic more than a day or two.

The grade has been practically completed to a point 1½ miles north of Willow Creek. The contractors have finished their work with the exception of digging ditches and cleaning up the right-of-way.

Piledriver No. 1 has completed the driving of all structures to a point one mile north of Willow Creek. The driver was put out of commission on September 8 by tipping over on the grade, but should be ready to resume work by the 10th or 11th.

Piledriver No. 2 has completed the driving of the north abutment of the Kashwitna structure and at the close of the period was engaged in driving the falsework for the main span.

All streams crossed by the main line have been very high during the week. No damage has been caused so far, although the high water in the Little Susitna threatened Camp 174. This camp will be turned over to the Maintenance of Way Department on September 12, and Camp 180 will be transferred to the same department a few days later.

TURNAGAIN ARM DISTRICT.

The sled trail and wagon road between Bird Point and Mile 79, at the south end of Anchorage Division, is about 50 per cent completed.

At Bird Point a winter root house and a powder house are being constructed. The former has been 25 per cent and the latter about 80 per cent completed.

The 70-ton Bucyrus steam shovel working at Mile 83, considering holidays and extreme wet weather, made good progress.

All work between Miles 84 and 86 has been let, with one exception, and this latter will be awarded next week. All contractors within the section have their camps completed and their work opened up in a satisfactory manner.

The 60-ton Marion steam shovel at Camp 86 was landed from the barge and began digging on September 8.

The Indian Creek bridge has been completed and the approaches are being filled in by train haul from the 70-ton Bucyrus shovel just north of Indian.

M. Fadell & Co. put off a coyote shot at Station 2173, Mile 91, moving 1900 cubic yards of rock with 2400 pounds of black powder. Brudie & Co., at Mile 95, moved 8000 cubic yards with 8750 pounds of black powder.

All contractors between Miles 90 and 101 are making satisfactory progress. The Commission force at Mile 99 cut has practically finished, and as soon as weather permits the camp will be moved to Mile 88 to do scratch work.

Pavletich & Co. completed their contract during the period. A grading contract was awarded to Frank Moquist

& Co. at Mile 85, and a contract to riprap and widen fills was let to E. Carlson & Co. at Mile 91. N. Kuloff & Co. were awarded a contract for 15,000 ties in the vicinity of Mile 86.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph.

Poles were set for the permanent line as far as Houston, one iron pair completed to that point and a repeating coil installed there so that the line is working metallic between Matanuska and Houston.

On the Matanuska branch poles were reset and guyed where necessary; 248 poles distributed for the permanent line beyond King; and an iron pair hung from Matanuska to Mile 15.

Telephone.

In the terminal yards, the two 25-pair cables under the tracks connecting the general office and other buildings with the exchange were removed and replaced with the 100-pair cable. A small cable was also put in service between the general offices and the machine shop, and adjacent buildings. The open wire lines were dismantled as fast as the cables were put into service.

All subscribers in the terminal yards are now working in the aerial cable.

In Anchorage Townsite the work consisted in placing messenger and cable, splicing cable, cutting subscribers into the aerial cable, removing open wire, cross arms and poles.

Radio.

The masts of the new station were painted; plowing and grubbing for the counterpoise and the cesspool were completed; trenches for water pipe were dug and pipe laid; foundation, frame, roof and siding of new radio building were completed; 300 feet of trench were dug and conduit was installed therein for power, light, telegraph and telephone circuits; conduit for lighting and power circuits within the building was installed and wire pulled in for the lighting circuits; the spars for the spreaders were made ready for the bridles.

Electric Light and Power.

Primary and secondary wires were hung in the alley between Second and Third streets and a pole top-switch installed; several transformers were replaced by larger ones in preparation for the larger winter load; peeling and gaining of poles for street and yard lighting was done and a number of these poles were set.

Minor construction consisted of additional lighting at the docks and marine ways, installation of Pyle lighting system on locomotives, wiring of cottages and buildings at Eska Creek coal mine, and installing lights for the Alaska Industrial Fair.

DAILY WEATHER REPORT.

Following is a report of weather conditions during the period September 5 to September 11, inclusive:

Date	Max.	Min.	Rainfall	Aver. Wind
September 5	60	38	none	2.9
September 6	65	47	none	4.0
September 7	60	48	0.01	13.9
September 8	60	53	0.03	13.9
September 9	59	51	0.64	9.4
September 10	59	49	trace	8.2
September 11	53	46	0.19	3.8

INSURING OUR SOLDIERS AND SAILORS.

That a nation owes much to its citizens who have fought its battles and to their families when they have been killed or injured so as to destroy or impair their capacity to provide for their families has always been recognized by the United States. The just and generous policy of our country as administered under our pension system has been unduly costly and has not always been just. One of the proposed uses of the proceeds of the Liberty Loan is to give life and indemnity insurance to our soldiers and sailors and to provide allowances to their dependent families while they are in the ranks.

The plan worked out by Secretary of the Treasury McAdoo and his coadjutors and approved by the President has been embodied in a bill which is now pending in Congress. As to the justness and righteousness of this insurance of our fighting men Secretary McAdoo says:

"Military service in the United States is obligatory; those who imperil themselves have no election. The insurance companies do not and can not permit this to affect their calculations. They must protect themselves by charging premiums so high that they are secured against loss no matter how severe the rate of mortality may be. Consequently the very men who are called into the service because their physical condition is of the best and who as civilians would for that reason be able to secure the most favorable insurance rate in peace time, are denied as soldiers the necessary life insurance to enable them to protect their families and dependents. The extra hazardous risks of war puts insurance entirely beyond the reach of the conscripted soldier.

"The government which subjects these men to this insurmountable discrimination should itself supply insurance to soldiers at cost and upon the peace basis. It would in fact be dastardly and undemocratic if the government should penalize the soldier who is forced to render the highest duty of the citizen, by failing to provide for him war insurance upon peace terms and at net cost. The pay of the enlisted men in the Army and Navy is less than the wages and salaries generally earned in private life and government insurance is an essential war and emergency measure inaugurated for the specific benefit of our military forces and can not and should not be conducted for profit.

"This legislation will be a great step forward in the recognition of the Republic's duty to its heroes. It deserves earnest and vigorous support of the country. The United States should set the highest example of all the nations in the treatment of those who do and die for their country and for world freedom."

NEARLY 3,500,000 IN RED CROSS.

Nearly three and a half million Americans are now enrolled in the Red Cross. The membership on August 16, as recorded by the bureau of membership, was 3,461,605 (to compare with 275,000 on January 1).

This membership reaches into every State and Territory and foreign possession of the United States and includes also chapters in London and Havana and an auxiliary in Mexico City.

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

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

APPEAL FOR RED CROSS CONTRIBUTIONS.

The following letter signed by Chairman Wm. C. Edes has been called to the attention of every employee of the Alaskan Engineering Commission through the official heads of the various departments. The response to date has been very gratifying and the aggregate subscriptions are expected to reach a substantial sum for this most worthy cause:

Anchorage, Alaska, Sept. 15, 1917.

To Employees of the Alaskan Engineering Commission:
Greetings:

Your attention is particularly called to the accompanying letter from the American Red Cross Auxiliary of the Department of the Interior, Washington, D. C., asking for contributions towards a fund for the endowment of beds in the Washington Hospital, at Neuilly, France.

It should be a matter of personal pride with us that this call be responded to liberally. In contributing we should not feel that we are making a sacrifice, but rather should esteem it a privilege to be able to do our share towards relieving the sufferings of our boys at the front who are fighting to uphold the principles dear to all true American hearts.

Let us give willingly according to our means. All contributions, however small, will be gratefully received.

Cordially yours,
WM. C. EDES, Chairman.

The letter accompanying Mr. Edes' communication is as follows:

THIS IS A PERSONAL APPEAL
To Every Member of
THE DEPARTMENT OF THE INTERIOR.

The American Red Cross Auxiliary of our Department writes as follows under date of July 26, 1917:

"About 1,000 young men among us are subject to draft. Already 100 have enlisted, some of whom are in France while others are on their way. Will you contribute something toward endowing one or several beds in the Washington Hospital at Neuilly, France, so that our sick and wounded boys may be well cared for by American doctors and American nurses? Think what your generosity and sacrifice will mean to these lads so far from home. Each bed will cost $600 per year—fully equipped, cared for by doctor and nurse, and to be marked, "Department Interior War Relief, Washington, D. C.," as well as all other articles sent by our Auxiliary. The total amount needed to establish a ward for the boys is $4,000, Why not make it a perfect gift?

"Mrs. Franklin K. Lane, Chairman of the War Relief Work of the Department of the Interior, will take personal charge of this work for us, and will have sent abroad packages of bed linen, clothing, etc., by various routes to insure safe delivery. Also her committee is preparing helmet, sweater, and cap for each of the Department boys who will go to the front."

Capt. E. R. McFarland, Signal Officers' Reserve Corps, is still at Monterey, California, but states in a recent letter that he expects his moves to be frequent from this time on. He reports that Lieut. L. R. Moses, formerly chief dispatcher at Anchorage, is also in training at Monterey.

Contribute to the Red Cross War Fund.

HOW ENGLAND SAVED.

In strong contrast to their neighbors, the French across the English channel, the masses of the English people a few years ago were proverbially a spendthrift rather than a saving race. But the great war has wrought a change.

In the year 1916 although purchasing billions of dollars of war bonds the small savings banks depositors in England increased their deposits over sixty million dollars.

It was patriotism that started this great change in the people of the nation. The English people started saving their money because they saw that it meant saving England. But thrift and economy begot thrift and economy. They economized and saved for their own sake as well as for England's sake. Not only did they save money but they economized in food, in fuel, in dress, in luxuries. More than one million English workers were purchasers, out of their savings, in the second great war loan of Great Britain, and eight million subscribed to their last war loan.

The question whether the civilian population should economize and do without certain things or the soldiers and sailors be denied things necessary for their effectiveness and safety was answered in no uncertain way by the masses of the English people. They did their bit in financing their country.

Neither in ability nor in patriotism are the American people second to the English or the French or the German or any other nation. The Liberty Loan is at once an appeal and a pride. It appeals to their patriotism and their civic pride; it is an opportunity to save and an opportunity to serve their country.

No American need fear that the results of the American people's support of the Liberty Loan will fail to maintain America's traditional patriotism and power. The more than four million subscribers and the more than a billion over-subscription to the first issue of the Liberty Loan Bonds are eloquent testimony of the American people's loyalty to their Government and their willingness and ability to give it full financial support.

WHAT WE FIGHT.

"The war was begun by the military masters of Germany, who proved to be the masters of Austria-Hungary. These men have never regarded nations as peoples, men, women, and children of like blood and frame as themselves, for whom governments existed and in whom governments had their life. They have regarded them merely as serviceable organizations which they could by force or intrigue bend or corrupt to their own purpose. They have regarded the smaller States, in particular, and the peoples who could be overwhelmed by force, as their natural tools and instruments of domination. Their purpose has long been avowed. * * *

"If they succeed they are safe, and Germany and the world are undone; if they fail, Germany is saved and the world will be at peace. If they succeed, America will fall within the menace. We and all the rest of the world must remain armed, as they will remain, and must make ready for the next step in their aggression; if they fail, the world may unite for peace, and Germany may be of the union."—Woodrow Wilson, President of the United States.

OFFICIAL CIRCULARS.

Anchorage Division.

OFFICIAL TRIP PASS BOOK LOST.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Sept. 10 ,1917.

Transportation Circular No. 93:

TO ALL CONCERNED:

Official Business Trip Pass Book, containing passes Nos. 2044 to 2050, both inclusive, has been lost.

If found, or any of these passes are presented for transportation on trains, conductors will lift, collect fare and turn into this office with full report of particulars.

F. MEARS, Commissioner.

LIGHTING SWITCH LAMPS AT NIGHT.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Sept. 10, 1917.

Roadmaster's Circular (No. 27):

TO ALL SECTION FOREMEN:

There has been some complaint about switch lamps not being lit at night. Section foremen must see that switch lamps are burning in good shape before quitting work. Advise this office immediately if you have not sufficient lamps to equip all switches on your section.

C. G. JONES, Roadmaster.

SALE OF IMPOUNDED DOGS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Sept. 12, 1917.

The following dogs were captured by the poundmaster prior to September 1, 1917, and are at present unclaimed. Any such dogs remaining in the pound after October 12, 1917, will be sold, destroyed or otherwise disposed of. Any of the dogs listed below may be recovered prior to October 12 by their owner upon proving ownership and payment of $1.00 plus 25 cents per day for each impounded: No. 4,—malamute mongrel, black, male, age 6 or 7 years, white front and legs, weight about 60 pounds. No. 5—mongrel, black, male, age 6 or 7 years, weight 100 pounds. No. 6—Mongrel, red, male, age 6 or 7 years, weight 90 pounds. No. 9—Mongrel, black, female, with seven pups, weight about 75 pounds. No. 28—Malamute, black, male, age two years, weight about 70 pounds. No. 40—Mongrel, part Gordon setter, black, tan markings, female, age about 8 months, weight 20 pounds. No. 50—Part Llewellyn setter, white, male, age about 4 years, weight 60 pounds.

J. G. WATTS, Townsite Manager.

PROPOSAL FOR SIDEWALK.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Sept. 13, 1917.

A petition having been received at this office, it is proposed to construct a four-foot plank walk across Ship Creek from the north end of East B Street and entering the terminal tract at the same point as the present wagon road crosses the track at the west end of the Pacific Grocery Co.'s warehouse. The estimated cost of this walk will be $1500, and will be assessed against all lots east of A Street and north of Sixth Street, making the cost per lot approximately $10. Objections and suggestions in writing will be received by this office until September 20, 1917.

J. G. WATTS, Townsite Manager.

PROPOSAL FOR BIDS.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, Sept. 15, 1917.

Sealed bids will be received at this office up to noon September 22, 1917, for the sale of 10-ton, open, wood barge U. S. No. 16. Barge may be inspected at Marine Ways. The right is reserved to reject any and all bids.

F. MEARS, Commissioner.

MANY RAILROAD MEN CALLED TO WAR.

Thus far, 2540 employees of the Pennsylvania Railroad lines east of Pittsburgh have entered the Army and Navy of the United States as volunteers, and have been granted furloughs from the railroad service. Of this number, 75 have been appointed commissioned officers and 30 are student officers in various officers' training camps. The remainder, numbering 2442, are enlisted men in the Army and Navy.

The commissioned officers include one colonel, one lieutenant colonel, two majors, 21 captains, 23 first lieutenants, 22 second lieutenants, three ensigns and pay clerk.

In addition to the employees of the Pennsylvania Railroad who have entered the military and naval service, as volunteers, many more are certain to be taken for the National Army under the draft. The exact extent by which the working force of the railroad will be further reduced, in this manner, will not be definitely known until the work of the various examining boards has been completed. However, it has been ascertained that there are in the service of the Pennsylvania Railroad, lines east of Pittsburgh, 60,000 men who are liable to military service under the law, and based upon the average proportion of the eligible men who will be taken in the first draft, 3,000 of these will be called.

POTATOES WILL BE CHEAPER.

The Office of Information, of the Department of Agriculture, authorizes the following:

The huge potato crop, which the forecast made by the Department of Agriculture indicates will be produced in the United States this year, means that this important food staple will be cheaper and makes it possible for American families that had to cut down on potato consumption because of high prices to restore the tuber to a prominent place on their bill of fare.

The department forecast, based on reliable estimates from all parts of the country, places the total potato yield at more than 467,000,000 bushels, as compared with 285,000,000 in 1916 and 360,000,000 in 1915. Potatoes of the current season are already in the market in large quantities, and, since the early harvested tubers can not be kept easily, should be eaten more abundantly now if spoilage is to be avoided.

C. E. Dole, purchasing agent of the Commission at Seattle, is a passenger on the steamer Alaska due to arrive in Anchorage tomorrow. Mr. Dole is accompanied by his wife.

ANCHORAGE REGISTRATION LIST.

The registration list for Anchorage shows 938 names of persons eligible for draft under the conscription law.

Following is a list of registrants, continued from last week's issue of the Record:

K

Tony Kimkela
Harryton Karoff
Erik Kveven
Paul Kershull
Dimitrios Kontogianis
Anastasias Konestis
John Konistis
Alexander T. Kupoff
Sam Kostuk
Kerasin Karginoff
Nick Kargioff
Alec Kasoff

L

Gustave Alex Lindgren
John Libby
Mike Laptonovich
Nels Widar Larson
John Love
Alex Lindstrom
Jack Lian
Tom Leloff
Suan Lind
John Lunberg
Ben Levin
John Thomas Lennon
Carl Oscar Lundstrom
Paul Lauritz
Oscar Lindberg
Eric Richard Lindholm
Nels Lundell
Oscar Lind
Raymond Chelsea Linton
Arehelm Olof Lofgren
Otto Lande
Robert Logemann
Emil Leimenstoll
Lenneth Longman
Cedric S. Laing
Joel Liberman
Carl L. Lofquist
John Lucas
Louis Lompros
James L. Lankin
P. Julius Lindquist
Ole C. Locken
John Algot Lindgren
Bert Lobmaier
Hugh B. Laughlin
John B. Laughlin
Lars A. Larson
Harry Lucas
Edward Thomas Lindner
Harry Long
Elmer Lindin
Ludwig Lauritz
Oscar Lindholm
Lee Landig
Gus Leonidis
Adolph Lind
Eric Algot Landstrom
Carl D. Larson

M

Naun Miovski
Victor Isaac Maki
James Francis McDonagh
Murko Mandich
John Monisitis
Pete Mareogiorgos
Harry Makoff
Joe Martini
Efstahioe Emmanuel Massos
Bza Mcokoff
Evan Mzokoff
Arthur B. Magnuson
Eina Mullala
Harold Willis McCracken
John Miskuln
Wallace P. MacDonald
Carl Mancini
Ralph Haley Morehouse
Martin Morstang
Percy Clifford McPherson
Arthur L. Morgren
Orville McAllister
Agnar Mathison
William Meyers
Steve Marich
Edward R. McHugh
Robert J. McKenna
Charles Daniel Merritt
Tony Martinovich
Jackson J. Marsh
William E. McFarland
Leo J. McCourt
John Marin
Frederic Mesford
Nick Miacika
Alex Miller
Ernest Albin Molme
Robert Maxey
Gustave T. Marum
Albert Moberg
Carl W. Movt
Heath H. McDougall
James Raymond Myers
Lewis Matson
Gust McRee
Sam Marich
Giosua Murratotto
Joe Milaus
Dennis George MacSweeney
Fotios G. Malisa
Hugh Mackie
William Geo. McManis
George G. McCarthy
Roy J. Masters
Charles H. Miller
Edward Maurer
Yves Le Mevel
Demetruss Molovos
George P. Mann
William T. Murray
Dan McInnis
Clarence Verne Marshall
Hralmar Markuson
Garner Wolesey Martin
Chester L. Merry
John W. McFarland
James McGuire
George Milkovich
Chris C. Martinson
Pete Mapelli
Emmett J. Murphy
William Maksym
Herman Molen
Nick Markovich
Oston Morpas
Guiseppa Mafrice
Harry Malstron
Lee Daniel McLane
George Mielea
Pete Markoff
John L. Macauley
Gust Makais
Jovin Malavich
Harold McCutcheon
Orville Meehan

N

Gust Nikitis
William Frederick Nolting
Mier Naurarm
Axel Ginmar Nordin
Anton Nylin
Gustave Noren
Carl Oscar Nelson
Matthew Nelson
Mili Narich
Einar Nelson
Richard Nelson
Carl Nelson
Rollin Randle Neyhart
Fred Nelson
Victor Norberg
Axel Gunmar Nyberg
Arvid Nelson
Eric A. Nord
Erich Nyberg
Michael Neilson
Constantine Norberg
Manne Nelson
Carl Nelson
Gust Nyberg
Algon Nordstrom
Vern F. Nichols

O

John Falfrid Olsen
Einar H. Olsen
J. Lewis Olson
Morris Olson
Earle Orr
Ole E. Olberg
Edmund Charles Olafin
George Orellas
Jonas L. Olsoon
Peter Ongaro
George E. Osborn
Andrew Orovetz
Ellis C. N. Olsen
Charles J. Oldermat
Adolf Olson
Shirley Oliver
Ferdinando Oiacola
Ben Olsen
Eric J. Ostrom
Kenneth Simmons O'Hara
Otis Harlan Oaks
Fred Marrion O'Neill
Herman Ostberg
Eric Anton Ostman

P

George Pavlicevich
Nick Papanikolaon
Jens Peterson
Otto Elmer Pary
Noe Pollogrin
Joe Perpich
Antonio Palumbo
John Plooy
Rade Pavlica
Fred Pace
Oscar Person
Ralph Knight Pulver
Chauncey F. Peterson
Vasilius Pappas
George Pulos
Aristidis Papadopulos
Alex Pavlichek
Luis W. Popp
Andrew Pappas
Tom Pappas
John Pappas
Pet Peter
Angello Pagnotta
Charles Frederick Powell
Pietro Pagnucco
John Albert Peterson
Ole Christian Pedersen
Frank B. Prohaska
Ray Pedrick
Mike Pakovich
Joe Piskul
William L. Pelton
Vid Pavlicevich
George P. Phin
Ernest K. Peterson
Andrew Pestolis
Frank A. Polley
Fred M. Polley
Harry A. Polley
Andras Ovidal Pettersen
Carl Emil Peterson
Einar Peterson
Gachino Del Piero
John Pochkaiski
Sven H. Peterson
Harry J. Phillips
Charles Patten
Ignac Polich
Claude Elijah Pierce
Stephan Pally
Christ Poulos
Evan Petkoff
Allen Russell Panter
Rudolph Pipinich
Vasilis Plackas
Nickola Prcevic
Athananios Ploumis

R

Ben Harrison Rogers
Dominico Rizzo
Joe Ryan
Tony Radrusie
David Alvinza Ray
Walter R. Rathbun
George Rowals
Edward August Rohde
Bob Rainero
Thomas Rantucci
Stanley I. Rorgerson
Lee Jay Rice
Nicholas Romanoff
S. Whitley Richardson
William Robertson
Peter Ramstad
Gust Redman
John Rodelich
Joe Rallotto
John Rudy
John Rogulich
Clarence Reynolds
Hans Ronning
Will Henry Richards
Edward H. Ramstead
Fred William Radue

S

Ole Scatland
Italico Silaki
Adolph Havay Schmidt
Louis Henry Scott
Jim Sagoff
Helmar Stenberg
Ernie Schedin
Henry Sagoni
Phillipos Spanos
Frank Sileny
Mike Soin
Walter Swanson
Chester H. Sheets
Alfred Swanson
Peter Smedberg
Tony Sverko
Marian Simich
Hector Sabb
Tom Savas
Morris Shklar
Victor H. Sleuter
Ray Shale
Arthur Eugene Swanson
J. Madison Scheuber
Sid Sandstrom
Gabriel E. Stone

Gus Spithas
Erni Strom
Louis Swanson
Bruce Adolph Schallhorn
Walter Sundberg
Harry Sumner
Arthur Wilson Stansborough
Carl Skoglund
Harry Scherer
Lloyd Arnold Snell
Simon Selburg
Nick Siaferas
Carl Sandstra
Alfred Shyman
Walter G. Stoeser
Ernest Stiefel
James Shealy
Nels Sanderson
Raymond Clifton Schott
Henry Seward Schaffer
Tom Sakoff
Boris Sasoff
Vidal Santos
Roland Steeves
Harry John J. Schultz
John Swanson
James R. Sapp
Mike Seratlich
Vaughel Stoin
Ambrose Smith
Swen August Swanson
Peter Stornes
Matti Swertti
Alex Sazoff
Paul Sredin
Robert Lee Sharts
Josef Schonbachler
Adam Sirhoff
Carl Schlin
Lee Sundell
Joe Staeno
D. D. Seboff
Magnus Swanson
Sam Stejanovich
Euzma Surgan
Robert Carlton Smith
Henning Swenson
Mike Sarich
Stojan Svilar
Tom Sarich
Axel Saglind
Swan Swanson
Tom Stamoulos
Edward Stone
Nels Swanson
Jack Sutherland
John Saarinen
Simon Samis
Roy Stone
Christ Stabrakes
Roger Johnson Summy
Stephen Stephanoff
Nick Speropolos

T

Frederick William Theriault
Gust A. Tasakes
Theodore Edward James Trigs
Tom Timroff
Domicile Turcotte
Hans Thorsen
Antonio Talarico
Alex Tokoff
Marko Tamlanevich
Arthur Thorsell
George Tefcipoe
Demetrius Trabacos
Panagiotis A. Triantafillon
Nick Thestokis
Ivan Tumberg
Gilbert Turner
John Theodosopoulos
Timbolat Tebieff
John Theoharopoulos
Mike Tomlgonvich
George Toleas
Olof Torkilson
Robert Stephen Temme
Merton Herbert Thorpe
Alex Taakumis
Walberg Tonstad
Fred W. Tiffany
Vasillios Thomopolis
William O. Thomsen
Peter Tsakoumis
Einer Thonson
John E. Thorgerson
Diedoro Tremonte
Morgan Glyn Thomas
Giovanni Tadesco

U

James F. Upchurch
Nick Uzelae
Nels Undi

V

George Vassil
Harold A. Vrooman
Tom Vacilopoulos
Nick Vraschar
Demetrios Voures
Howard Vardeman
Phillip Vaught
Juro Virjovich
Lauis Vasilin
John LeRoy Veach
Antony Verna
Meltiathes Velisarakos
Michael A. Vaharoglon
Tom Viahos
John William Van Veen
Andrew Villee

W

James George Watts
Edwin L. Werner
J. Victor Warner
Frank John Waller
Mike Wurich
Otto Bernhard Westhrich
John Wirum
Albert Henry Willman
Everett A. Wilson
Arnold White
Harry E. Whittemore
Thomas A. Williams
H. Glen Wilcox
Chauncey M. Wressell
John H. Walmer
William G. Wilt
Robert M. Worcester
Worth M. Wade
Eser Wikholm
Jans Wold
Samuel Anthony Williams
Jack Wrkin
Jack James Wilson
Joe Woytek
Bob Wood
Helmer Wikberg
Carl Rudolf Wallgren
Percy Stanley Watts
Neil Everest Wanamaker
Andrew Wittine
George William Warren
Charles Gerald Wilford
Alvin E. Wallin
Erwin Eugene Wright
Harry Francis Whitney
Victor Wick
Asa A. Wilkinson
Paul Louis Wavrick
John Wukmira
Arvid Wik
Walter Whobrey

Y

John Yount
Jim Goon Yip

Z

George Zook
Otto Zechlin
Bevenunto Zoldan
Harry Zervas
Tom Zarvis
Pavel Zakaidse
Alphonso Zarreli

WE MUST FINISH THE WORK.

"With the first installment of the Liberty Loan completed, immensely gratifying as is the result, we must remember that the financing of a great war is never completed until the war is finished; and we are going to finish this war to our satisfaction in order that America may not be finished. We must stay on the job and do it in true American fashion. We have proved ourselves on the first test; we must be prepared for the second, the third, and the fourth if need be.

"This war must be fought to a finish. It must be so fought, because there is an irrepressible conflict between two irreconcilable principles and systems of organized society that never will be settled until it is fought to a finish. The world can no longer survive half democratic and half autocratic. One or the other must triumph. We are confronted today with an analogous situation to that which confronted this Nation in 1861, when the immortal Lincoln said, 'This Nation can no longer endure half slave and half free.' We had to fight that irreconcilable issue to a conclusion, and we fought it to a right conclusion. We vindicated freedom in America; we obliterated slavery from the free soil of this great Nation. That is what we have got to do for the entire world—destroy despotism, which is another form of slavery, and make liberty supreme. In no other way can the world be made safe for democracy. It is a noble ideal; it is the only kind of an ideal for which a great republic like ours, a republic of freemen, could or would fight."—William G. McAdoo, Secretary of the Treasury.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, September 1, 1917, was as follows:

Commissioner's Office	41
Shops and Yards	242
Transportation Service	80
Store and Dock Departments	472
Accounting Department	20
Disbursing Office	9
Townsite Department	71
Employment Bureau and Terminal Mess	19
Hospital Department	19
Harbor Improvement	3
Telegraph and Telephone Department	78
Track, Bridge and Ballast—Main Line	557
Mining Department	103
Locating Party No. 4	32
Turnagain Arm District	425
Matanuska District	229
Talkeetna District	211
	2611
Stationmen and Laborers—All Districts	1313
Grand total all employees Anchorage Division	3924

PLEDGE IS GIVEN TO USE ONLY LOCAL AGRICULTURAL PRODUCTS.

The Land and Industrial Department authorizes the following:

The meeting called at the suggestion of the Land and Industrial Department at the Chamber of Commerce rooms in Anchorage on September 15 was attended by nearly every business man of Anchorage and a number of the farmers from the Matanuska Valley. In fact, standing room was at a premium. The meeting was called for the purpose of taking definite steps toward using locally-raised products and to prevent the importation of such products into this section of the Territory in future. It was unanimously agreed by all present that only local products should be purchased and used, and it was the sentiment that all would exert every effort possible to prevent any importation in the future.

The following agreement was signed by the business men and citizens present:

"We, the undersigned, hereby agree and pledge ourselves to purchase and use locally-raised products, such as potatoes, turnips, cabbage, rutabagas, carrots, beets, lettuce and other products of the kind, and of which there is raised a sufficient supply to meet the local demand, and that we will not at any time in the future use, purchase or import any such products from the States.

"We agree to do all that we can within our power to get others to use the locally-grown products and that we will discourage anyone from importing these products from the States.

"We further agree that we will not patronize or deal with any person who violates this agreement."

The action taken at this meeting marks an epoch in the history of agricultural development in Alaska. It is believed that no more products of which a sufficient supply can be raised to meet the local demand will be imported in the future. An agreement will be entered into between the Matanuska Farmers' Co-Operative Association and the merchants of Anchorage to pay $60.00 per ton for potatoes up to and including June 1, 1918. The price for the other products will be determined by the Seattle market price plus the freight rate and handling charges between Seattle and Anchorage.

The fair held recently at Anchorage fully demonstrated that the farmers in the vicinity of Anchorage can produce sufficient of the above-mentioned products to supply all local demands, and the local merchants are lending every effort to encourage the farmer to clear more land and cultivate larger areas. It speaks well for the permanent development of agricultural lands in Alaska.

SOME POLITICAL ECONOMY.

The argument has been advanced that the wealth and resources of the United States are impaired to the extent of all the money spent by the government for war purposes. The argument is very unsound. There is a sharp contrast between cost to the government and cost to the people of the country.

The United States has sold two billion dollars worth of Liberty Loan Bonds to the people of the United States and therefore owes two billion dollars more than it did a few months ago. When the money for the bonds has been collected in full and been expended in full the matter will stand in this shape—

The people of the United States will have loaned to their government two billion dollars in return for which they will have received two billion dollars worth of Liberty Loan Bonds which is as valuable security as the world affords. Moreover they will have in their pockets or their banks the two billion dollars which they loaned their government. The government will have expended part of this money itself and those European nations engaged in war with Germany, whose obligations our government has purchased with part of the money realized from the sale of Liberty Loan Bonds, will have expended the other part, and all of it will have been spent in America for American products and in payment of American wages.

The resources of the nation, its capital stock so to speak, will not have been impaired at all. Our farms, our mines, our factories, in fact all our fixed property and industries will remain intact. Our people will simply have sold some of the annual products of the country, the products of its farms, the products of its mines and products of its factories.

Thus the government will have value received for the money it borrowed from the people and the people will have value received for the money they loaned the government and the products they sold their government and the European nations engaged in war with Germany. As Secretary of the Treasury McAdoo has expressed it—"All of this financing is largely merely a matter of shifting credits. All of the money will remain in this country and will not involve any loss of gold or any loss of values."

Of course the United States is going to pay these bonds at maturity and is going to pay interest on them in the meanwhile. It is going to pay part with the money it will later collect from our debtor European governments engaged in war with Germany; it is going to pay part with money raised by taxation. It is not going to pay them out of the capital of the United States. The money is to come from the annual income and production of the country which now amount to fifty billions. The yearly agricultural production of the United States is more than ten billion dollars and the mineral production three billion. The profits of converting raw material into finished products amount annually to ten billion dollars. These are just some of our main sources of annual income.

The raising of money by the sale of bonds and the expenditure of that money for purposes of war are not going to injure or destroy the productive capacity of our fields, factories, or mines. There is waste in war, and a great deal of waste, but war is not all waste. The actual waste in this war may be more than made up by the speeding up of our industries under the stimulus of the war.

There is going to be loss by reason of this war—wealth shot away in battle and wealth sunk at sea. And there is going to be loss of some of America's bravest sons. But the price is one that America is willing to pay, that her fighting men and her people are willing to pay, for the maintenance of our rights and of our national honor, the cause of democracy, the preservation of liberty and civilization and humanity. The loss caused by war will be small, indeed, compared to the worth of these things, to America and to the world.

Plans have been approved for five section foremen's houses to be erected at the following stations of Anchorage Division: Campbell, Whitney, Eklutna, Wasilla and Anchorage. The houses are to be 30 by 24 feet, single story and will have four rooms and two closets each.

ARE YOU SAVING Your Money to Invest in the Next Issue of THE LIBERTY LOAN?

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, SEPTEMBER 25, 1917. No. 46

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

MATANUSKA FARMS YIELD $200,000.

The value of this season's agricultural crop of the Matanuska Valley, as estimated by Andrew Christensen, manager of the Land and Industrial Department, is placed at $200,000. The principal product of the district is potatoes, but turnips, cabbages and hardy small grain also yielded profitable returns. The dealers of Anchorage, in order to encourage the use of home produce, have agreed to handle locally-raised vegetables exclusively and to pay three cents a pound for potatoes, delivered at the Matanuska loading station. The merchants have agreed to retail potatoes at four cents per pound in 100-pound sacks and not to exceed five cents per pound in lots of less than 100 pounds.

The yield of Matanuska potatoes this season is estimated at 3000 tons by Mr. Christensen, and the turnip crop at 300 tons. Arrangements have been made to ship 20 tons of turnips to the Seattle market on the next voyage of the transport Crook, a rate of $4.00 per ton having been secured from the Alaskan Engineering Commission. Should this trial shipment prove satisfactory other consignments will follow. The entire potato crop will be disposed of locally, if possible; if not, efforts will be made to dispose of the surplus in the coast towns of the Territory.

In view of the fact that farming has been carried on in the Matanuska district only during the past two years, the showing made by the homesteaders of that section is truly remarkable. Prior to the summer of 1916 there were no facilities for the transportation of farm produce and consequently no incentive was offered settlers to locate on the land. With the coming of the railroad homesteaders rapidly took advantage of the rich soil and accessibility to the markets, so that today fully 400 farmers are deriving a livelihood from agricultulture in the vicinity of the Matanuska Valley.

CONSTRUCTION BEGINS ON DOCK SPUR.

Construction has been begun on a railroad spur to connect the Anchorage terminal yards with the site of the new docks and wharves to be built north of the marine ways. The spur will be about three-quarters of a mile in length and will be used to transport construction material for the harbor improvement project and later to carry coal to shipside.

The contract for grading the spur has been awarded to Nick Davis & Co., who have a force of about 20 men employed. Grading is expected to be finished within three weeks and track will be laid immediately thereafter.

Formal notice has been issued by the Commission to the commercial steamship lines that it plans to have all lighters, tugs and other harbor equipment in winter quarters by November 1, and that in consequence after that date it will not be able to handle the cargoes of incoming ships at Anchorage. Passengers, however, the Commission announces, can probably be handled until November 15.

The tug Forest T. Crosby with the barge Lawrence in tow sailed from Seattle for Alaska on September 14 with a cargo of 830 tons of miscellaneous supplies for the Commission. A stop will be made at Seward, en route to Anchorage, to discharge cargo for the Seward Division.

W. J. H. Fogelstrom, office engineer, will leave for Seward tomorrow on the steamer Admiral Farragut, to inspect the bridges of Seward Division.

ARE YOU SAVING Your Money to Invest in the Second Issue of THE LIBERTY LOAN?

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending September 15:

MAINTENANCE OF WAY.

Water Service and Plumbing.

The excavation of the ditch for the water main leading to the new tank was 50 per cent completed at the end of the week. Work was started on the ditch for the steam and water lines to the roundhouse. Hot water heating systems were installed in Cottages Nos. 16 and 18 and the installation of similar systems for Cottages Nos. 34 and 35 was begun. The lowering and frost-proofing of water lines to the Y. M. C. A. building, Social Hall, Employment Office, Trainmaster's Office, Record Office and House No. 15 were completed.

Bridge and Building.

Work on the roundhouse progressed favorably. At the close of the period the roof was 90 per cent complete and 70 per cent of the side walls had been placed. The excavation for the turntable was 95 per cent completed. The concrete base for track scales was put in and forms built for the rest of the foundation. The carpenter work on the radio station was finished, except for the windows. The extension for the Soldiers' Mess was completed. All work in connection with the improvements at Anchorage schoolhouse were finished with the exception of building a stage platform in the assembly hall, painting the fire escape and oiling the floors. The lean-to being built to house the bowling alleys at the Y. M. C. A. was 25 per cent completed.

A piledriver has been placed on a barge and will drive piling for a temporary dam across Ship Creek, which will be utilized by the dredge in harbor improvement work.

No. 5 B. and B. gang finished the foundations for the temporary bents and abutments at the south approach of the second crossing of the Chickaloon River. No. 8 B. and B. gang placed stringers on the bridges between Stations 6801 and 6965. No. 1 B. & B. gang completed the water tank at Pittman and moved to Palmer to erect a section laborers' cottage and small warehouse.

Grading, Tracklaying and Ballasting.

The ditching machine completed its work on the Turnagain Arm District and will be moved to Birchwood. No. 1 steam shovel moved 680 yards of riprap and 4946 yards of gravel. No. 2 steam shovel moved 2800 yards of material, which was used for bank widening between Stations 5878 and 6220. Extra gang No. 1 raised track between Stations 5206 plus 57 and 5397 plus 29. Extra gang No. 2 lifted track from Station 520 to 420 on the Matanuska branch, connected up the siding at Castle and raised it to grade. Extra gang No. 3 laid steel from Station 75 to 70 and finished lifting and surfacing between Stations 262 and 412. Extra gang No. 4 laid steel from Station 6801 to 6965.

Mechanical Department.

The work in connection with the assembling of Lidgerwood No. 1 was 95 per cent completed. Considerable work was done in fitting up four new caboose cars and in connection with dredge equipment.

TELEGRAPH AND TELEPHONE DEPARTMENT

Telegraph and Telephone.

On the main line the transferring and hanging of additional wire and strengthening of line was completed to Mile 142.

On the Matanuska branch the stringing of the iron pair was completed to King; 14 new poles were set and 8 anchors dug.

Construction on the permanent line from Eska siding to Eska coal mine was 50 per cent completed.

Telephone work in the townsite consisted of placing cross arms and stringing aerial wire.

The regular construction program on telegraph, telephone, electric light and power lines was interfered with somewhat by the necessity of calling upon the construction men for emergency repairs to the telegraph and telephone lines required on account of the heavy damage caused by the recent severe storms.

Radio.

The new building of the radio station was nearly completed; the concrete foundation for a direct current generator was poured, and the electric wiring was continued.

Electric Light and Power.

The electric plant and wiring of the dredge Sperm was installed; the boat Diebienna was wired for lights and storage battery equipment; the installation of the electric fixtures in additional rooms in the school building was completed; additional fixtures were placed in the telegraph and telephone building; two transformers and one oil switch were placed and primary and secondary wires were strung as a part of the extension of the distribution system in the townsite.

MATANUSKA DISTRICT.

Matanuska Branch.

Construction on the branch line to the Matanuska coal fields has been completed and the line turned over to the Maintenance of Way Department. The only employees remaining, aside from the operating and maintenance forces, are the engineers, who are finishing up their notes.

Main Line.

Track has been laid on the main line as far as Big Willow Creek. All contractors south of this point, with the exception of two gangs engaged in ditching and miscellaneous finishing, have completed their work. Camp 180 has been turned over to the Maintenance of Way Department.

No. 1 piledriver crew is now engaged on the Little Willow Creek structure. No. 2 piledriver crew is driving the south approach trestle of the Kashwitna structure and is due to finish that work within a week.

The contractors north of Little Willow Creek are making satisfactory progress, and will complete their several assignments in ample time for tracklaying.

TURNAGAIN ARM DISTRICT.

The 70-ton Bucyrus steam shovel at Mile 83 was laid up for nearly three days of the week on account of heavy rain and wind. Six hundred feet of rock fill across the tide flats have been completed to date.

All grading work is now covered between Bird Point and Potter Creek. The contractors in the vicinity of Miles 84 to 86 are getting their work opened in good shape and

satisfactory progress is being made, considering adverse weather conditions.

The 60-ton Marion steam shovel at Mile 86 had considerable trouble during the week on account of soft ground, but made a distance of 200 feet during three working days. The 70-ton Bucyrus steam shovel at Indian Creek completed the filling in of the approaches to Indian Creek bridge, moved to the south side and cast over material from Stations 2055 to 2060. The hauling of material south into the fill will begin next week.

The Commission force at Mile 98, Sheep Creek, made good headway in the rock cut at that point. The Commission force stationed at Mile 99 moved to Mile 89 to do scratch work between Stations 2134 and 2089.

The grading has been practically completed from Miles 98 to 101 and track will be laid there next week. A grading contract was let to John Anderson & Co. for work at Mile 85, and a contract for about 15,000 ties was awarded to L. O. Nyberg during the week.

RED CROSS BUYS KNITTING WOOL.

One million pounds of knitting wool, to be knitted by American women into garments to protect American soldiers and sailors from cold this winter, have been purchased by the Red Cross. This yarn is to be distributed to Red Cross warehouses and sold to the chapters throughout the United States, the proceeds to be turned back into the treasury of the Red Cross and made available for other work.

Three spinning mills are now engaged in making this yarn. It will furnish material for 1,300,000 sweaters or 2,000,000 pairs of woolen socks. It could be turned into 2,000,000 mufflers or 8,000,000 knitted wristlets.

These sweaters when completed will be worth at least $6 each retail and the other articles are proportionately valuable. This material when worked into finished shape will, in dollars and cents, represent over $2,000,000 yarn value and $5,700,000 value in the time and effort of American women.

MORE THAN 30,000 CARS USED IN MOVING CANTONMENT SUPPLIES.

The following statement is authorized by Fairfax Harrison, chairman of the railroads' war board:

Reports just received by the railroads' war board show that the railroads of the country, in their cooperative efforts to give to the country the greatest possible amount of freight service, have effected an extraordinary improvement in freight car supply.

These reports show that the excess of unfilled car requisitions over idle cars, or what is ordinarily but inaccurately termed car shortage, was only one-fourth as great on August 1, 1917, as on May 1, 1917.

Car Shortage Reduced.

The excess of unfilled car requisitions on May 1 was 148,627; on June 1 it was 106,649; on July 1 it was 77,682; and on August 1 it had been reduced to 33,776.

This result has been accomplished at a time when the railroads are supplying from 15 to 20 per cent more freight service with the same number of cars than was being given this time last year, for the railroads handled in July a tremendous increase in both Government and commercial traffic.

The movement of cantonment supplies alone occupied the full service of more than 30,000 cars. There was also an extraordinarily heavy demand for cars to transport food products, as well as materials to and from munition factories.

Result of Cooperation.

The result above achieved has been accomplishd by cooperation with the railroads of shippers, regulating bodies, and the public generally. This cooperation has made possible the intensive loading of freight cars, prompter unloading, the eliminating of a large amount of unnecessary passenger train service, and an opportunity generally to utilize the railroad plant efficiently.

The aim of the railroads at the present time is to put each car to the greatest possible use, to have empty cars placed where they are most needed, to prevent overlapping and unnecessary service—in other words, to make the entire railroad system of the United States the most effective possible transportation agency in winning this war.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, September 8, 1917, was as follows:

Commissioner's Office	41
Shops and Yards	252
Transportation Service	60
Store and Dock Departments	452
Accounting Department	20
Disbursing Office	9
Townsite Office	66
Employment Bureau and Terminal Mess	18
Hospital Department	19
Harbor Improvement	3
Telegraph and Telephone Department	82
Track, Bridge and Ballast—Main Line	592
Mining Department	105
Locating Party No. 4	33
Turnagain Arm District	424
Matanuska District	237
Talkeetna District	206
	2619
Stationmen and Laborers—All Districts	1269
Grand total all employees Anchorage Division	3888

John Raap, formerly auditor of the Tanana Valley Railroad, has been appointed assistant disbursing agent of the Commission at Fairbanks, vice J. Casson Williams, transferred to Nenana.

The Alaska Loyal League meets for drill every Monday evening at 6 o'clock on the terminal baseball grounds. All Americans are eligible for membership and are invited to attend.

A press dispatch from Washington says that 11 more regiments of engineers composed of railroad workers to contruct and operate lines from the American base to the American lines in France will be organized by the War Department at once. Nine such regiments have already been organized and are now in France or are en route there.

Contribute to the Red Cross Fund.

INGENIOUS MEN WHO CAN CAST MAGIC VEIL OF INVISIBILITY OVER MILITARY WORKS WANTED FOR SERVICE WITH ARMY IN FRANCE.

The first American camouflage company is now being organized for service in France. In official English, the camoufleur "practices the art of military concealment," but a more literal translation of the French music-hall phrase, for that is what it is, proves him to be a "fakir." The camoufleur is to the modern soldier what the handiest bush was to the American Indian. Fighting from cover first developed from that savage warfare and now has developed to a point where specialists in all manner of devices for concealing the whereabouts and designs of our troops from the eyes of the enemy are grouped together in military units.

Therefore, the Chief of Engineers in the War Department is looking for handy and ingenious men who are ready to fight one minute and practice their trade the next. Wherever a machine is set up, or a trench is taken and reversed, or a battery of artillery goes into action, or a new road is opened, or a new bridge is built, or a sniper climbs an old building, or an officer creeps out into an advanced post to hear and to observe, there must go the camouflage man to spread his best imitation of the magic veil of invisibility. Ironworkers, sheet-metal workers, carpenters, cabinetmakers, stage carpenters, property men, plaster molders, photographers, scene painters, and sign painters will make up this force of emergency magicians. There is in store for them plenty of excitement and no end of opportunity to use their wits.

Stories are told of how they have set up dummy cannon that recoiled and flashed a puff of smoke under the eyes of hostile aeroplanes while the genuine rifles fired from their concealed pits some hundreds of yards away. Old boots lying out beyond the trench parapet and broken stakes from destroyed barbed-wire entanglements have concealed periscopes for weeks. A papier-mache steel-lined counterfeit of a dead horse or a shell-blasted tree trunk have proven excellent observing posts. Aeroplane sheds have looked like wheat fields and railroad trains like workingmen's cottages.

But the military nature fakir had his heartiest reason for laughter when it came to painting a river over a bridge. That happened once when a vital river crossing near an important town was shelled every day by the Germans with such success that the engineers could scarcely make it safe for even a few hours of travel at night. So a new bridge was built and rested peacefully daytimes under a river-painted canvas that could be rolled back at night, while the former bridge needed only to be patched up from time to time to act as a decoy for the persistent German shell fire.

Though the work has long been organized abroad, in this land it is only beginning, so that wherever ingenious young men are looking for special entertainment in the way of fooling Germans, they should waste no time in getting in touch with the Chief of Engineers, War Department, Washington, D. C.

The league baseball game scheduled for last Sunday afternoon was postponed on account of rain.

A meeting of the board of directors of the Cook Inlet Baseball League will be called this week to decide whether any more games will be played this season.

Contribute to the Red Cross fund.

INSTRUCTIONS FOR MEN DRAFTED FOR NATIONAL ARMY ON HOW TO PREPARE TO ENTER THEIR CAMPS.

The following information will be useful to men selected for the National Army who have been ordered to report for duty with the first quota:

The men will not be permitted to take anything on the train except light hand baggage; bedding and changes of outer clothing will not be allowed. The following articles should be taken: Soap, shaving outfit, comb and brush, tooth brush and tooth powder, two bath towels, three hand towels, and six handkerchiefs. Two changes of underwear may be taken if desired. There is no objection to taking collars and shirts for wear on the journey, but there will be no use for these articles after arriving at the mobilization camps. Since suit cases and hand bags will not be allowed for permanent use at the mobilization camps, articles may be carried in bundles if so desired.

Will Not Keep Civilian Clothes.

Civilian clothes will not be retained after arrival at mobilization camps and may be returned by express or otherwise to the homes. If it is not desired to make arrangement for returning clothes, it is better to appear in civilian clothes which it is not worth while to keep.

To insure quick communication with his family, the recruit is advised to provide himself with post cards or stamped envelopes.

Before reporting to the local board the hair should be cut very short, the body thoroughly bathed and clean underwear put on. The finger and toe nails should be cut short.

Every effort will be made to preserve the health of recruits at the points of mobilization, and to build up their physique. The Government undertakes to look after the physical well-being of the recruit in every possible way and carries out the work by military methods.

Sanitary Precautions.

There will be issued at each cantonment certain sanitary orders intended to prevent the development and spread of disease. It is of the highest importance that every recruit from the outset should implicitly obey these orders, which are for the protection of his own health and the health of his comrades. He will soon learn that all are based on practical experience and that observance of each detail is necessary in order to maintain healthful conditions among large bodies of men.

NOTICE TO TAXPAYERS.

All school taxes not paid by October 1 will be considered delinquent and a penalty of 15 per cent will be added, as provided by law. Delinquent taxes will bear interest at the rate of 12 per cent per annum from September 15, 1917. Beginning Tuesday, September 11, taxes will be received at the schoolhouse on Tuesdays and Fridays, between the hours of 3 and 5 in the afternoons and 7 and 9 in the evenings.

U. M. THOMPSON, Clerk Anchorage School Board.

The publisher of Spaulding's Official Baseball Guide has requested the pictures and records of the baseball teams of the Cook Inlet League. Secretary Fleischman will forward the data at an early date to insure publication in the next edition of the guide.

KNITTING CIRCULARS ISSUED.

Half a million illustrated knitting circulars have been sent out from national headquarters to Red Cross chapters throughout the country. The circulars contain full information on how to knit the eight standardized articles, sleeveless sweaters, mufflers, helmets, socks, wristlets, wash cloths, bed socks, and bottle covers, authorized by the Woman's Bureau of the Red Cross.

Recent cables from Maj. Grayson M.-P. Murphy, Red Cross commissioner in France, again emphasizes the necessity for warm knitted articles for the men who face the hardships of a winter in the trenches. Army officers request that the knitted articles be forwarded as soon as possible. The severity of winter, with a coal shortage to face and a rising tuberculosis rate to combat, demand that several million garments reach France before Thanksgiving.

The circular is the first of a series to be issued by the Woman's Bureau, of which Miss Florence Marshall is director. Others are to be issued immediately on the making of comfort kits, the manufacture of hospital garments, surgical dressings, and relief kits for the refugee children of France and Belgium.

PRIZES OFFERED FOR 1918 FAIR.

The Land and Industrial Department authorizes the following:

Already preparations are being made for the second annual Alaska Agricultural Industrial Fair, to be held at Anchorage in the fall of 1918. Mr. J. Casey McDannel, proprietor of the Merchants' Cafe at Anchorage, believes in encouraging the local farmer and with this end in view uses locally-raised products only in his cafe, whenever possible. He offers the following prizes to contestants at the fair next fall: Ten dollars for the largest and most perfect potato grown in the Cook Inlet district in 1918 and delivered to the Merchants' Cafe on or before November 1, 1918; fifteen dollars for the best 25 pounds of potatoes exhibited at the fair; ten dollars for the largest and best baby born in the Cook Inlet district and exhibited at the fair; twenty-five dollars for the largest number of children in one family attending the fair in 1918.

TEN FLAGS FOR AMERICAN UNITS.

The Department of State is in receipt of a note from the French ambassador stating that an organization in France, composed of the descendants of French officers who fought in the War of Independence, which has already presented two headquarters flags to Gen. Pershing, desires to offer ten more embroidered flags or banners to American regiments.

This offer has been transmitted to the Secretary of War, who has stated that the War Department would be glad to accept this very kind offer and has designated five American organizations to receive the flags.

The U. S. A. transport Crook is due to arrive at Anchorage at 1 p. m. today. The cargo includes 1059 tons of miscellaneous supplies for the Commission. The vessel brings 34 bags of mail and 11 first class passengers.

Chairman William C. Edes and C. E. Dole, purchasing agent at Seattle, accompanied by Mrs. Edes and Mrs. Dole, visited the Turnagain Arm District yesterday.

BODY OF FRED MILLS RECOVERED.

The body of Fred Mills, formerly employed as clerk in the Store Department at Anchorage, who was drowned on August 12 while crossing the Chulitna River, was recovered September 6 by J. R. Uhl, one of the packers employed by Locating Engineer Browne. The body was found at a point 2½ miles below where the drowning occurred, and was buried on the bank of the river by members of the locating engineer's party.

MORE THAN 13,900 OFFICERS NOW IN ARMY MEDICAL CORPS.

There are now more than 13,900 officers engaged in the work of the Medical Department of the Army, including Regular Army officers and the four Officers' Reserve Corps—Medical, Dental, Veterinary, and Sanitary—connected with the work under the Surgeon General. It is estimated that at least 24,000 physicians will be included in the personnel of the department when full strength is reached.

Every step in caring for the physical welfare of the soldiers from the time they are sworn into service until they are discharged comes under the Medical Department. In this work is included inspection of foods to be served soldiers, sanitation, care of the sick and wounded, the operation of field, base, and convalescent hospitals, "re-education" of the permanently crippled, handling the supplies of all this work, etc. The total number of hospital beds will be on a basis of 25 per cent of the strength of the Army.

The Medical Department of the Army deals only with the soldiers. The Red Cross looks after the civilians and non-combatant populations. Each operates in its field.

ANCHORAGE RED CROSS ACTIVITIES.

The Anchorage chapter of the Red Cross has a present membership of 900, which it is planned to augment by an active campaign to at least 2000 in the near future.

Dr. K. A. Kyvig, chairman of the committee on military relief, which has charge of making bandages and garments for the soldiers at the front, announces that cloth has been cut for 200 articles and that volunteers are wanted for sewing work.

The executive committee of the Red Cross meets every Friday evening at 7.30 o'clock in the Anchorage schoolhouse. Members of the chapter and others interested in the work are invited.

Many of the prize winning agricultural products displayed at the recent Alaska Agricultural Industrial Fair were shipped to the Seattle Chamber of Commerce, which organization distributed them among the leading merchants of that city for display in their places of business. The exhibits attracted general attention and were the subject of much favorable comment.

Dr. A. L. Drtina, field surgeon of the Talkeetna District, leaves for Seattle on the transport Crook, accompanied by his wife.

U. G. Donston, surgeon's assistant at Matanuska, has resigned and will leave on the transport Crook to tender his services to the Government.

AMERICAN EFFICIENCY.

German efficiency has been held up as a degree of excellence unattainable by a democracy. The accomplishments of the United States since April 5 last refute the truth of the claim. In the short space of time since that day the United States has accomplished the following:

Declared a state of war as existing between this country and Germany;

Seized 91 German ships and begun repair work on them;

Authorized unanimously a war fund of $7,000,000,000;

Appropriated $600,000,000 for merchant shipping and as much for air fleets;

Agreed to loan our allies $3,000,000,000 and advanced them a large proportion of that sum;

Passed a selective draft law and in a single day registered nearly ten million men for military service;

Enlisted 600,000 volunteer soldiers in the Regular Army and in the National Guard of the States;

Sent a commission to Russia to aid democracy there and a body of railroad men to Russia and another to France to advise and assist in railroad transportation in those countries;

Begun the constructon of 32 camps for our soldiers;

Sent to England a fleet of destroyers and to France a detachment of troops;

Authorized and now enforcing embargo whereby our enemies will receive no more food or material from us;

Passed a food conservation law;

Organized many voluntary commissions and boards who are aiding the government and the people in the speeding up of work, conservation of food, and other national movements;

Drafted by lot 687,000 men for military service;

While the Government was accomplishing these things the American people have loaned the United States $2,000,000,000 and offered $1,000,000,000 more, over four million citizens subscribing to the loan.

In addition they have given over $100,000,000 to the American Red Cross and $3,000,000 to the Young Men's Christian Association.

All these things were accomplished while our soil was not invaded or even threatened with invasion and without any disturbance of business conditions. All was done with the calm determination and judgment of an earnest, patriotic people performing a service for civilization and mankind and maintaining the rights, the dignity, and the honor of the greatest nation in the world.

The German leaders derided America's entry into the war as a bluff. This is our answer.

The German Imperial Government was nearly fifty years in perfecting its military efficiency. In less than four months the American republic has made such strides as to indicate that in less than two years' time the boasted superiority of German efficiency will have been discredited. There is such a thing as American efficiency, and time will prove that German efficiency can not withstand it.

The total disbursements of the office at Anchorage for the period September 8 to September 14 were $229,959.00. The payment of salaries and wages amounted to $173,994.43; to contractors $54,481.04; local purchases $217.11; other expenditures $1,266.42.

ANCHORAGE TIDE PREDICTIONS.

The tide predictions at Anchorage for the month of October are given in the following table:

Date	Time and height of low and high water.			
Monday, October 1	0.18 −4.4	6.30 34.8	12.36 −2.0	6.32 35.4
Tuesday, October 2	1.01 −5.3	7.13 34.6	1.17 −1.4	7.21 35.3
Wednesday, October 3	1.43 −5.1	7.57 33.7	1.56 −0.2	8.00 34.4
Thursday, October 4	2.27 −4.1	8.39 32.2	2.38 1.5	8.40 32.8
Friday, October 5	3.10 −2.3	9.25 30.2	3.21 3.4	9.23 30.8
Saturday, October 6	3.58 0.0	10.15 28.2	4.10 5.4	10.12 28.5
Sunday, October 7	4.52 2.3	11.17 26.4	5.14 7.2	11.17 26.5
Monday, October 8	6.05 4.2	12.49 25.4	6.48 8.1	....
Tuesday, October 9	0.59 25.4	7.35 4.9	2.36 25.7	8.52 7.5
Wednesday, October 10	2.44 25.8	9.00 4.5	3.40 26.6	9.55 6.1
Thursday, October 11	3.49 26.9	9.56 3.9	4.19 27.6	10.30 4.5
Friday, October 12	4.33 28.1	10.35 3.2	4.48 28.6	10.58 3.9
Saturday, October 13	5.09 29.3	11.07 2.6	5.12 29.5	11.24 1.5
Sunday, October 14	5.39 30.3	11.37 2.3	5.35 30.2	11.51 0.2
Monday, October 15	6.10 31.0	12.08 2.2	5.58 30.8	....
Tuesday, October 16	0.20 −0.9	6.40 31.4	12.37 2.4	6.21 31.2
Wednesday, October 17	0.49 −1.6	7.12 31.3	1.08 2.9	6.50 31.4
Thursday, October 18	1.20 −1.5	7.43 30.9	1.38 3.7	7.19 31.2
Friday, October 19	1.54 −1.7	8.17 30.1	2.10 4.5	7.50 30.9
Saturday, October 20	2.29 −1.1	8.57 29.0	2.45 5.6	8.24 30.3
Sunday, October 21	3.10 −0.1	9.41 27.8	3.28 6.5	9.07 29.3
Monday, October 22	4.01 1.2	10.39 26.8	4.29 7.4	10.05 28.1
Tuesday, October 23	5.07 2.5	11'55 26.4	5.51 7.6	11.28 27.1
Wednesday, October 24	6.29 3.2	1.21 26.9	7.22 6.5	....
Thursday, October 25	1.09 27.1	7.50 3.1	2.30 28.4	8.37 4.3
Friday, October 26	2.38 28.2	8.38 2.4	3.24 30.4	9.37 1.5
Saturday, October 27	3.46 29.9	9.53 1.5	4.10 32.1	10.28 −1.2
Sunday, October 28	4.40 31.5	10.42 0.8	4.50 33.7	11.13 −3.4
Monday, October 29	5.29 32.8	11.27 0.4	5.32 34.8	11.58 −4.8
Tuesday, October 30	6.15 33.4	12.10 0.3	6.11 35.1	....
Wednesday, October 31	0.40 −5.4	6.57 33.4	12.52 0.8	6.52 34.8

The tides are placed in order of occurence, 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 is 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 Cosmopolitan Standard for the meridian 150 degrees west. All hours later than 12 noon appear in bold faced type; ante meridiem figures are given in the ordinary lightfaced type.

TEXT OF LAW PROVIDING AGAINST HOARDING NECESSARIES.

The following are sections 6 to 9, inclusive, of the law recently adopted by Congress to provide further for the national security and defense by encouraging the production, conserving the supply, and controlling the distribution of food products and fuel.

Provision Against Hoarding.

Sec. 6. That any person who willfully hoards any necessaries shall upon conviction thereof be fined not exceeding $5,000 or be imprisoned for not more than two years, or both. Necessaries shall be deemed to be hoarded within the meaning of this act when either (a) held, contracted for, or arranged for by any person in a quantity in excess of his reasonable requirements for use or consumption by himself and dependents for a reasonable time; (b) held, contracted for, or arranged for by any manufacturer, wholesaler, retailer, or other dealer in a quantity in excess of the reasonable requirements of his business for use or sale by him for a reasonable time, or reasonably required to furnish necessaries produced in surplus quantities seasonably throughout the period of scant or no production; or (c) withheld, whether by possession or under any contract or arrangement, from the market by any person for the purpose of unreasonably increasing or diminishing the price: Provided, That this section shall not include or relate to transactions on any exchange, board of trade, or similar institutions or place of business as described in section 13 of this act that may be permitted by the President under the authority conferred upon him by said section 13: Provided, however, That any accumulating or withholding by any farmer or gardener, cooperative association of farmers or gardeners, including live-stock farmers, or any other person, of the products of any farm, garden, or other land owned, leased, or cultivated by him shall not be deemed to be hoarding within the meaning of this act.

Sec. 7. That whenever any necessaries shall be hoarded as defined in section 6 they shall be liable to be proceeded against in any district court of the United States within the district where the same are found and seized by a process of libel for condemnation, and if such necessaries shall be adjudged to be hoarded they shall be disposed of by sale in such manner as to provide the most equitable distribution thereof as the court may direct, and the proceeds thereof, less the legal costs and charges, shall be paid to the party entitled thereto. The proceedings of such libel cases shall conform as near as may be to the proceeding in admiralty, except that either party may demand trial by jury of any issue of fact joined in any such case, and all such proceedings shall be at the suit of and in the name of the United States. It shall be the duty of the United States attorney for the proper district to institute and prosecute any such action upon presentation to him of satisfactory evidence to sustain the same.

Section 8. That any person who willfully destroys any necessaries for the purpose of enhancing the price or restricting the supply thereof shall, upon conviction thereof, be fined not exceeding $5,000 or imprisoned for not more than two years, or both.

Heavy Fine Imposed.

Sec. 9. That any person who conspires, combines, agrees, or arranges with any other person (a) to limit the facilities for transporting, producing, manufacturing, supplying, storing, or dealing in any necessaries; (b) to restrict the supply of any necessaries; (c) to restrict the distribution of any necessaries; (d) to prevent, limit, or lessen the manufacture or production of any necessaries in order to enhance the price thereof shall, upon conviction thereof, be fined not exceeding $10,000 or be imprisoned for not more than two years, or both.

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchorage Disbursing Office during the period September 8 to September 14 was $54,481.04, as follows:

Fred Gibsov & Co.	$ 5,766.10
N. Kleven & Co.	11,510.78
E. D. Collins & Co.	5,184.89
Metropolitan Auto Service	79.00
J. Bordin & Co.	3,597.63
Thompson & Co.	3,273.08
Doherty Coal Co.	11,285.74
Geo. Poropat & Co.	7,739.21
E. Schedin & Co.	3,339.97
Subat & Co.	2,703.64

MORE WAR PAMPHLETS READY.

The Committee on Public Information has prepared a series of pamphlets which have been designated the "War Information Series" and are designed to supplement the "Red, White and Blue" series. Four of these are now available and will be distributed without cost on request. Three other booklets to be included in the series are now on the press and others are in course of preparation. The titles of those already published are: No. 1, War Message and Facts Behind It; No. 2, The Nation in Arms, by Secretaries Lane and Baker; No. 3, Government of Germany, by Prof. C. D. Hazen; No. 4, The Great War: From Spectator to Participant, by Prof. A. C. McLaughlin.

Number 1 is simply a reprint in convenient form of President Wilson's message advocating the declaration of a state of war with Germany. The Nation in Arms embraces two addresses vigorously presenting an indictment of Germany and the progress of the war work of the United States. The Government of Germany clearly exposes German autocracy and ends the propagandist claim that Germany is the most democratic country in the world. The Great War: From Spectator to Participant is a statement of how a people with peaceful intent had war forced on it.

AUGUST WEATHER SUMMARY.

Following is a summary of weather data for the month of August, 1917:

Place	Max.	Min.	Mean Max.	Mean Min.	Daily Mean
Anchorage	75	37	61.65	45.92	53.79
Seward	69	41	60.00	47.00	53.00
Potter Creek	79	47	67.93	51.25	59.54
Talkeetna	72	46	62.12	53.03	57.57
Dead Horse Hill	78	40	67.35	50.06	58.70
Matanuska	78	34	70.00	45.87	57.93
Indian Creek	85	25	65.25	43.81	54.53
Kings River	80	36	71.22	44.32	57.77
Caswell	82	34	69.41	44.00	56.70

Contribute to the Red Cross War Fund.

OFFICIAL CIRCULARS

Anchorage Division.

LOCAL BAGGAGE CHECK FORMS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, September 19, 1917.

Transportation Circular No. 94:

TO STATION AGENTS AND BAGGAGE MASTERS:

The attention of station agents and baggage masters is called to the fact that the necessary information is not being shown on Local Baggage Checks, Form 264.

Issuing agents will please see that the name of the issuing station, destination station, and date of issue are stamped on the "original" and "duplicate" portions of local checks—the name of the issuing station on the reverse of the form on the line provided for that purpose, the name of the destination station on the face of the check on one of the dotted lines under that bearing the name of the destination station.

When baggage is stripped, checks should be assembled and sent to this office AT THE CLOSE OF EACH DAY'S BUSINESS, with the envelope or package plainly marked on the outside with the DATE STRIPPED FROM THE BAGGAGE.

Receiving agents should be careful that stripping of each date is wrapped separately.

Please see that these instructions are observed.

F. MEARS, Commissioner.

POSTING ADVERTISEMENTS ON A. E. C. BUILDINGS IS PROHIBITED.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Sept. 20, 1917.

Transportation Circular No. 95:

TO ALL CONCERNED:

Posters and other advertising matter have been put up on Commission buildings at various points.

This practice is not permitted, and you will arrange to remove all posters and other advertising matter, other than Government posters and Red Cross posters, placed on buildings in your charge, and in the future permit no such advertising to be placed thereon.

F. MEARS, Commissioner.

NO EXEMPTION OF REGISTERED MEN WHO REFUSE TO REPORT.

The Department of Justice has issued the following:

It has been determined by the Provost Marshal General that persons who fail to appear for their physical examination after having received their notices to do so from the local boards, by such failure, waive their right to physical examination and are accepted by the board without such examination. Their names will be certified to the district boards as chosen by the local boards for the National Army. If they do not then appear to claim exemptions, they will waive thereby the right to such exemptions as they might have claimed, and their names will be certified by the district boards to the adjutant generals of their respective states as persons for the National Army.

Subject to Military Officers.

The adjutant general will then mail them a notice to report for duty at a specified time and place, and such notices will be given publicity according to the regulations of the conscription act. Such persons then become subject to the military authorities at the time designated by the adjutant general for them to report. Should they fail to comply with this notice, they become deserters from the Army, and will be treated as such by the military authorities.

It is, therefore, a matter of vital concern not so much to the Government as to the persons themselves to see that they give the correct address for their notices to be mailed to them. Should they fail to comply with these notices after receiving them, they become automatically drafted without regard to physical examination or to exemption or discharge.

May Be Detained in Jail.

Where persons are known to be willfully refusing to comply with the requests of the local boards and are so conducting themselves as to be a menace to the proper enforcement of the conscription act, and their whereabouts are known, they should be detained in jail on complaints charging violations of section 6 of the conscription act until the time when they are ordered by the adjutant general to report for duty in the National Army. They should, at that date, be turned over to the military authorities. No prosecution need be had as it will be unnecessarily expensive and little is to be gained therefrom.

BUY YOUR PRODUCE NOW.

The Land and Industrial Department authorizes the following:

The attention of all merchants and consumers in general is directed to the vital importance at this time of purchasing without delay such supplies of potatoes, turnips, cabbages and other produce as they may need. The local farmers have large crops of produce on hand and it is essential to them that they be sold promptly in order to supply them with the funds necessary to pay harvesting expenses.

The recently organized Matanuska Farmers' Cooperative Produce Association has issued a call for five tons of potatoes from each member of the association with the expectation that they will be able to market this amount immediately. Merchants and others desiring to place orders for produce should address the Association at Matanuska at once. The cooperation of all consumers in the locality is of supreme importance to the welfare of the farmers of this district and the future development of agriculture in this section of Alaska.

DAILY WEATHER REPORT

Following is a report of weather conditions during the period September 12 to September 18, inclusive:

	Max.	Min.	Rainfall	Aver. Wind
September 12	56	42	0.46	5.5
September 13	13	38	0.02	4.7
September 14	12	42	0.09	60.
September 15	47	38	trace*	5.3
September 16	40	34	0.20*	3.9
September 17	42	34	0.20	5.7
September 18	53	35	0.11	7.3

*Snow—Melted as it fell.

Contribute to the Red Cross War Fund.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, OCTOBER 2, 1917. No. 47

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

MOVING PICTURES TO PORTRAY R. R. WORK.

Moving pictures, showing every important feature of the construction work within Anchorage Division, are being taken by the official photographer of the Commission, Mr. P. S. Hunt. Tracklaying, steam shovel operation, bridge building, grading and the various other phases of activity have already been filmed, as have many of the natural scenes of especial interest along the railroad. Included in the pictures are views showing the coal mining industry of the Matanuska field, the Anchorage machine shops, terminal yards, waterfront, marine ways and the floating equipment engaged in harbor, Turnagain Arm and Susitna River service. The first operations of the new harbor dredge will be photographed when work is instituted early in the present month.

A series of pictures of the parades held in Anchorage on Decoration Day, Fourth of July and Labor Day are particularly comprehensive and adequately portray the development of the town of Anchorage during the two years of its existence. Winter scenes will be taken later this year and added to the collection. It is planned to secure photographs of the principal construction features of the other divisions of the work in order that the whole project may be filmed for future reference and record.

The scenes of Anchorage Division alone aggregate 5000 feet of film and it is expected that at least one-half that amount will be required for the pictures pertaining to Seward Division. The films are being developed and printed in the gallery of the official photographer at Anchorage, and they will probably be exhibited on the screens of the local theatres during the coming winter. Later the pictures will be sent to the Washington office of the Commission for exhibit at the Capital.

HORSES ARE SHIPPED SOUTH FOR WINTER.

Approximately 200 head of horses which were used during this season on construction work within Anchorage Division will be wintered in pastures near Seattle. Already 92 horses have been sent south on the last two voyages of the transport Crook, and about 100 more will follow on the next two sailings of that vessel.

It is planned to keep 200 horses here for winter construction and freighting service, and when activities resume next spring to ship the horses back to Alaska, as needed.

Dr. C. C. Benedict, chief sanitary officer, who holds a first lieutenant's commission in the Medical Reserve Corps, has received orders from the War Department detailing him to active duty with the Fourteenth Infantry detachment, stationed at Anchorage. He will continue to perform his duties as chief sanitary officer, as heretofore.

Tracklaying on the main line north of Anchorage reached Mile 194, five miles south of the Kashwitna River, on September 29. South of Anchorage, track had reached on that date a point one-quarter of a mile north of Sheep Creek.

Capt. Joseph J. Hittinger, Quartermaster Officers' Reserve Corps at Portland, Ore., has been ordered to report to Washington, D. C., for duty. Mr. Hittinger was formerly the purchasing agent's representative at Portland.

C. E. Dole, purchasing agent at Seattle, accompanied by Mrs. Dole, was a south-bound passenger on the transport Crook, after a week's trip of inspection at Anchorage and vicinity.

ARE YOU SAVING Your Money to Invest in the Second Issue of THE LIBERTY LOAN?

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending September 22:

MAINTENANCE OF WAY.

Water Service and Plumbing.

The frost-proofing of the water line to the cottages on Government Hill was completed. The excavation for the piping trench in the power house was completed and 50 per cent of the concrete placed. Work was started on sewer connections from Cottages Nos. 22 and 29 to the main on Second Street. The installation of a cesspool for the corral bunk house continued. The hot water system for the three-room cottages was 85 per cent completed. At the Eska Creek coal mine the plumbing of the cottages was finished.

Bridge and Building.

A small force of carpenters at the roundhouse placed outside sheeting and worked on the jacking platforms. The excavation for the foundation of the turntable was completed and 25 per cent of the concrete was placed. The concrete foundation for the track scales was also completed. Work was started on the excavation for a wheel lathe in the machine shop. The carpenter work on the Y. M. C. A. bowling alley room was completed, with the exception of putting in windows.

The piling for the temporary dam across the mouth of Ship Creek was driven. The falsework at the second crossing of the Chickaloon River was placed and the lower chords of the span assembled. No. 8 B. and B. gang placed stringers on the bridges ahead of steel.

The section laborers' cottage at Wasilla was completed with the exception of painting, and work was started on the depot at that place. The section laborers' cottage at Palmer was 90 per cent completed.

Grading, Tracklaying and Ballasting.

No. 1 extra gang raised and laid track from Station 6200 to 6236. No. 2 extra gang finished surfacing from Station 440 to 520 on the Matanuska Branch and moved to the main line on September 20.

No. 3 extra gang surfaced track between Stations 262 and 125. No. 4 extra gang laid track from Station 6965 to 7150 and put in an 1800-foot siding at Mile 186. No. 6 extra gang raised track from Station 6555 to 6572.

Steam shovel No. 1 moved 910 yards of rock from the pit at Station 233, of which material 290 yards were hauled to the Anchorage yards and the balance placed as riprap on the Matanuska Branch. This shovel moved to Mile 145, on the main line, on September 18. No 2 steam shovel moved 4000 yards of material, of which 2350 yards were distributed as ballast from Station 6450 to 6570 and the remainder was used as bank widening.

Mechanical Department.

The assembling of the new Lidgerwood unloader was completed. Work was started on the installation of a new wheel lathe. Running repairs were made to locomotives Nos. 225 and 221. The usual amount of miscellaneous repair and shop order work was accomplished.

MATANUSKA DISTRICT.

Matanuska Branch.

All construction work on the Matanuska Branch has been completed and turned over to the Maintenance of Way Department. The only construction employees remaining on the branch are two resident engineers who are engaged in working up their notes.

Main Line.

All construction work on the main line has been finished to Little Willow Creek, and the station contractors north of that point are rapidly completing their sections.

No. 1 piledriver crew has finished driving the first structure north of Little Willow Creek. Piledriver crew No. 2 has completed the driving of the approach trestle on the south end of the Kashwitna structure and has moved to the site of the first structure south of the Kashwitna.

Camp 187 will be turned over to the Maintenance of Way Department within a week.

TURNAGAIN ARM DISTRICT.

The eight contractors working between Miles 84 and 86 are making satisfactory progress, despite the fact that clay and gravel formation over slate has been encountered, which material is difficult to handle, especially during the prevailing wet weather.

The steam shovel working at Camp 86 made 100 feet of distance on Saturday, casting over 1000 cubic yards, 75 per cent of which material was compact clay and gravel. The piledriver at Bird Creek has completed driving the north approach of the crossing and has about 50 per cent of the piling of the north abutement driven. The steam shovel at Indian Creek is working in the cut south of that point and the material is being hauled into fills south toward Bird Creek. Four hundred feet of fill, from Station 2051 to Station 2055, were completed during the week. Camp 89, north of Indian Creek, is completed and the Commission force has started grading.

The following grading contractors finished their assignments: Chas. Skoglund & Co., Mile 91; Tom Kovac & Co., Mile 97; C. F. Anny & Co., Mile 99.

Every effort is being made to complete the Commission work at Camp 98, as it is the controlling point between Miles 98 and 91. Three eight-hour shifts are being worked on the south end.

The grade is now ready for track between Miles 98 and 101.

TALKEETNA DISTRICT.

(Report for First Half of September.)

Construction work between Sheep Creek and Montana Creek moved ahead satisfactorily during the period, notwithstanding heavy rains and floods. The river at Talkeetna again overflowed its banks, inundating all low ground in the vicinity.

The low stage of water at the beginning of the month prevented the B. and B. craft from operating between Dead Horse and Indian River and it was necessary to continue the gas boat Betty M. in that service. Since the rise of water B. and B. No. 1 has operated between these points.

The three piledrivers in the district made satisfactory progress, driving bridges and bank protection, and a bridge gang organized to deck the bridges made fair headway.

On September 15 there were 492 employees on the payrolls of Talkeetna District, divided as follows: General supervision 5, engineering 27, office and clerical 18, foremen and subforemen 7, mechanics and laborers 92, teamsters, packers and corral help 19, mess house help 31, stationmen 254, stationmen's laborers 39.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

The permanent telephone line to Eska coal mine was completed.

The stringing of an additional wire, transferring of wire and strengthening of line was continued to Mile 145.

Two carloads of poles were distributed near Potter preparatory to finishing the permanent line between that point and Anchorage, and the construction crew was removed from Eska Siding to Campbell for that purpose.

Telephones were installed in two new cabooses.

In Anchorage Townsite the work consisted of placing cross-arms and stringing aerial wire, and installing and disconnecting telephones.

Radio.

The work on the new station building consisted of painting, plumbing, installing conduit and wiring. A counterpoise constructed of No. 10 B. & S. bare copper wire was laid upon the prepared ground between the two masts.

Electric Light and Power.

The work in the townsite consisted of cross-arming poles, stringing primary and secondary wires, hanging pole top switch and transformers. The second three-conductor lead covered primary cable was pulled into its conduit under the tracks of the terminal yard, and an automatic cut-out installed for the protection of the series street lighting circuit now under construction.

MINING DEPARTMENT.

Eska Creek Coal Mine.

During the week construction continued on the cottages being erected for the mine forces. A temporary hospital was installed in the building formerly used as an office. About 800 feet of high-line grade for the temporary cleaning plant was completed. There were 92 employees on the payroll at the close of the week. The coal shipments for the period aggregated 700.20 long tons.

Chickaloon Coal Mine.

The drift on No. 8 coal bed was continued, as was the crosscut to the top coal measures on the western portion of Unit No. 12. A hoist was set and is ready for operation as soon as cable and sheaves arrive from Seattle. A contract for supplying mine timbers to the Eska Creek and Chicakloon mines was let to Chas. David & Co.

At the close of the week 19 men were on the payrolls.

Fairbanks Division.

(Report for Month of July.)

Rains started on July 5 and continued practically throughout the entire month. Nenana was inundated in places to a depth of over two feet. The water, however, came from the swamps and lakes back of the town and not from the Tanana River, which still lacked two feet of overflowing its banks. Drains were opened to let the water out above the Mission, which relieved the stiuation. While the high water mark in the Tanana was 349.1, as against 352.6 in 1914, the Nenana River was as high as in 1914, practically.

At the upper end of Lost Slough, Mile 396, the main channel of the Nenana has generally been on the westerly side, over one-half mile from the easterly bank, but on July 23 after the water in the Nenana had started to fall the water in Lost Slough started to rise and kept rising more or less for over a week. An investigation showed that the main body of water in the Nenana River had cut a new channel, quartering across the bars and in a general direction straight for the upper channel of Lost Slough. It had cut out all of the willows, treees and debris on a gravel bar and a large portion of the stream cut directly into the slough, widening and deepening the channel, cutting away the banks on either side, and by the end of the month the head of the slough was about 150 feet in width with the water running at the rate of seven feet per second (surface measurement) and averaging over five feet in depth.

Previous to this time there was no evidence of cut banks on the slough, and trees from twelve to eighteen inches in diameter on either bank proved to a certainty that there had been no large floods through this channel in at least 50 years; yet the stream over which a 60-foot trestle had been built is now over 150 feet in width with no sign of abatement of the amount of water in the slough, although the Nenana River has dropped considerably.

This excessive amount of water entering a small slough soon spread over the flat country on both sides and practically suspended all grading operations between the two crossings of the slough for a distance of 8½ miles. It also washed out several bridges on the wagon road, most of which were not used in the summer season, but the bridge at the upper crossing, however, was of vital importance in getting supplies to the camps south and in transferring to different parts of the work.

An attempt was made to cut off the upper end of the slough with a pile and brush dam, and piledriving started on July 31. In the meantime a cable was stretched over the slough and limited supplies were transported with a sling and boat, but an attempt to swim horses in the rapid current proved a failure. It is necessary to divert this stream again to the main river bed before normal construction progress can be made southward. The wagon bridge at the north end of the slough was held in place with ropes and cables, although the water was over a foot in depth above the floor of the structure. Two smaller bridges were washed out and the pile trestle at Upper Lost Slough had to be blown up in order to let drift float past. The residency cabins at Lost Slough were washed out and two horses drowned while pulling drift.

Meteorological Observations.

The maximum temperature at Nenana for the month was 78 degrees; the minimum 41. The average maximum was 63.8; the average minimum was 48.4, making a general average of 56.2 degrees. Rain fell on 27 days, giving a total rainfall of 5.58 inches. Twelve days of the month were calm; there was light wind on 17 days; and strong wind on two days. A slight earthquake shock was recorded at 3.05 p. m. July 17.

Engineering.

The locating party on Hosanna (Lignite) Creek was handicapped by the almost continuous rains and floods. On July 16 Lignite Creek broke its bounds, doubling the width of its channel. The floods have necessitated a revision of line from the crossing of the Nenana River for a distance of 3.4 miles. This has been accomplished and preliminaries have been run to the first coal outcrop.

The locating engineer reports there is no evidence pointing to any previous floods of like dimensions to that of this year.

(Continued on Page 374.)

FIRST ANNUAL FAIR A GREAT SUCCESS.

The first annual Alaska Agricultural Industrial Fair, held at Anchorage on September 3, 4 and 5, was a signal success both financially and as to the class and number of the exhibits displayed. Every industry of the Cook Inlet region was well represented, including agriculture, fishing, dairying, livestock and quartz and coal mining. To the three thousand visitors who passed through the gates, the fair was a revelation, even to those who were presumably well informed as to the resources of this section of Alaska. The agricultural display was particularly complete, and included well arranged exhibits of all products of the local farms and gardens. Potatoes rivaling in size and quality the boasted "Big Baked Potato" served by the railroad lines of the West, and turnips, rutabagas, cabbages and cauliflower of enormous size were displayed in large quantities. Green peas, growing on vines measuring over ten feet in height, carrots, beets, parsnips, celery, kohl-rabies, tomatoes, squash, cucumbers, onions, radishes, kale, mushrooms and berries of various kinds were features, of size and quality equal to the products of the older settled sections of continental United States.

Despite the fact that the fair was held before the small grains had had time to ripen fully, that department was creditably represented by good stands of barley, oats and rye. Excellent specimens of timothy, clover, blue grass and alfalfa were also shown. The samples of growing wheat displayed brought forth very favorable comment as well. So far, however, wheat raising has not been entirely succesful in this section, but it is not improbable that future experiments with this grain will develop a variety suitable to the soil and climate. Prizes aggregating $500 were awarded the successful exhibitors of agricultural produce, most of whom were residents of the Matanuska and Susitna valleys.

At the close of the fair, several cases of agricultural exhibits were shipped to the Seattle Chamber of Commerce, who distributed them among the leading merchants of Seattle for display in their show windows, where they were the subject of much favorable notice from the general public.

The many high grade specimens of minerals were notably complete, and included ore from the Willow Creek, Talkeetna, Sunrise and other mining districts contiguous to the Government railroad. The gold quartz, placer gold, telluride, copper, iron, silver, lead and limestone on exhibit were truly prophetic of the great wealth to be made accessible with the completion of the railroad lines through the heart of the immense mineral areas between Seward and Fairbanks. The development which has taken place in the Willow Creek, Cache Creek, Talkeetna, Yentna, Mount McKinley, Broad Pass, Sunrise and other mining districts barely amounts to a scratch on the surface, and each future Alaska fair, it is safe to predict, will surpass its predecessor in the quality and quantity of mineral exhibits.

The coal mining industry, which in this section is less than one year old, created an extremely favorable impression. Specimens of bituminous coal from Moose Creek, Eska Creek and Chickaloon, in the Matanuska field, and lignite coal from Kachemak Bay and Susitna River were prominently displayed; also samples of blacksmith coal and coke from Chickaloon. Some of the samples of coal shown weighed over one ton each.

The livestock department included cows, calves, chickens, pigs and Belgians hares. The fur department had exhibits of raw furs, black, silver, cross and red foxes, mink, ermine, wolverine and black and brown bear skins. The department of manufacture displayed burnt lime, building brick, cement sewer pipe and flues, several kinds of finished Alaska lumber, cabinet work, sheet-metal work and several patented manufactured articles, among the latter a motor snow sled, an ingenious bake oven and a moth proof packing bag for cured meats.

Other exhibits which proved a source of much interest were the dairy and fishing displays. The arts and needlework department was very comprehensive, and included many beautiful oil paintings of Alaskan scenes. The specimens of needlework did great credit to the skill and ability of the women of Alaska. Not the least feature of interest was the baby show, each small contestant being a native-born citizen of the Northland.

The department of curious and antiquities contained many historic relics of both the old world and the new. An interesting relic of pioneer days was the first issue of the "Klondike News"; another curio of general interest was a fine specimen of mastadon ivory. A perfectly mounted eagle, holding in its beak a flag inscribed with the words "State of Alaska" was awarded the blue ribbon for the best exhibit of taxidermy. Native Indian exhibits included baskets, beads, ivory and ornaments of gold, silver and copper. A Parisian gown of historic past, worn at a colonial ball given in honor of Marquis de La Fayette; a mosaic of Christopher Columbus, an Arab rifle six feet long, of the old cap-and-ball model of ancient days; woodden images carved by natives of the Amazon; prehistoric pottery from South America, and many other curios equally unique added to the attractiveness of the department. The bench show had many pedigreed dogs on exhibit, the Alaskan Malamute being in the majority.

The main exposition grounds, occupying 18,700 square feet, were in the open. Of this space 1100 square feet were devoted to the agricultural exhibits, and 2100 square feet to merchants and manufacturers, who in artistically decorated booths, showed samples of their merchandise and products. In a prominent place on the grounds a large painting of William H. Seward, former Secretary of State, was placed, above which an American flag, electrically lighted, was emblazoned, the flag signifying the allegiance owed and maintained by Alaskans to their country, and the picture emblematic of the gratitude owed by all Alaskans to Secretary Seward for his wise purchase of the Territory a half century ago.

Notwithstanding the fact that the movement to hold a fair in 1917 was not started until late in July, this year, the exposition was an unqualified success in every particular. In consequence, it has been decided to make the Alaska Agricultural Industrial Fair an annual event, and to solicit exhibits hereafter from all parts of Alaska. Active steps have been taken to incorporate a fair association under the laws of the Territory, in order to place it on a permanent basis, and both the Alaska legislature and Congress will be asked to lend financial assistance to the enterprise. The annual fairs will not only serve to supply a much needed stimulus to the agricultural and industrial development of the Territory, but will also render efficient aid in advertising the wonderful resources of the country to the world at large, at present so much in need of enlightenment on that particular subject.

E. O. Archibald, assistant engineer of the Matanuska District, left for Seattle on Thursday on leave of absence.

OFFICIAL CIRCULARS

Anchorage Division.

ACCOUNTABLE EMPLOYEES MUST SECURE RELEASE BEFORE LEAVING SERVICE.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Sept. 29, 1917.

Circular No. 260:

TO ALL CONCERNED:

Hereafter, employees who have been authorized to sign requisitions for non-expendable property and are held accountable for same will be required, when leaving the service, to secure a release from the property clerk before time vouchers will be issued. When employees who are accountable for property contemplate leaving the service, sufficient notice should be given the Property Division in advance of date of leaving to enable them to check up the property account and issue the release. This release, which will be issued in duplicate, should be presented to the timekeeper when request for time voucher is made and the original release will be attached to the time voucher, the duplicate to be retained and filed by the timekeeper.

Records of employees who are authorized to sign for non-expendable property will be kept by the chief timekeeper and the disbursing officer, and time vouchers for accountable employees will not be passed for payment unless property releases are attached.

Employees who are accountable for non-expendable property will avoid delay and inconvenience to themselves and to employees in other departments by making necessary arrangements before leaving the service to have their property accounts checked up and releases secured. Timekeepers will under no circumstances issue time vouchers unless property releases are presented when requests for time vouchers are made.

F. MEARS, Commissioner.

PHYSICAL INVENTORY OCTOBER 1.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Oct. 1, 1917.

Circular No. 261:

TO ALL CONCERNED:

Beginning October 1, 1917, a physical inventory will be taken on the Anchorage Division. This inventory will include all movable material, supplies and equipment, both expendable and non-expendable, as follows:

Unissued stocks of the Headquarters Stores at Anchorage and District points, and such as may be distributed along the line;

Stocks of material, supplies, and equipment now in charge of the district engineers and other heads of departments;

Office furniture and fixtures of all departments, both at Anchorage and district offices.

All materials, supplies and equipment not protected against snow will first be listed, beginning at Anchorage, then north on main line and branch, finishing with Turnagain Arm District.

It is desired that heads of departments co-operate with Mr. H. T. Sanders, who will be in charge of this work, furnishing any information and assistance which he may require. F. MEARS, Commissioner.

WAGE SCHEDULE CHANGES.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Sept. 28, 1917.

Supplement No. 15 to Circular No. 184:

TO ALL CONCERNED:

The following rates are authorized for work on this Division:

First Engineer Dredge	$175 per month
Second Engineer Dredge	160 per month
Dredge Operator	160 per month
Dredge Fireman	135 per month
Dredge Foreman	135 per month
Dredge Oiler	125 per month
Dredge Deck hand	125 per month
Pipe-line man	56¼c per hour

F. MEARS, Commissioner.

PROPOSAL.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, Sept. 28, 1917.

Sealed bids will be received at this office up to 2.00 o'clock p. m., Thursday, October 4, for the delivery to this Commission f. o. b. cars at Matanuska, Wasilla, Pittman, Palmer or Moose Creek, of 400,000 pounds of white potatoes, fancy or uniform in size, large, smooth and free from scabs, cut and small potatoes to be removed. Potatoes that will pass through 2½-inch mesh will not be accepted. These potatoes are to be sacked or crated in 100-pound packages.

WALTER De LONG, General Storekeeper.

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchorage Disbursing Office during the period September 15 to September 21 was $92,820.00, as follows:

Karginoff & Co.	$ 5,186.88
Kargin & Co.	4,097.85
David Michel & Co.	2,763.89
Nels Nickolson & Co.	8,205.13
Plovan & Co.	10,791.34
Eli Crnkovich & Co.	7,565.38
Chas. A. Wilson & Co.	471.36
F. F. Anthony & Co.	9,902.52
M. Rasmunson & Co.	9,249.43
Geo. Hrjak & Co.	11,189.38
W. H. Rager, Adm. estate S. Johanson, deceased	792.63
C. Manthou & Co.	12,818.44
J. Pavletich & Co.	9,785.77

The total disbursements of the office at Anchorage for the period September 15 to September 21 were $111,930.27. The payment of salaries and wages amounted to $15,747.86; to contractors $92,820.00; local purchases $610.45; dock claims $42.80; other expenditures $2,709.16.

Frederick R. Coudert, a brother of Mrs. Thomas Riggs, jr., has been decorated with the Cross of the Legion of Honor by the French Government. Mr. Coudert has been acting as the legal representative of the French Government in the United States for several years.

Are you saving your money to invest in the second issue of the Liberty Loan?

(Continued from Page 371.)

Grading.

Very few grading contracts were awarded during July on account of flood conditions. The section between Miles 396 and 404 were under water, necessitating a suspension of contract work in that vicinity. A total of 89,279 cubic yards of material of all classes was excavated, nearly all within the Nenana District.

Tracklaying.

Track was extended south on the main line at narrow gauge for a distance of 3681 lineal feet. A standard gauge track 775 feet long was laid to the warehouse at Nenana.

Ballast.

To date, 15,347 yards of ballast have been delivered along the track, which ballast was loaded on cars as follows: Trapping with teams 13,115 yards; loaded with dragline 2,760 yards.

Surfacing.

No attempt has been made to date to bring track to finished grade, but surfacing has been accomplished for a distance of 8,900 feet on the first three miles south of Nenana and partial surfacing on the balance of track laid.

Wagon Road Construction.

Severe storms and high water impeded progress during the month. The storm damaged the road at Mile 385, along the bluff, so badly that a new road was required for about one-half mile. Clearing was done for about four miles north of the Nenana River crossing. The road should be passable for teams to the crossing before September 1.

Equipment.

A yard engine, dragline and 15 flat cars were assembled and placed in operation during the month. Twenty-one flat cars were received and two engines of the 200 Panama class, one of the latter being about one-third assembled at the close of the period. Twenty additional camp car bodies were constructed.

Building Construction.

A warehouse 57 by 202 feet, with shed 16 by 202 feet, was constructed at Nenana. A bunk house 42 by 72 feet, with a wing 20 by 21 feet, was 40 per cent completed, and an iron house 24 by 24 was completed during July. Water in the foundations prevented further work on the hospital building and Cottages Nos. 8 and 9.

Electrical Department.

Owing to the shortage of material little new construction was accomplished. Cross-arms were changed from the 30-foot poles of the former lighting lines and placed on the 45-foot combination lighting and telephone poles. Lights were installed in the new dock, old dock, sawmill, tool house and planing mill, and 11 new customers were connected with the lighting lines. This makes a total of 60 commercial customers.

The non-arrival of material prevented the installation of new telephones and the extension of new telephone lines.

Nenana Hospital.

During the month of July, 30 hospital patients were treated, and 80 received treatment in the dispensary. Of the number treated in the hospital 19 were non-employees.

There was one death in the hospital during the month, Robert H. Keldie, a non-employee, who died on July 1, after intestinal resection for partial obstruction of the intestines.

Fairbanks District.

A party to take charge of the construction in the Fairbanks District was organized and placed under the direction of F. D. Hayden, assistant engineer. Mr. Hayden left for Fairbanks on July 24 on the steamer Midnight Sun, together with a barge of equipment. An examination of the ground from Moose Creek to the end of the proposed work showed that it was too wet to permit the use of teams and also too difficult for wheelbarrows. In view of the conditions, a contract was first awarded for a drainage ditch at the outer edge of the borrow pits before letting contracts for grading.

Consolidated Construction Data.

Following are the consolidated estimates of the railroad construction for the Fairbanks Division, exclusive of the Tanana Valley Railroad, accomplished to July 1, 1917: Clearing 1,877.12 acres; grubbing 83.78 acres; stripping 23.58 acres; right-of-way excavation of all classes 104,708 cubic yards; borrow all classes 225,749 cubic yards; excavation in foundation 935 cubic yards; temporary log trestles and cribbing placed 30,616 lineal feet; permanent trestles placed 1,052 lineal feet; material in permanent trestles: piling 11,962 lineal feet, caps and stringers 2,654 lineal feet, iron 5.439 pounds, lumber 35,329 feet b. m.; logs for box culverts placed 38,272 lineal feet; iron used in box culverts 11,803 pounds; telephone, metallic circuit 59.83 miles; telephone, single wire 28.43 miles; permanent track, main line, laid 34,468 lineal feet; permanent track, sidings, 4,562 lineal feet.

Force Report.

There were on July 31 within the Fairbanks Division 1042 employees, of which number 694 were on the Commission rolls and 348 on the contractors' rolls. This was an increase of 159 employees over the previous month's total.

Tanana Valley Railroad.

Only enough work on maintenance was done during July to keep the railroad in safe operation. The following replacements were made: 2,444 railroad ties, 165 bridge ties, 70 stringers, 10 caps, 5 sills and 3 piles. Tailing ballast aggregating 665 cubic yards was placed.

Daily trains were run between Chena, Fairbanks and Chatanika. A gas passenger car leaves Chatanika every morning, returning to Chatanika in the evening.

Although mining has been curtailed and hampered by war prices and conditions, still a gratifying balance over bare operating expenses is shown.

DAILY WEATHER REPORT.

Following is the report of weather conditions at Anchorage during the period September 19 to September 25, inclusive:

Date	Max.	Min.	Rainfall	Aver. Wind
September 19	52	27	none	9.0
September 20	50	23	none	4.3
September 21	48	38	none	9.6
September 22	49	40	0.17	6.6
September 23	47	40	0.07	2.9
September 24	50	38	none	3.7
September 25	57	34	0.10	3.8

HUSBAND SHOULD NOT BE DRAFTED IF WIFE WOULD BE FORCED TO WORK.

The following statement has been issued by the Provost Marshal General, Brig. Gen. Enoch H. Crowder, after a conference with the Secretary of War:

1. A feeling has been expressed that, in passing on claims for discharge on the ground of dependents, local boards ought, in no case, to refuse a discharge to a married man or to the head of a family. The law under which local boards act requires that, before such a discharge can be granted, dependency as well as relationship must be established. The matter having been presented to the President the following are his orders thereon:

"We ought, as far as practicable, to raise this new National Army without creating the hardships necessarily entailed when the head of a family is taken and I hope that, for the most part, those accepted in the first call would be found to be men who had not yet assumed such relations.

"The selective service law makes the fact of dependents, rather than the fact of marriage, the basis for exemption, and there are, undoubtedly, many cases within the age limits fixed by law, of men who are married and yet whose accumulations or other economic surroundings are such that no dependency of the wife exists in fact. Plainly, the law does not contemplate exemption for this class of men.

"The regulations promulgated on June 30, 1917, should be regarded as controlling in these cases, and the orders issued under that regulation directing exemption boards to establish the fact of dependents in addition to the fact of marriage ought not to be abrogated."

Should Not Force Wife to Work.

2. The attention of this office has been invited to the fact that, in a few instances, local boards have certified to district boards as held for military service, men whose families are actually dependent upon them for support on the theory that the wife is able to work and should be put to the necessity of going to work to support herself and children. This situation is addressed in the following opinion of the district board of New York city, in which opinion this office concurs, with the understanding that the phrase "support available from relative" is support partial or total previously extended to the applicant himself.

"We do not concur in the view suggested in some quarters that in case of wife and children actually dependent on applicant's labor for support, and where there are no other means of support, the wife should be put to the necessity of going to work to support herself and children. Bona fide dependency of wife and children on labor of applicant where in his absence they will be left without reasonably adequate support, after duly taking into consideration soldier's wage and support available from relatives, as stated in the rulings of the Provost Marshal General, is ground of discharge."

This opinion clearly and adequately expresses the intent of the law in this regard.

Recent Ruling Explained.

3. Paragraph B, compiled rulings of this office, No. 6, addressed a state of affairs where the parents or other relatives of the wife or husband are able, ready and willing adequately to support the wife and children, if any, during the absence of the husband. This ruling was responsive to a class of cases that had been brought to the attention of this office where claims of discharge had been made on the ground of dependnecy on a husband, who, as a matter of fact, was not dependent upon himself. The ruling directed the attention of local boards to the fact that scrutiny of cases of this kind might disclose that no discharge was advisable.

It was not intended that paragraph B of the compiled rulings should apply to the case of the head of a family whose family, at the time of his summons and prior thereto, were and had been mainly dependent upon his labor for support.

Instances of Error Rare.

4. Instances in which local boards have been in error in respect of these two classes of cases are rare. It was to be expected that with some 4,500 local boards there would be some ununiformity of decision in this regard. To provide against this ununiformity, section 27 of the regulations provides for the automatic appeal of all dependency cases to the district boards. District boards should scan the decisions of local boards on questions of dependency and wherever it appears that such decisions are illegal (as in the two cases just mentioned or otherwise) or where these decisions seem to be so far ununiform as to result in an unequal operation of the law, the district board should reverse or modify the decision of the local board.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, September 15, 1917, was as follows:

Commissioner's Office	41
Shops and Yards	255
Transportation Service	60
Store and Dock Departments	455
Accounting Department	20
Disbursing Office	9
Townsite Department	73
Employment Bureau and Terminal Mess	18
Hospital Department	18
Harbor Improvement	3
Telegraph and Telephone Department	81
Track, Bridge and Ballast—Main Line	610
Mining Department	121
Locating Party No. 4	33
Turnagain Arm District	472
Matanuska District	244
Talkeetna District	209
	2722
Stationmen and Laborers—All Districts	1048
Grand total all employees Anchorage Division	3770

ARRIVED ON TRANSPORT CROOK.

The U. S. A. transport Crook arrived in Anchorage on Tuesday, September 25, with the following passengers:

Mrs. F. E. Martin, Mrs. Thos. R. Shea, Myrtle Shea, Mrs. M. H. Healy, Mrs. J. P. Hansen, Elsie Hansen, A. E. Muir, Mrs. L. D. Davis, Mrs. H. W. Hargood, Mrs. Grant Smith, W. J. Rafter.

Contribute to the Red Cross fund.

SAILED ON TRANSPORT CROOK.

The U. S. A. transport Crook sailed for Seattle on Thursday evening, September 27, with 186 steerage and the following first class passengers:

Mary K. Orr, Mrs. A. Bedier, Edward Bedier, H. E. Johnson and wife, Lloyd Johnson, E. Stiefel, Mrs. T. S. Brown, James Brown, L. L. Broder, C. A. McIntyre, Mrs. S. Duggan, Gladys Hall, Chas. Allen, Joe Diamond and wife, Miss Anna Diamond, Mrs. Ollie D. Worden, Chas. Diamond, H. E. Mables and wife, C. R. Clapp, W. H. Evans and wife, C. Langstrom, L. J. Brooks, G. A. Erickson, Axel Johnson and wife, Emma Nelsen, Ester Johnson, H. B. Neilsen and wife, Hollis Neilsen, Miss Anna Sheehan, Mary E. Jones, Ruth Jones, P. M. Farrer, Chas. H. Grandjean, Fayne Coshow, R. L. Walcott and wife, Wm. J. Murphy, Mrs. A. L. Tomasi, H. A. Austin and wife, G. E. Kertis, E. J. Pendergast, Frank E. Dutton, S. E. Nord, Mrs. H. A. McClure, Mrs. C. A. Coryell, A. Drtina and wife, W. E. Kissel, Emil Young, U. G. Donstan, Mrs. A. L. Adair, Helen Adair, Mrs. A. M. Thatcher, E. O. Archibald, Mrs. C. W. Donnally, William Donnally, Mrs. Vivian Gay, Mrs. P. J. McDonald, C. E. Dole and wife, Thos. R. Barton and wife, C. L. Miller and wife, James L. French and wife, Margaret French, Katherine French, Mrs. A. J. Layman, George Micileo, Nick Mandic and wife, C. A. Coryell, Peter Ongora, Sam Harris, J. W. Wilson, Paul Harrington, D. S. Daxon, Walter Adair, Logan Stipp, S. A. McTaggart, E. B. Celi.

RAILROADS PLAN LIBERTY LOAN CAMPAIGN.

Fairfax Harrison, chairman of the Railroads' War Board, authorizes the following:

At the request of the Treasury Department, the railroads of the United States will co-operate in the publicity campaign that is being planned for the second Liberty Loan.

Colored posters advertising the new issue of Liberty Bonds will be placed in the waiting room of every railroad station in the country.

Through these posters the Treasury Department will be able to reach the millions of persons who use the railroads and present them with timely information concerning the second Liberty Loan. The 1,750,000 employees of the railroads will also have the subject called to their attention by a series of posters to be placed in the railroad shops and all other places where employees assemble. More than $20,000,000 worth of the first issue of Liberty Bonds were purchased by railroad employees.

NOTICE.

The Interior Department War Work Committee reports the following numbers of finished articles made by the Interior Department Association, many of which have already been sent to the French hospitals through the American Clearing House, and a few of which are now on hand and will be sent to the Neuilly Hospital: Sheets, 256; pillow cases, 336; pajamas, 154; sweaters, 54; Helmets, 55; Socks, 111.

A number of these three latter items have been given to our own men who have gone to the front.

MRS. FRANKLIN K. LANE.

Washington, D. C., September 8, 1917.

Contribute to the Red Cross fund.

MORE LAND AVAILABLE FOR HOMESTEADS.

Secretary of the Interior Lane announces that during August approximately 82,300 acres were added to the area heretofore designated under the enlarged homestead act, which entitles the entryman to 320 acres. In Codorado, nearly 49,000 acres were designated; in South Dakota, 75 acres; in Utah, nearly 33,000 acres; and in Wyoming 400 acres.

A large number of enlarged homestead applicants were under investigation in the field and the reports of these field investigations will afford a basis for future classification. All of the designations made were in response to specific requests by applicants and no general areas which would give opportunity for homestead settlement were classified.

Material progress has been made during the month in the examination and classification of lands under the stock-raising homestead act, passed by Congress last December. Of the 60,000 applications which have been received in the various local land offices, the greater number have been transmitted to the Geological Survey in order that they may be examined in the field. Although an appropriation for this work did not become available until late in June, the Survey has been able to place in the field nearly 40 men equipped for this work. Nearly 10,000 applications have been referred to the field for examination and reports are being prepared and forwarded to the Washington office of the Geological Survey as a basis for the classification work.

FAIRBANKS DIVISION FORCE REPORT.

On August 31 there were 1061 employees on the rolls of Fairbanks Division, of whom 778 were Commission employees and 283 contractors'. Of the Commission employees 687 were employed on the Nenana District, 48 on the Fairbanks District and 43 on the Tanana Valley Railroad. Of the contractors' forces, 215 were at work within the Nenana District and 68 within the Fairbanks District.

The wire drag ship L. Roscoe, formerly owned by the Alaskan Engineering Commission, which has been working in Southeastern Alaska waters all summer, has completed its work for the season and the officers have left for the south to make their reports. The party started work at Berner's Bay and worked south through Favorite and Saginaw passages into Stephen's Passage and as far south as Point Young. The entire area was dragged to a depth of 85 feet and few shoals were found which showed less water than this, and the few discovered showed over 40 feet.

H. B. Neilsen, accountant at the Anchorage dock office, sailed for Seattle on the transport Crook, accompanied by his wife. Mr. Neilsen will enter the wholesale oil business in Vancouver, B. C.

The Alaska Loyal League meets for drill every Monday evening at 6 o'clock at the terminal baseball grounds. A full attendance is desired.

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

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

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, OCTOBER 9, 1917. No. 48

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

ANCHORAGE HARBOR IMPROVEMENT.

Active work on the Anchorage harbor improvement project was inaugurated on Friday, October 5, when the recently assembled dredge Sperm was towed from her moorings at Anchorage dock and moved into Ship Creek by the tug Anne W. and the steamer Matanuska. As soon as the necessary pipe connections and adjustments are made the dredge will commence excavating a channel to eliminate the present bend in the creek immediately in front of the Anchorage passenger station.

The material removed from the new channel and creek bed will be deposited by dredge pipe line on the site of the old pond at the foot of Christensen Road, near First Avenue. This low land will be raised to a height sufficient to protect it against high water, and when reclaimed the area will be utilized for commercial warehouse sites.

The straightening of Ship Creek channel will divert the water away from the embankments of the railroad right-of-way and prevent the erosion of grade which always threatens during times of flood and extreme high tide. The diversion of the creek will also provide a considerable area of land which later may be filled in and used for switch and storage tracks, if needed. The dredge will operate this fall as long as the weather permits and at the close of the season will be placed on the marine ways for the winter.

Next spring it is planned to begin the construction of a new dock about 1000 feet in length, to be located about one-half mile north of the marine ways. This dock will be connected to the shore by two embankments, heavily riprapped on the sea faces to protect them from erosion and damage by ice. The embankments will be built at an angle of about 45 degrees with the shore line, thereby forming shear dams, and will be approximately 1500 feet in length each. They will be so constructed that floating ice will be deflected from the face of the dock regardless of the direction of the tidal currents. The material for the embankments will be secured from the area to be dredged in front of the dock site.

It is tentatively planned to use one-half of the new dock for the coaling of vessels, and the other half for commercial freight and passenger traffic. The southerly embankment will contain the railroad tracks that serve the dock, and the northerly embankment will be used as a highway for vehicles and pedestrians.

The new harbor improvements are expected to be sufficiently completed to handle traffic by the fall of 1918.

While the tracklaying crew was engaged in laying rails on the main line near Mile 195 on Wednesday last, a brown bear came out of the woods and attacked one of the laborers, chasing him down the right-of-way. Fortunately one of the men had a rifle near at hand and succeeded in killing the animal before anyone was injured. The bear weighed about 800 pounds.

Locating Engineer F. D. Browne and party have completed their work for this season and returned to Anchorage. Most of the members of the party will leave for Seattle on the next voyage of the transport Crook.

Commissioner Thomas Riggs, jr., is en route to Anchorage from Nenana and is expected to arrive here the latter part of the week.

R. J. Weir, engineer-in-charge of the Seward Division, arrived in Anchorage Friday to remain several days on official business.

ARE YOU SAVING Your Money to Invest in the Second Issue of THE LIBERTY LOAN?

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending September 29:

MAINTENANCE OF WAY.

Water Service and Plumbing.

The concreting of the pipe trench in the power house was finished. A wood pipe to the new water tank was laid and work was commenced on the back-filling of the trenches. Sewer connections were made to Cottages Nos. 22 and 23. The plumbing at the radio station was completed. The installation of hot water apparatus in the Government cottages at Anchorage was 95 per cent completed. A water column was installed at Potter Creek.

Bridge and Building.

The carpenter force at the Anchorage roundhouse was engaged in framing timbers for pits and placing doors. Seventy per cent of the concrete for the turntable was poured. Work on the track scales was 95 per cent completed. Bowling alleys were installed in the Y. M. C. A. The piledriver which placed the temporary dam across Ship Creek was transferred to Turnagain Arm District.

At Anchorage Hospital, work was started on the alterations of the third floor, which consist of putting in partitions for four bed rooms and building dormer windows.

The erection of a section foreman's house at Whitney was commenced. Section laborers' houses at Granite and Palmer were completed; also a warehouse at Palmer. Floor beams and stringers were placed on the upper crossing of the Chickaloon River and 50 per cent of the concrete for the abutments was poured. The foundation for the depot at Wasilla was completed. No. 8 B. and B. gang placed stringers on the openings ahead of the tracklayers.

Grading, Tracklaying and Ballasting.

Ninety per cent of the grading for the rock spur was completed. The ditching machine continued work at Mile 138.

No. 1 steam shovel moved 9236 cubic yards of material, which was distributed as bank widening between Stations 4505 and 5093. No. 2 steam shovel moved 6900 yards, 1400 yards of which were used as bank widening between Stations 6550 and 6950, and 5500 yards as ballast between Stations 6783 and 7073.

No. 1 extra gang laid steel from Station 2543 plus to 2175 plus, on Turnagain Arm District, and put in a 2400-foot siding at Potter Creek. No. 2 extra gang raised track from Station 6783 to 6838. No. 3 extra gang raised track from Station 7058 to 7073 and finished surfacing track from Station 102 to 125. No. 4 extra gang laid track from Station 7150 to 7462. No. 6 extra gang raised track from Station 6436 to 6510.

Mechanical Department.

The assembling of engine 274 was 75 per cent completed. Running repairs were made to engines 221, 225, 242 and 275. The ditching machine and two steam shovels were repaired. The usual miscellaneous work was accomplished.

MATANUSKA DISTRICT.

Main Line.

At the end of the week steel had been laid on the main line as far north as Mile 195¼.

Piledriver No. 1 completed the driving of structure No. 83, ahead of steel, after which the night shift was laid off. The driver was mounted on a flat car and moved to the end of steel to drive structures Nos. 86 and 87. Structures Nos. 84 and 85 were cribbed.

Piledriver No. 2 is driving the structure at Station 7648. Considerable difficulty has been encountered in driving this structure on account of ice very close to the surface of the ground. Thawing points have now been procured, and it is expected the remainder of the bridge will be constructed more rapidly.

Stationmen south of the Kashwitna have their grade entirely finished except for a few days' work on the Felton contract. This work will be completed by the time the piledriver is out of the way, so no delay in the laying of steel will result.

Camp 187 has been turned over to the Maintenance of Way Department but a small gang still remains at the camp to ship out the supplies and equipment on hand.

TURNAGAIN ARM DISTRICT.

The crew engaged in repairing and widening the trail between Miles 79 and 82 has completed about 75 per cent of the work. During the week they placed piling in the water at Mile 82 for the Bird Creek bridge and the long trestle across the tide flats opposite the snow slides north of Bird Point.

A powder house, warehouse and watchman's cabin at Mile 82 landing were completed. Work was begun on a hay shed and root house and at the close of the week 75 per cent of this construction had been finished. Mile 82 camp will serve as a distributing point for supplies between Miles 79 and 84.

A piledriver was set up on the north end of the long trestle on the tide flats north of Bird Point and was expected to commence operations on October 1. One log culvert was placed at Station 1884, Mile 85. The contractors in the vicinity of Miles 84 to 86 are making good progress. The piledriver at Bird Creek completed the north abutment of the crossing at that point and also one bent of the false work. Progress was slow on account of hard driving.

The 60-ton Marion shovel at Mile 86 cast over a distance of 695 feet and moved 7,600 cubic yards of gravel and clay. The 70-ton Bucyrus shovel at Mile 87, south of Indian Creek, completed the fill from Station 2051 to 2045 and moved an average of 980 cubic yards of material per day.

Steve Leakos & Co., at Mile 90, put off a successful coyote shot, moving 20,000 cubic yards of rock with 24,000 pounds of black powder. About 16,000 cubic yards of fill were thrown into place. This piece of work is now the controlling point between Indian Creek, Mile 88, and Potter. The shortage of men has caused much delay. All other contractors between Miles 90 and 98 are making very satisfactory headway.

Track was completed to Mile 98 on September 29.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

Seventy poles and twenty anchors were set on the extension of permanent construction between Campbell and Potter. The temporary line from Potter as far as Rainbow was strengthened and poor connections cut out, brok-

en insulators replaced and slack pulled up in preparation for the winter.

The transferring of wires, hanging of one additional wire and strengthening of the line between Anchorage and Matanuska is 90 per cent completed.

In Anchorage Townsite the telephone work consisted of stringing wire.

Radio.

The work at the new radio station consisted of installing a starting compensator, conduit and motors and pulling in wire. The copper wire counterpoise was partly covered.

Electric Light and Power.

The work consisted of cross-arming poles, stringing primary and secondary wires and hanging transformer in the Anchorage terminal yards; of stringing wire and installing fixtures for the street lighting system; of making up a switchboard and preparing motor for use as a generator for lights at the Eska Creek coal mine; of wiring the Y. M. C. A. bowling alley; of some re-wiring at the mess hall and of installing additional fixtures at Warehouse No. 1 and the Townsite building.

Seward Division.

(Reports for July and August.)

CLEARING RIGHT-OF-WAY: Between Seward and Mile 12 stationmen and Commission forces cleared 11.78 acres; betwen Miles 12 and 30, Nissen & Co. cleared 11.43 acres; between Miles 30 and 45 stationmen cleared 6.87 acres on 45-Mile Hill; between Miles 45 and 69 Commission forces cleared 9.1 acres along Turnagain Arm; from Mile 69 to Mile 76 clearing is completed. The total clearing for July was 33 acres; for August 6.18 acres.

GRADING AND BALLASTING: Between Seward and Station 180 the grading and ballasting has been completed. Between Stations 180 and 390 Commission forces widened fills, raised grade and ballasted the old roadbed with material excavated from a borrow pit opposite Mile 5¼ where the Bucyrus shovel was cut in on July 17. This section was 50 per cent completed at the close of the period.

Between Stations 390 and 454 grading and ballasting has been finished. Between Stations 454 and 474 the grade reduction was accomplished by use of the Marion steam-shovel. Between Stations 474 and 520 grading has been completed and track ballasted; between Stations 520 and 528 grading was accomplished by use of the Bucyrus shovel, without delaying traffic; between Stations 528 and 590 grading was completed and the track 50 per cent ballasted.

Between Stations 590 and 610 sufficient material was secured from the big thorough cut to complete the adjacent fills. A tunnel is being driven through the uncompleted section between Stations 598 and 600, and it is expected to be ready for traffic by November 15. All reconstruction work has been completed between Miles 7 and 12 with the exception of this tunnel and a small cut at Station 618.

Between Stations 620 and 720 no new work was initiated. Contractors continued filling in Bridges Nos. 34 and 35, which at the close of July was 80 per cent accomplished. It is planned to have the reconstruction work between Miles 12 and 14 completed before frost comes. Between Miles 14 and 33 no new work was begun. Between Miles 33 and 34 the Marion steam shovel was engaged in excavating material from a borrow pit to complete the fill across Trail Lake. Between Miles 41 and 45 new station contracts were let to the following: Davis & Co., Peterson & Co. and Nelson & Co. They will fill in the following bridges: Nos. 62, 63, 64, 65 and 66. This work should be finished about January 1.

Between Miles 45 and 54 Commission forces have been engaged in re-sloping and re-ditching all cuts in that section. Commission forces finished removing the overhanging rock between Tunnels Nos. 3 and 4 in addition to shooting boulders from the side slopes between Tunnels Nos. 3, 4, 5, 6 and 7. Sufficient material was secured from overhanging rock to eliminate Trestle No. 84.

At Mile 53½ Commission forces have been engaged in excavating material from the snow slide cut, preparatory to the erection of a snow shed. Between Miles 54 and 71 no new work was initiated. It is planned to push this work next spring and construction material and supplies will be assembled at Kern Creek this winter for that purpose. Between Miles 71 and 76 the grading was 90 per cent completed.

Between Miles 75 and 79 seven new station contracts were let and other contracts have been arranged for. Most of this section should be completed by January 1.

The yardage moved during July was 80,281; during August 98,860 yards.

TRACK: To the date of this report, new 65-pound steel and new ties have been laid from Seward to Mile 4¾; to Mile 11 new 70-pound steel and ties have been laid. Between Miles 11 and 13½ the old 56-pound steel and ties still remain in the roadbed; from Miles 13½ to 16¾ new 70-pound steel and ties have been placed; from Mile 16¾ to Mile 71 the old original 56-pound rails remain.

CULVERTS: During July and August log culverts were built by contractors at Stations 533, 684, 718, 2312 and 2317. In addition Commission forces built a 4 by 4 track box at Station 1014 plus 50.

TRESTLES: All trestles between Miles 25 and 37 were completed, and the following new trestles were redriven and decked: Nos. 37, 49 and 49½. The following trestles were repaired and overhauled: Nos. 60, 61, 62, 63, 64, 65, 71, 75, 78 and 79. On August 1 bridge and pile-driver outfits moved from Mile 34 to Mile 54 and started work on Bridge No. 88, opposite Spencer Glacier. By the end of August 1,500 lineal feet of this trestle had been driven.

BUILDINGS: Work on the Seward depot was initiated and completed, with the exception of painting. An addition was built to the camp building at Mile 52, which will now accommodate 60 men.

ENGINEERING: Cross-section parties were maintained between Seward and Mile 12, Miles 12 and 45, Miles 45 and 69, and Miles 69 and 79. In addition to construction work these parties have run minor line changes from 45-mile Hill and between Miles 76 and 79.

TELEPHONE AND TELEGRAPH: The construction of the telephone line between Miles 52 and 71 was completed, with four wires, which will eventually be a member of two metallic circuits between Seward and Anchorage. The telephone crew was also engaged on repair work between Seward and Mile 52.

MAINTENANCE OF WAY: Section crews were maintained at Miles 12, 20, 29 and 32. On account of the shortage of men it was necessary to divert the services of these crews to new work.

(Continued on Page 382.)

HOME GUARD UNIFORM SUGGESTED.

War Department,
Washington, September 4, 1917.

Various communications have come from organizations throughout the country relative to a uniform which would not conflict with section 125 of the nation-defense act approved June 3, 1916, with regard to the protection of the Federal uniform. While the War Department may make no official ruling on what constitutes an observance or a violation of that section of the law, the Secretary of War does, informally, suggest the following uniform, which may be used without variation, or with any changes which do not bring it into conflict with the above-cited section of the national-defense act.

RALPH A. HAYES,
Private Secretary.

Description of Uniform.

A description of a uniform which, in the opinion of the Secretary of War, is considered suitable for wear by Home Guard and which would not be in conflict with section 125, act of Congress, approved June 3, 1916:

Coat.—A single-breasted, straight-front, four-button sack coat, with lapels, having two outside hip bellows pockets and one outside breast bellow pocket. White-metal buttons with State coat of arms and shoulder loops.

Trousers.—Of same material as coat.

Cap.—Of same material as coat, vizor and chin strap to be black-enameled leather. Buttons of white metal with State coat of arms.

Cap ornament.—The letters "H. G." of white metal, of suitable height, inclosed in white-metal wreath in front.

Collar ornament.—The letters "H. G." of white metal, of suitable height in each side of collar of coat.

Rank insignia.—Same as illustrated in General Orders No. 49, War Department, 1916, pages 43 and 44.

Chevrons.—To be placed on sleeves midway between shoulder and elbow. First sergeant, a shield with three white horizontal bars; sergeant, a circle with three white horizontal bars; corporal, a circle with two white horizontal bars.

Shirt and collar.—Of white material.

Cravat.—A black four-in-hand.

Material.—For coat, trousers, and cap it is tentatively suggested that the material be part wool and part cotton, of suitable weight, of either forestry green or blue gray.

COOK INLET BASEBALL LEAGUE.

Owing to the inclemency of the weather, the directors of the Cook Inlet Baseball league have cancelled the games remaining on this season's schedule. Turnagain Arm was formally declared the champions for 1917, with Matanuska and Anchorage Commission tied for second place, and Anchorage City last.

The final standing of the teams for 1917 follow:

	Won	Lost	Pct.
Turnagain Arm	10	8	.556
Matanuska	9	8	.529
Anchorage Commission	9	8	.529
Anchorage City	7	11	.389

Show your patriotism by contributing to the American Red Cross Fund.

WIRELESS OPERATORS ARE NEEDED.

The Navy Department authorizes the following:

Radio operators are needed for the naval communication service to meet the additional responsibilities imposed upon the service by the war. Qualified radio and telegraph operators, professional or amateur, or men who have a fair knowledge of electricity and radio telegraphy and who could soon be qualified as operators, are wanted. Promising apprentice seamen and seamen who are undergoing training at naval training stations are also being given opportunity to become radio operators.

May Join Navy or Reserve.

The radio applicant may enlist in the Regular Navy for four years or enroll in the Naval Reserve for the period of the war. If he elects the Naval Reserve he must volunteer for general service, however, agreeing to go wherever sent.

The Navy is training operators at two schools, Mare Island, Cal., and Harvard University, Cambridge, Mass. Approximately 1,500 pupils, men of the regular service and the reserve, are undergoing instruction at Harvard, the buildings and facilities of the institution having been put at the disposal of the Navy by President Lowell. With the transfer of the regular Navy radio school, formerly at the New York Navy Yard, to Harvard, the radio training activities of the service are now largely centered in Cambridge. The course is of four months' duration and embraces military drill as well as technical and other subjects. The men take their meals in Memorial Hall, the refectory erected in honor of Harvard men who fell in the Civil War, and use the Harvard gymnasium as a dormitory.

Seamen and apprentice seamen are given instruction in the rudiments of radio telegraphy at the naval training stations at Newport, R. I., Great Lakes, Ill., San Francisco, Cal., and Norfolk, Va., and at the naval camps at Philadelphia, Charleston, Mare Island, San Diego, and Puget Sound. Those who are able to receive 10 words a minute in the continental code and who show promise are transferred to Harvard for the four months' course.

The Regular Navy accepts enlistments under two ratings—landsman for electrician (radio) and electrician, third class (radio.) For the former rating the recruit must be able to receive 20 words a minute in the Morse code or 10 words a minute in the continental and possess a foundation in radio. For the electrician rating possession of a commercial radio license and ability to pass an examination in electrical subjects are necessary. Upon acceptance the recruits are sent to the radio school for instruction.

Five Ratings Available.

Five ratings are available in the Naval Reserve: Landsmen for electrician (radio); electricians, third class (radio); electricians, second class (radio); electricians, first class (radio); and chief electricians (radio). Men are enrolled in the first two classes according to their ability in the Morse or the continental codes; in the other ratings according to their experience as commercial radio operators on merchant vessels, and other qualifications.

Enlistments in the Navy or enrollments in the Navy Reserve for radio operators will be accepted at any Navy recruiting station. The monthly rate of pay for radio men ranges, on the present war basis, from $32.60 for landsmen to $72 for chief electricians.

OFFICIAL CIRCULARS.

Anchorage Division.

CARLOAD AND L. C. L. FREIGHT SHIPMENTS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, October 6, 1917.

Transportation Circular No. 96:

TO ALL CONCERNED:

Effective this date, billing clerk who has been in the Trainmaster's Office handling billing of Company shipments will be moved to the Anchorage depot, and the receiving and forwarding of all Company shipments will be handled by the agent at that station.

L. C. L. shipments of Company material moving to the various points on the line must be delivered at Anchorage depot or loaded on cars in Anchorage yard before 4.00 p. m. daily, at Warehouse No. 1, No. 2, or at the material yard, and cars containing such shipments will be forwarded to the city freight house and there consolidated. Shipping bills in duplicate, covering all shipments must be left at the office where the car is picked up so that these bills can be taken over with the car, and receipted copy of such bills will be returned to the shipper by the agent at Anchorage. All shipments must be properly tagged or marked.

Carload shipments of Company material moving out on the line may be loaded at any time up to 6.00 a. m. of the day the shipment is to go forward. However, information relative to the billing should be forwarded to agent at Anchorage before 10.00 p. m. the day previous, and all information given as to proper billing.

All carload shipments of Company material received at Anchorage will be handled by the agent at Anchorage, who will make an expense bill covering each car, the original of which will be delivered to the department to whom the shipment is consigned about 8.00 a. m. each day, and receipt taken for delivery of the car. Carloads will be switched as early as practicable after arrival at Anchorage.

L. C. L. shipments of Company material received at Anchorage will be handled through the city freight house and delivery will be made either by team or by car direct, whichever is the most practicable. Tteamsters or other parties receiving material will be given a copy of expense bill covering such shipments and will be required to give agent receipt for shipment.

All concerned will kindly govern themselves accordingly.

F. MEARS, Commissioner.

NEW FLAG STOPS AUTHORIZED.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, October 6, 1917.

Transportation Circular No. 97:

TO ALL CONCERNED:

Effective October 15, 1917, south-bound mixed train from Houston to Anchorage will stop on flag at Spur at Mile Post 155, between Wasilla and Matanuska, for the purpose of handling L. C. L. and carload shipments of farm products.

South-bound train on the Matanuska Branch from King to Matanuska will stop on flag between Palmer and Matanuska for the purpose of receiving L. C. L. and carload shipments of farm products.

Transportation circular No. 32 of December 10, 1916, authorizing flag stop at Mile 123, is hereby cancelled, and other than the stops mentioned above, no stops between stations will be made after the above-mentioned date.

F. MEARS, Commissioner.

REQUESTS FOR ALTERATIONS TO COTTAGES MUST BE MADE TO M. OF WAY DEPT.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, October 6, 1917.

M. of Way Circular (No. 52):

TO ALL CONCERNED:

Considerable trouble and annoyance has been caused by occupants of Government cottages requesting directly from foremen and workmen that alterations or improvements be made to their premises. In the future all requests for work of this nature should be made in writing and directed to the Engineer of Maintenance of Way, and foremen are hereby forbidden to do work of this nature except upon proper authorization from this office.

K. K. KUNEY, Engineer Maintenance of Way.

STATION GROUNDS MUST BE KEPT CLEAN.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, October 4, 1917.

Roadmaster's Circular (No. 28):

TO ALL SECTION FOREMEN:

I note that some section foremen are rather negligent in the matter of keeping the right of way and station grounds clean. Rule 8 of Rules and Regulations for Section Foremen say that the right-of-way, station grounds, grounds in the vicinity of bunk houses, etc., must be kept in a tidy condition at all times. I shall expect an immediate improvement, and better attention given to this matter in the future.

C. G. JONES, Roadmaster.

NOTICE OF SALE.

There will be a sale of acre tracts within the South, East and Third Additions of Anchorage at 1.00 p. m., October 15, 1917, at the Townsite Office, at which time all of the acre tracts within these additions will be offered for sale, except the following:

South Addition: Blocks 35, 36, 37, 42, 43 and 44.

East Addition: Blocks 27 to 47 inclusive.

There are several hundred acres included within these additions, and the Government desires to sell them to persons who want a place on which to build and who are willing to cultivate and improve the land.

Many people are now finishing their work with the Alaskan Engineering Commission and it would be much better for the country if these people could be induced to purchase homes and remain here. For that reason the tracts will be sold at a nominal price.

A. CHRISTENSEN, Superintendent of Sale.

Check No. 53459, drawn in favor of Andrew Wirum, is reported lost by payee and payment has been stopped at his request. The amount of the check is $81.75 and it bears the date of August 11, 1917.

(Continued from Page 379.)

MECHANICAL DEPARTMENT: The machine shop was engaged in the usual construction and operating repair work. In addition engine No. 285 was assembled and placed in service, and work on the assembling of engine No. 278 was begun.

SNOW SHEDS: Material has been ordered for a 500-foot snow shed at Mile 53½ and extra gangs have been engaged on the excavation work for same.

OPERATION ALASKA NORTHERN RAILWAY: The train schedule has been reduced to one train a week —on Sundays.

During July there were 246 commercial passengers carried and 76,382 pounds of commercial freight; and 632 Commission passengers and 2,604,394 pounds of Commission freight. During August 222 commercial passengers and 989,884 pounds of commercial freight were carried; and 422 Commission passengers and 1,029,761 pounds of Commission freight.

SEWARD DOCK OPERATIONS: During July 2621.27 tons of Commission and 1706.21 tons of commercial freight were received over the dock. During August 772.76 tons of Commission and 1087.52 tons of commercial freight were received.

FORCE REPORT: On July 31 there were 836 employees on the payrolls of Seward Division; on August 31 there were 846 employees.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, September 22, 1917, was as follows:

Commissioner's Office	41
Shops and Yards	220
Transportation Service	60
Store and Dock Departments	435
Accounting Department	20
Disbursing Office	9
Townsite Department	80
Employment Bureau and Terminal Mess	18
Hospital Department	19
Harbor Improvement	3
Telegraph and Telephone Department	81
Track, Bridge and Ballast—Main Line	609
Mining Department	121
Locating Party No. 4	27
Turnagain Arm District	469
Matanuska District	217
Talkeetna District	190
	2632
Stationmen and Laborers—All Districts	969
Grand total all employees Anchorage Division	3601

GRAY UNIFORMS FOR NURSES.

On account of the limited laundry facilities in France, it has been decided that Red Cross nurses with base hospitals and other military hospitals in France shall wear gray uniforms instead of the usual white. The war council has appropriated $14,000 to supply the nurses now in service abroad with the new uniforms.

SUGGESTIONS ON PREPARATION OF CHRISTMAS PARCELS FOR AMERICAN SOLDIERS AND SAILORS, NOW NEAR 1,000,000 MARK, MADE BY RED CROSS.

The Red Cross has issued the following:

By Christmas the United States will have more than 1,000,000 men under arms, and everyone will be eager to help in giving them Christmas cheer.

No matter how generous a supply of gifts some of the men may receive from families and friends, it is believed that all Red Cross members will want to unite in sending to each man a Christmas packet filled with good things and good will.

In order that the men may be equally remembered and yet that there may be a pleasing variety in the contents, the following suggestions are made for preparing and assembling the Christmas parcels:

General Suggestions.

1. Nothing should go in them which will not keep fresh from the time of packing until Christmas.

2. Dried fruits and other food products should be packed in small tin or wooden boxes, one-quarter to one-half pound in size.

3. Hard candy, including chocolate, would probably be safe in tin foil or heavy cardboard, but no soft chocolates nor anything that could possibly be crushed should be used, as the other contents of the package might be spoiled thereby.

4. Several dainties packed in oblong tin boxes, each holding a quarter of a pound, will provide a better variety for a packet than a larger quantity of a single confection

5. No liquids nor articles packed in glass should be placed in the package.

How to Wrap Parcels.

6. For wrapping the gifts use a khaki-colored handkerchief, 27 inches square, and form the base of the packet by placing on the center of the handkerchief a pad of writing paper about 7 by 10 inches.

7. Select a variety of articles either from the suggested list (or according to individual wishes) to an amount not exceeding $1.50, and arrange them on the pad of paper so that the entire package shall be the width of the pad and approximately 5 or 6 inches high.

8. Wrap and tie with 1-inch red ribbon and place a Christmas card under the ribbon. A card bearing the greetings of the chapter would be desirable.

9. Wrap the parcel again in heavy, light-brown manila paper and tie securely with red, green, or gilt cord, and use Christmas labels or American flags, as desired.

Articles Suggested for Packets.

Khaki-colored handkerchief, 27 inches square, for container.
Writing-paper pad, about 7 by 10 inches.
Envelopes.
Pencil.
Postals.
Book (in paper covers.)
Scrapbook, homemade, containing a good short story, some jokes, etc.
Electric torch.
Compass.
Playing cards.
Other games.
Tobacco.

Pipe and pipe cleaners.
Cigarette papers.
Water-tight match box.
Chewing gum.
Sweet chocolate biscuits,
Fruited crackers.
Fruit cake.
Knife, such as boy scouts use.
Mirror, steel.
Handkerchiefs, khaki-colored.
Neckties.
Mouth organ.
Red Cross checkerboard (this is a combination set of checkerboard, checkers, chessmen, and dominoes made of heavy cardboard especially for the Red Cross and can be purchased after October 15 for 5 cents apiece).
Preserved ginger.
Salted nuts.
Prunes.
Figs.
Dates.
Raisins.
Hard candy.
Chocolate in tin foil.
Licorice.
Katch the Kaiser (puzzle).
Mechanical puzzles (an assorted lot of 12 small mechanical puzzles can be bought at the rate of 12 for 50 cents).

Division Manager Can Give Dates.

Chapters will receive directions from division managers as to the dates when packets should be shipped to France and also as to the dates when those intended for the home cantonments should be ready for distribution.

Money for these gifts is not to be taken from the Red Cross funds but should be contributed by individuals for this specific purpose.

DAILY WEATHER REPORT.

Following is a report of weather conditions at Anchorage during the period September 26 to October 2, inclusive:

Date	Max.	Min.	Rainfall	Aver. Wind
September 26	45	30	0.14	3.4
September 27	48	33	trace	3.5
September 28	50	30	none	3.3
September 29	53	25	none	3.6
September 30	50	31	trace	4.0
October 1	50	28	trace	7.0
October 2	51	25	none	4.8

PROPOSAL FOR BIDS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, October 4, 1917.

Sealed bids will be received at this office up to 2:00 p. m., October 10, for the sale of three horses by the Commission. Details as to weight, etc., upon application. Right is reserved to reject any and all bids.

WALTER De LONG, General Storekeeper.

H. Frank Schultz, of the trainmaster's office force, leaves next week for his home in Portland, where he expects to remain for the winter.

CANTEENS AND REST STATIONS FOR U. S. AND FRENCH TROOPS.

The Red Cross authorizes the following:

Canteens and rest stations for the French and American troops will be established at once in France by the American Red Cross.

The war council has been trying to find out just what the Red Cross could do most effectively to hearten the French Army and to give to French soldiers a token of the fact that America is with her ally with all her power. The French Army officers have told the Red Cross that canteens and rest stations would do more for the immediate welfare and contentment of the soldiers than anything else that could be done. Therefore the problem is going to be met thoroughly and at ance.

Shower Baths for Poilus.

The poilus come out of the trenches, to go home on leave, mudstained, vermin-covered, reeking with infection. They are marched to the nearest railroad in that condition, where perhaps they find a little station with scanty accommodations for a dozen passengers.

The Red Cross is going to put shower baths there and laundries and mending and disinfecting rooms, which will remove the menace of dirt and disease which these men carry to their homes. Then there will be rest rooms, where they can read and write and play games to make the transition to civilian life easier, and small stores, where they can buy tinned delicacies, tobacco and odds and ends.

Similar canteens will be opened at the railroad junctions where the men must wait en route. At some of them now these men, still trench stained, have to lie on station platforms all night. There will be dormitories at such places, and lunch rooms at all of them, where hot meals can be bought at a price just above cost.

American Women to Help.

Nearly 50,000 soldiers are passing through 11 of these stations every day. They will have a convincing proof of American friendliness when they find American women—the Woman's Bureau is now recruiting 50 of them for such service—ready to help them.

Just behind the firing line the Red Cross will put field canteens. Extending the work already begun by the French Red Cross, we shall see that every corps of the French Army, and ultimately our own, has one of these stations, which will supply hot and cold drinks to the men who are fighting.

To carry out these plans the war council has appropriated about $700,000, which will serve to establish the canteens and maintain them for about three months. Much of the original equipment will be supplied by the French Army.

SEPTEMBER WEATHER DATA.

The maximum temperature at Anchorage during September was 65 degrees, on the 6th; the minimum 23, on the 20th. The mean maximum for the month was 53.4; the mean minimum 39.13; mean 46.27 degrees. The greatest daily range was 27 degrees.

The total precipitation was 2.57 inches, and the greatest within 24 hours occurred on the 9th, amounting to 0.64 inches. On 16 days of the month there were 0.01 inches or more of precipitation; seven days were clear; seven partly cloudy, and 16 cloudy.

PRESIDENT APPEALS TO SCHOOL CHILDREN TO ENROLL IN RED CROSS SERVICE.

A PROCLAMATION.

To the School Children of the United States:

The President of the United States is also President of the American Red Cross. It is from these offices joined in one that I write you a word of greeting at this time when so many of you are beginning the school year.

The American Red Cross has just prepared a Junior Membership with School Activities in which every pupil in the United States can find a chance to serve our country. The school is the natural center of your life. Through it you can best work in the great cause of freedom to which we have all pledged ourselves.

Our Junior Red Cross will bring to you opportunities of service to your community and to other communities all over the world and guide your service with high and religious ideals. It will teach you how to save in order that suffering children elsewhere may have the chance to live. It will teach you how to prepare some of the supplies which wounded soldiers and homeless families lack. It will send to you through the Red Cross Bulletins the thrilling stories of relief and rescue. And best of all, more perfectly than through any of your other school lessons, you will learn by doing those kind things under your teacher's direction to be the future good citizens of this great country which we all love.

And I commend to all school teachers in the country the simple plan which the American Red Cross has worked out to provide for your cooperation, knowing as I do that school children will give their best service under the direct guidance and instruction of their teachers. Is not this perhaps the chance for which you have been looking to give your time and efforts in some measure to meet our national needs?

(Signed) WOODROW WILSON, President.

September 15, 1917.

UNITED STATES BONDS.

The United States Government issues bonds in two forms: (1) Bearer bonds with interest coupons attached, commonly called coupon bonds; (2) bonds registered both as to principal and interest. Liberty Loan Bonds are issued in both bearer and coupon forms.

A bearer or coupon bond is payable to the bearer, the holder, the title passing by delivery. The Treasury Department does not require proof of ownership when such bonds are presented for payment or exchange, the holder thereof being recognized. Such bonds may be bought and sold without formality and without indorsements of any kind. Attached to bearer bonds are sheets of coupons or certificates of interest. One of these coupons becomes due each interest payment date and should be detached by the owner of the bond and cashed at his bank or presented to a Treasury office for payment.

A registered bond is payable only to its owner or his order, and can be transferred only by being properly indorsed and assigned by the owner. The bond has inscribed on the face of it the name of the owner or payee, and such fact is recorded on the books of the Treasury Department against the particular bond indicated. The change in ownership of a registered bond is effected by the original payee indorsing and assigning the bond, using the form on the back thereof in accordance with the regulations of the Treasury Department. Such assignment must be made before an officer designated by the Treasury Department, and such officer must certify thereto and affix his official seal. The officers who are authorized to witness assignments are indicated in a note printed on the back of the bond. Generally speaking certain judicial and Treasury officers and executive officers of Federal Reserve and National Banks are authorized to witness assignments.

When the owner of a registered bond disposes of it and has properly assigned it, it should be forwarded at once to the Secretary of the Treasury for transfer on the books of the Department. The bond so forwarded is cancelled and a new bond in the name of the new owner is issued and sent to the new owner by registered mail.

The interest on registered bonds is paid by means of checks drawn by the Secretary of the Treasury on the Treasury of the United States, such checks being issued on the day interest is due. They are sent by mail to the owners of the bonds.

AMERICA'S OBJECT.

"The object of this war is to deliver the free peoples of the world from the menace and the actual power of a vast military establishment controlled by an irresponsible government which, having secretly planned to dominate the world, proceeded to carry the plan out without regard either to the sacred obligations of treaty or the long-established practices and long-cherished principles of international action and honor; which chose its own time for the war; delivered its blow fiercely and suddenly; stopped at no barrier either of law or of mercy; swept a whole continent within the tide of blood—not the blood of soldiers only, but the blood of innocent women and children also and of the helpless poor; and now stands balked but not defeated, the enemy of four-fifths of the world."—From President Wilson's Reply to the Pope.

OBITUARY.

Jessie J. Grimes, a craneman employed on Seward Division, was killed on the night of September 29 by a gravel slide which occurred in a steam shovel pit at Mile 5, Alaska Northern Railway. He was 28 years of age, single, and is survived by his father, Allan Grimes, R. F. D. 4, Trenton, Mo.

The work of laying cement sidewalks along Fourth Avenue, the principal business street of Anchorage, has been completed. The improvement extends from B to K streets, a distance of eight blocks and cost approximately $11,000. The walks are twelve feet wide, with a curb six inches wide and eighteen inches deep.

R. M. McLean, for two years past assistant superintendent of construction at Matanuska, leaves on the next sailing of the transport Crook, accompanied by Mrs. McLean, for Seattle, where he intends to remain for the winter.

While excavating for the dock spur grade near the Anchorage waterfront last week, the contractors uncovered an old Indian grave. The remains were removed to the local cemetery for burial.

The bowling alleys recently installed in the Anchorage Y. M. C. A. were placed in service last week. A nominal fee per game is charged the members to cover upkeep and operating expenses.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, OCTOBER 16. 1917. No. 49

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

SUBSCRIBE NOW FOR THE SECOND ISSUE OF THE LIBERTY LOAN BONDS.

"The time has come to conquer or submit."
"For us there is but one choice—We have made it."
—President Wilson.

These new United States Government bonds are issued in denominations of $50 and multiples thereof. The United States Treasury will pay you interest at 4 per cent per annum, payable semi-annually.

EASY PAYMENTS—You can pay 2 per cent on your bond when you make your application; 18 per cent November 15; 40 per cent December 15; and 40 per cent January 15, 1918.

For example, when you buy a $100 bond you can pay $2 now, $18 on November 15, $40 on December 15, and $40 on January 15. YOU CAN GET YOUR BOND AS SOON AS YOU HAVE FULLY PAID FOR IT. Liberty bonds are the best security in the world. They are readily salable and are practically exempt from taxation for people of moderate incomes. The law permits their conversion into bonds bearing higher interest should such bonds be issued by the Government in the future.

HELP YOUR COUNTRY AND YOURSELF! HELP OUR BOYS "OVER THERE"!

Get an official Liberty Loan Blank from any Bank or Trust Company and

SUBSCRIBE NOW!

The active campaign for subscriptions to the second issue of the Liberty Loan bonds, initiated during the last few days, has met with almost unanimous support from every employee connected with the Alaskan Engineering Commission. At noon today the subscriptions aggregated nearly $73,000, with applications for bonds still coming in from every department and district of the work.

To date the Fairbanks Division employees have subscribed $19,200; Seward Division $3300; and Anchorage Division nearly $50,000. By the close of the week it is expected that at least $100,000 will have been subscribed.

Any person desiring bonds may obtain them by applying to his department head or through any bank or trust company. For the purpose of making a systematic canvass of all employees within Anchorage Division, five campaign captains have been appointed and to each has been assigned certain departments of the work. Lists showing the names of all subscribers are posted in the Anchorage mess hall daily, together with the aggregate amounts subscribed. The campaign at Anchorage terminal closes Thursday noon, and considerable rivalry has been aroused between the various teams to secure the largest total.

It is urged that every employee take as many bonds as his ability permits. The terms of payment are so liberal that no person can plead the excuse of poverty as a pretext. Our plain duty as good citizens demands that our armies in the field lack no material comfort while fighting our battles at the front. If we can't get in the trenches ourselves, remember that our money can, and that the combination of American men and American money means American victory and the preservation of those high ideals we are striving to maintain for ourselves and allies.

SAILING OF U. S. A. T. CROOK.

The U. S. A. T. Crook will sail for Seattle, direct, Thursday morning, October 18. First class passengers will go aboard ship at 7.00 a. m.; steerage passengers will go aboard at 6.00 a. m.

Freight will be received at Dock No. 1 until noon Wednesday, October 17. Baggage will be checked at Dock No. 1 until 5.00 p. m. Wednesday, October 17.

ARE YOU SAVING Your Money to Invest in the Second Issue of THE LIBERTY LOAN?

DELINQUENT ASSESSMENTS.

Anchorage, Alaska, Oct. 6, 1917.

The following assessments for construction of water main in Anchorage Townsite were due May 11, 1917, and if not paid on or before December 1, 1917, will be reported to the General Land Office as delinquent for forfeiture:

Block		Lot	Name	Amount
14		10	Eser Wikholm	$10.63
22		7	A. J. Carlson	10.63
23	W½	4	S. D. Maxwell & J. R. Krum	5.31
24	W½	7	R. Fairbanks	5.31
25	E. 30 Ft.	8	A. Chimento & Alex Tsakumis	6.38
25		10	F. A. Polley	10.63
25		11	Henry Wolfe	10.63
26	N½ of W½	5	E. W. Ramsey	2.66
26	E½ of W½	5	B. Olson	2.65
28		3	Wm. Peterson	10.63
28	E½	8	E. G. Adams & Sid Anderson	5.31
29		4	Chas. Bush & Roger Summy	10.63
29	W½	10	J. Casey McDannel	5.32
30		9	J. Casey McDannel	10.63
30	W½	10	R. D. McDonald	5.31
31		7	R. I. Simonson	10.63
31		10	C. M. Murphy	10.63
32		4	C. M Murphy	10.63
36		8	H. S. O'Connor	10.63
37		4	L. U. Macomber	10.63
37		5	J. M. Reid	10.63
38	W½	9	M. R. Hussey	5.31
39	W½	2	T. H. Pichette	5.31
39		7	E. J. Warner	10.63
39		9	B. Johnson	10.63
40		1	J. H. Smith	10.63
40		2	J. H. Smith	10.63
40		4	Carle Bolte & Axel Frodenburg	10.63
40		6	Alaska Labor Union	10.63
41		11	Pres. Bd. of Home Missions	10.63
41		12	Pres. Bd. of Home Missions	10.63
43		2	Wm. L. Balch	10.63
43		4	L. P. Byrne	10.63
43		11	W. Ervin & Thos. Caveny	10.63
43		12	F. D. McCullough	10.63
44	W½	3	Robt. Ashland	5.32
44	E½	6	Chas. Cotney	5.32
44	W½	8	T. W. Lloyd	5.31
44	S½	12	Gertie Kyvig	10.63
44	N½	12	Geo. Osborne	5.32
45		1	Minnie L. Martin	10.63
45	E½	2	Harry A. Kinney	5.32
45	E½	4	Joe Spenard	5.31
45	N½	7	A. Wilson	5.32
45	S½	7	J. W. Scott	5.31
45		8	Henry Wolf	10.63
45		12	Mike Divyak	10.63
46		3	Geo. Milliken	10.63
46		7	John Nedcoff & Soxta Haralamboff	10.63
47		4	Alice Burns	10.63
47		7	E. K. Peterson	10.63
48		9	T. H. Jeter	10.63
49		1	Henry Wolf	10.63
49	W½	4	T. H. Pichette	5.32
49		8	Carl Christensen	10.63
49		9	Robt. B. Lothrop	10.63
50		6	H. T. Fowler	10.63
50		7	H. T. Fowler	10.63
50		8	H. T. Fowler	10.63
51	E½	3	R. E. Spicer	5.31
51		8	D. A. Eison	10.63
51	W½	9	Joseph Casali	5.31
53		1	Rev. Jack Dunstan	10.63
53	E½	3	J. R. Rock	5.31
53	W½	4	Wm. Rathwell	5.32
53	E½	4	P. H. Ringsted	5.31
53	E½	9	Franklin Johnston	5.31
53		10	Jas. Furniotu	6.28
54		6	Dan Horigan	10.63
54		10	N. Nanura	10.63
55		6	C. H. Packard	3.27
55	W½	10	Ray Nokata	3.14
56		8	C. M. Murphy	10.63
56		11	C. C. Bush & Roger Summy	10.63
57		1	H. T. Fowler	10.63
64		1	J. F. Brown	10.63
65		5	C. L. Peters	10.63
65		10	Albin Gustafson	10.63
65		12	Geo. Blouen	10.63
66		2	Adam Shima	10.63
67		1	Thos. Price	10.63
67		2	Chas. Cotney	10.63
67	N½	7	Roy Williams	5.31
68		1	D. Couture	10.63
68		2	John S. Dorwin	10.63
68		8	Chas. Bades, Tom Somas & John Cares	10.63
68		12	D. Couture	10.63
69		3	C. U. Graham and A. D. Collins	10.63
69	S 50 ft.	12	I. Bayles	5.31
71		4	Tom Caveny	10.63
71		5	W. Erwin	10.63
71	E½	8	Ella Barrett	5.31
71	E½	9	Christian Dedrickson	5.31
71	W½	9	Joe Konjevod	5.32
71		11	C. W. Bush & C. Erwin	10.63
72		10	John M. Riekel	10.63
78		6	John S. Dorwin	10.63
78		12	Edw. T. McNally	10.63
79	E½	2	A. D. Collins	5.31
79		10	J. A. McLaughlin	10.63
80		1	Dan Horigan	10.63
80		3	C. B. Wark, Robt. Brown & R. O. Albritton	10.63
80		8	Carlin & Timmins	10.63
80	W½	10	E. T. Hemenway	5.32
81		4	Alaska Labor Union	10.63
81		7	Fred Landin	10.63
81		11	A. W. Grierson	10.63
82		9	Hector Hebert	2.43
83	W½	3	Chas. McKenzie	5.31
83	E½	3	Geo. Campbell	5.32
84		10	Pat Daly	10.63
84		11	Wm. B. Bean	10.63
85		7	Eves LeMevel	10.63
85		8	Everett A. Wilson	10.63
85		9	D. Zareli & Mark Shorlick	10.63
85		10	C. G. Jones	10.63
85		11	J. E. Allenbaugh	10.63
85		12	Walter De Long	10.63

Block		Lot	Name	Amount
94		1	R. Nicholls	10.63
96		3	C. M. Murphy	10.63
96		9	Chester M. Murphy	10.63
113	W½	2	Mrs. Grace Corson	5.32
113		5	E. K. Peterson	10.63
113		10	Joe Goodin	10.63
114		2	J. F. Toman	10.63
114		6	David Fraser	10.63
114		7	M. W. Diedrich & Wm. Taylor	10.63
114		11	W. G. Mustard	10.63
115		2	F. G. Bartholf	10.63
115		5	Engle Hovelson	10.63
116		2	Archie Lewis	10.63
116		7	J. F. Toman	10.63
117		5	C. F. Stahl	10.63
117		9	Mables & McKoy	10.63
117		12	L. O. Nyberg	10.63
118		6	C. M. Sheehan	10.63
118		10	Robt. Carlson	10.63
118		12	F. W. Theriault & Dover	10.63
119	E½	11	Otto Holm	5.32
119	W½	11	O. Riffle	5.31
			East Addition.	
21		1	Chas. Gregory	10.63
21		2	Chas. Kusisto	10.63
21		7	M. Frank Malone	10.63
22		1	Hilding Hagstrom	10.63
22		10	T. M. Sheehan	10.63

Anchorage, Alaska, Oct. 6, 1917.

The following assessments for sidewalk and street improvements, Townsite of Anchorage, were due March 23, and if not paid on or before November 5, 1917, will be reported to the General Land Office as delinquent for forfeiture:

Block		Lot	Name	Amount
3	W½	1	Robt. Small	$ 15.47
5		5	R. D. McDonald	8.87
6		6	W. L. Balch	8.87
14		10	Eser Wikholm	3.60
23	E½	12	H. R. Brown	28.80
24	E½	7	Roy Fairbanks	34.96
25	3-5	8	A. Chimento and Alex Tsakumis	35.80
26	W½	5	W. O. Southworth, John Slovarp and B. Olson	12.55
28		6	Mary Morrison	84.32
28	W½	8	Eli DeHon & Elijah Ramsey	42.55
30		9	J. Casey McDannel	57.10
37		4	L. H. Macomber	33.30
40		1	H. T. Fowler	11.72
40		2	H. T. Fowler	9.07
40		6	Alaska Labor Union	84.80
43		2	W. L. Balch	186.27
43		4	L. R. Byrne	222.47
44	N½	12	Geo. Osborne	41.88
45		1	Minnie L. Martin	57.59
42		12	Mike Divyak	47.07
46	W½	4	Frank A. Dixon	8.13
48	W½	5	Henrietta Sharts	19.10
51	E½	3	Paul Lauritz	19.10
53		1	Jack Dunstan	66.81
53	W½	4	Wm. Rathwell	21.28
65		5	C. L. Peters	.90
67		1	Tom Price	18.20
69		3	A. D. Collins	15.50
111		1	Stergeos Bengas	1.72
112		12	McKoy and Mables	1.72
114		2	J. F. Toman	16.25
115		5	Engle Hovelson	16.25

Anchorage, Alaska, Oct. 6, 1917.

The following assessments for maintenance of Anchorage Townsite were due February 23, 1917, and if not paid on or before November 5, 1917, will be reported to the General Land Office as delinquent for forfeiture.

Block		Lot	Name	Amount
1		8	Marko Ginkovich	$ 9.60
4		10	H. B. Wilkinson	9.60
4	E½	11	Joe Morris	4.80
5		5	R. D. McDonald	9.60
12		7	John Grady	9.60
14		10	Eser Wikholm	1.40
23	W½	4	S. D. Maxwell & J. R. Krumm	12.44
24	W½	7	Roy Fairbanks	13.10
28		6	Mary Morrison	26.21
28	E½	8	Margaret Springer	13.11
31		7	R. I. Simonson	9.60
31		10	C. M. Murphy	9.60
36		8	H. S. O'Connor	9.60
37		4	L. H. Macomber	26.21
40		6	Alaska Labor Union	26.21
43		4	L. P. Byrne	26.21
43		12	F. D. McCullough	26.21
45		1	Minnie L. Martin	26.21
45		12	Mike Divyak	24.88
46	W½	4	Frank A. Dixon	4.80
48	W½	5	Henrietta Sharts	12.44
48		9	T. H. Jeter	9.60
51	E½	3	Paul Lauritz	13.10
53		1	Jack Dunstan	26.21
53	E½	9	Franklin Johnston	4.80
58		12	Eser Wikholm	9.60
62		12	E. J. Murphy	9.60
63		7	R. W. Silver	9.60
63		8	R. W. Silver	9.60
63		9	R. W. Silver	9.60
63		10	R. W. Silver	9.60
63		11	R. W. Silver	9.60
63		12	R. W. Silver	9.60
65		5	C. L. Peters	9.60
67	N½	7	Roy Williams	4.80
69		9	G. A. Getchell	9.60
71	E½	9	Christian Dedrickson	4.80
72		11	Arnold Liebescher	9.60
75		7	Tony Semon and Jim Tones	1.40
75		8	Tony Semon and Jim Tones	1.40
79	E½	2	A. D. Collins	4.80
79		8	Carlin and Timmins	9.60
84		10	Pat Daly	9.60
85		7	Eves LeMevel	9.60
85		8	Everett A. Wilson	9.60
85		9	D. Zarelli and Mark Shorlick	9.60
86		1	R. W. Silver	9.60
86		2	R. W. Silver	9.60
86		7	R. W. Silver	9.60
86		8	R. W. Silver	9.60
86		9	R. W. Silver	9.60
86		10	R. W. Silver	9.60

Block		Lot	Name	Amount
86		11	R. W. Silver	9.60
86		12	R. W. Silver	9.60
87		1	R. W. Silver	1.40
87		2	R. W. Silver	1.40
87		3	R. W. Silver	1.40
88		10	John Zohnkoff	9.60
92		4	W. B. Dean	9.60
92		5	W. B. Dean	9.60
92		6	W. B. Dean	9.60
92		6	W. B. Dean	9.60
93		6	W. B. Dean	9.60
93		7	W. B. Dean	9.60
94		3	Albert Lopaz	1.40
94		7	Andrew Callas	9.60
96		4	Adolph Ruckard	9.60
97		10	V. D. Gray	1.40
101		4	L. N. Bennett	1.40
104		9	James G. Collins	1.40
109		4	Harry Dunn	9.60
109		6	Martin Firkovich	9.60
110		12	Alex Romoff	9.60
111		1	Stergeos Bengas	9.60
111		2	B. E. Mables	9.60
111		3	B. E. Mables	9.60
111		4	B. E. Mables	9.60
111		5	B. E. Mables	9.60
111		8	Gus Samis	9.60
111		9	John E. Carlson	9.60
111	W½	11	Emil Thornquist	4.80
112		10	Martin McKoy	9.60
112		11	Martin McKoy	9.60
112		12	Mables and McKoy	9.60
113	W½	2	Grace Corson	4.80
114		11	W. G. Mustard	9.60
115		5	Engle Hovelson	9.60
117		9	Mables and McKoy	9.60
118		6	C. M. Sheehan	9.60

J. G. WATTS, Townsite Manager.

INCREASE IN WATER RATES.

The Land and Industrial Department authorizes the following:

Owing to the increased cost of all material and labor entering into the maintenance and operation of the Anchorage water supply, it has been found necessary to increase the water rates in order to meet the current running expenses, and to help liquidate the present indebtedness of the past operation of this system.

The new rates are practically the same as those charged in the towns of Juneau, Cordova and Ketchikan, and are less than those charged in Seward. These towns all have gravity water systems, and consequently the cost of operation is much lower than in Anchorage where the water must be pumped at considerable expense.

10,000,000 BUTTONS FOR NEXT LIBERTY LOAN ARE ORDERED.

Preliminary contracts for 10,000,000 "badges of honor" for the second liberty loan campaign have been awarded by the Treasury Department, and deliveries are now being made to liberty loan committees of the 12 Federal reserve districts. "Badge of honor" is the term which Secretary McAdoo has given to the button that will be given to subscribers for liberty bonds. The buttons are artistic in design, the colors being those of the United States flag. The border of the button is in red, and the center in blue, with the bust of the Statute of Liberty and the words "I own a liberty bond" in white.

Several factories are working night and day to turn out the "badges of honor" so that they will be ready to distribute to subscribers as soon as Secretary McAdoo announces the opening of the second liberty loan campaign which will be not later than October 1. These buttons will be distributed through the banks and other agencies taking subscriptions.

WEEKLY FORCE REPORT

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, September 29, 1917, was as follows:

Commissioner's Office	41
Shops and Yards	219
Transportation Service	65
Store and Dock Departments	461
Accounting Department	20
Disbursing Office	8
Townsite Department	73
Employment Bureau and Terminal Mess	18
Hospital Department	21
Harbor Improvement	3
Telegraph and Telephone Department	82
Track, Bridge and Ballast—Main Line	592
Mining Department	111
Locating Party No. 4	33
Turnagain Arm District	478
Matanuska District	124
Talkeetna District	200
	2549
Stationmen and Laborers—All Districts	910
Grand total all employees Anchorage Division	3459

All reservations made for F. D. Browne's locating party on the next sailing of the transport Crook have been cancelled with the exception of those for Messrs. H. B. Williams, D. L. Hough and D. R. Morgan. The other members of the party are engaged on survey work at Moose Creek but will leave for Seattle on the last voyage of the Crook for the season, sometime in the early part of November.

The Anchorage Y. M. C. A. has extended the privilege of the local club rooms to the soldiers of the Regular Army stationed at this place. Following the policy of the organization throughout the United States, the khaki uniform is the equivalent to a membership card and all Y. M. C. A. features are open to the soldiers on the same basis as to the members.

"We are at the beginning of an age in which it will be insisted that the same standards of conduct and of responsibility for wrong done shall be observed among nations and their governments that are observed among the individual citizens of civilized states."—Woodrow Wilson, President of the United States. 1917.

The terminal section crew completed the laying of track on the dock spur near the Anchorage waterfront this week.

OFFICIAL CIRCULARS.

Anchorage Division.

IMPROPERLY FILLED PASS FORMS.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, October 12, 1917.

Transportation Circular No. 98:

TO ALL CONCERNED:

Attention is again called to my letter of August 15 showing the proper form to be used when issuing passes intended for more than one person. Such passes are again being improperly issued, and it is desired that instructions contained in the above-mentioned letter be strictly adhered to. Particular attention is called to the number of persons for whom the pass is intended—this number should be written out on the pass, the figure alone is not sufficient.

Please be governed accordingly.

F. MEARS, Commissioner.

MEMO. WAYBILLS, FORM 233, DISCONTINUED.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, October 12, 1917.

Transportation Circular No. 99:

TO ALL CONCERNED:

Effective this date, memorandum waybills, Form 233, are to be discontinued and agents and conductors who have a stock of this form on hand will forward same to the stationery department.

When conductors pick up freight at non-agency stations shipping bill, Form 225, will be prepared and memorandum copy retained by them, the original and duplicate to be given to the consignor. Memorandum copy will be left at first agency station and regular billing secured there.

Agents are required to bill all shipments on regular waybills before forwarding and conductors will under no circumstances accept memorandum waybills covering shipments from any stations.

F. MEARS, Commissioner.

HANDLING OF REFRIGERATOR CARS.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, October 15, 1917.

Transportation Circular No. 100:

TO ALL CONCERNED:

It is desired that prompt attention be given the loading and unloading of refrigerator cars so that the release or completion of loading may be accomplished as quickly as possible.

This is necessary on account of the limited number of refrigerator cars we have in service, and on account of the approaching cold weather it is necessary they be handled promptly.

F. MEARS, Commissioner.

On account of the closing of navigation for the season, the all-water passenger and freight rates between Anchorage and Susitna River points have been suspended, effective October 5.

MR. RIGGS HERE FOR CONFERENCE.

Thomas Riggs, jr., member of the Alaskan Engineering Commission and in active charge of construction work at the northern terminal of the railroad, with headquarters at Nenana, arrived in Anchorage Friday evening for a conference with the other members of the Commission, Messrs. Edes and Mears.

Mr. Riggs left Nenana on October 2 for Fairbanks, where he took the stage for Chitina the next day, arriving at the latter place after two and a half days' travel. He left the steamer at Seward in order to inspect the railroad work in that section and came to Anchorage via the Alaska Northern to Kern Creek, from there by launch, speeder and train to Anchorage.

In speaking of the construction progress made this season on Fairbanks Division, Mr. Riggs stated that by December 1 he expected to have 95 miles of road under operation, including the Tanana Valley line of 46 miles, recently purchased by the Commission. He expects to have 43 miles of line in operation south of Nenana, the division headquarters, and also the connection made between Nenana and Happy, the junction point of the main line with the Tanana narrow-gauge road. Despite the heavy handicaps caused by extreme high water in all the waterways contiguous to the railroad route and attendant damages aggregating nearly $100,000, satisfactory progress has been made during the short season of construction.

The town of Nenana has a present population of 1000 and most of the public utilities have already been installed, including electric lights and telephones. Water and sewer systems will be laid this fall, according to present plans. Electricity is used for motive power wherever possible by the Commission, according to Mr. Riggs. A sawmill, a planing mill, the carpenter and machine shops are all operated by motor. The buildings are heated by exhaust steam and the condensed steam is then pumped back and fed to the boilers.

Commissioner Riggs will inspect the construction work north of Anchorage this week in company with Captain Mears, after which he will return to Nenana, leaving for Washington, D. C., later in the fall.

OBITUARY.

Phinney S. Hunt, official photographer of the Commission, dropped dead of heart disease in front of the post office at Seward Sunday morning while on his way to the railroad station to board the train for Anchorage. Mr. Hunt was in Seward on business in connection with his duties as official photographer. His remains will be brought to Anchorage for burial on the steamer Mariposa, due to arrive here tomorrow.

Mr. Hunt was 51 years of age, a native of Michigan, and is survived by his wife and two grown sons, one of whom, A. O. Hunt, is assistant photographer of the Commission. The other son, Edward, is a resident of Valdez. The deceased was a pioneer Alaskan, coming to Valdez in 1898. He had been in the employ of the Commission, with headquarters at Anchorage, since July 25, 1916.

PROPOSAL FOR BIDS.

Sealed bids will be received at this office up to 3:00 p. m., October 17 for the sale of three horses by the Commission. Details as to weights, etc., upon application. Right is reserved to reject any and all bids.

WALTER De LONG, General Storekeeper.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending October 6:

MAINTENANCE OF WAY.

Water Service and Plumbing.

The installation of plumbing fixtures at the Matanuska depot was completed. Alterations were made to the plumbing in Cottage No. 22 to conform with the permanent sewer connections. The trench for the water line to the Anchorage depot was 75 per cent completed. The installation of hot water systems in the three-room cottages was completed.

Bridge and Building.

The carpenter work on Anchorage roundhouse was practically completed, with the exception of placing windows, which have not been received as yet. The turntable pit was finished and the track scales installed. The foundation for a wheel lathe was laid in the machine shop.

Work was commenced on the framing of a 121-foot span for the first crossing of the Chicakloon. The alterations to the hospital at Anchorage were 60 per cent accomplished at the close of the week. The section foreman's house at Whitney was 70 per cent and the depot at Wasilla 45 per cent completed. A painting force painted the Y. M. C. A. bowling alley room and the roundhouse at Anchorage. B. and B. gang No. 8 placed the stringers on the bridges ahead of steel and finished some back work on the Willow Creek structure. B. and B. gang No. 5 completed the concrete abutments for the second crossing of the Chickaloon, erected the superstructure falsework and placed upper chords.

Grading, Tracklaying and Ballasting.

Steam shovel No. 1 moved 8500 yards of gravel which were used to reinforce banks at various points between Miles 130 and 140. Steam shovel No. 3 moved 7500 yards of material, 5500 of which were used as ballast between Stations 6420 and 7000, and the remainder for bank widening from Station 6450 to 6833.

No. 1 extra gang spent the entire week full-spiking and full-tieing and surfacing track from Potter Creek to Sheep Creek. No. 2 extra gang raised track from Station 6555 to 6635. No. 3 extra gang raised track from Station 6941 to 7058. No. 4 extra gang laid track from Station 7462 to 7566, laid an 1800-foot siding at Mile 195 and spent two days picking up construction equipment in the Matanuska District. No. 6 extra gang raised track for the second lift from Station 6436 to 6490. The ditching machine removed 2300 cubic yards of material from drain ditches in the cuts between Stations 4500 and 4570.

Mechanical Department.

The assembling of engine No. 224 was 90 per cent completed. Some work was accomplished in fitting up two new Priest snow flangers. Running repairs were made to five locomotives. Considerable repair work was done to the different steam shovels engaged in construction work. The usual amount of private and departmental shop work was done during the week.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

The setting of the poles of the permanent line was completed between Campbell and Potter. The overhauling of the temporary line from Potter east was finished to Indian Creek. The strengthening of the line between Anchorage and Matanuska, including transferring and hanging wire, was 95 per cent completed.

In Anchorage Townsite the telephone work consisted of placing cross-arms and stringing wire.

Motor-generator sets for operating the telegraph were installed in the Telegraph and Telephone Building.

Radio.

The work consisted of cross-arming poles, stringing primary and secondary wires and hanging transformers for the extension of the distributing system in Anchorage Townsite; of conduit wiring at the marine ways; of installing two transformers near the new radio station for power at that point; and of placing six additional street lights in the terminal yard.

The series street lighting system was first put into service on the 4th inst.

MATANUSKA DISTRICT.

Only four station contractors remained on the main line work at the close of the week, namely: Romoff & Co., who will finish October 14; Anderson & Co., who finish about October 10; and Wukichevich & Co. and Merrick & Co., both of whom should finish on October 13.

Contracts for ties have been awarded George Chantes & Co. and Richard O'Rourke & Co. The former will secure ties from the vicinity of the Knik and Little Susitna rivers, and O'Rourke will cut his timber near the Kaswitna.

The two piledrivers which have been driving structures ahead of steel have completed their work and been removed to Turnagain Arm District.

On October 8 the decking of the Kashwitna River structure was begun. The stationmen north of that point are far enough advanced with their work so no delay to tracklaying will result.

By October 15 the two remaining camps within the Matanuska District will be closed and turned over to the Maintenance of Way Department. The resident engineers will then be moved to Matanuska, where they will finish their field notes.

TALKEETNA DISTRICT.

(Report for Month of September.)

During the month considerable time was lost by both contractors and Commission forces on account of rain and high water in the Susitna Valley. On September 10 the Susitna River at Talkeetna, due to the flooded condition of the Chulitna, again passed the danger mark and covered all the low ground in the settlement of Talkeetna, submerging the dock in front of the Commission warehouses to a depth of 1.5 feet. The river rose very rapidly during the night and threatened the freight stored in the warehouses, but no damage was sustained except to a small quantity of oats, which while rendered unfit for food will possibly be salvaged by being used as seed and sown broadcast in the cleared area at Talkeetna, with the hope of obtaining a crop of green forage for next season.

All contractors generally are making satisfactory progress and it is expected that the grade between Sheep Creek, the lower end of Talkeetna District, and Montana Creek will be ready for track in sufficient time so as not to delay tracklaying. This section should be ready for steel on or before November 1, at the latest.

Bridges and Piledriving.

Between Sheep Creek and Montana the piledriving for all bridges has been completed and good headway is being made with the decking of structures. Native caps and stringers will be used in most cases and milled stringers on the remainder. Between Montana Creek and Mile 212.6, all bridges, with the exception of two small openings at Stations 9177 and 9188, have been driven and materials for decking, exclusive of ties and guard rails, is delivered at the bridge sites. A pile culvert has also been driven at Station 9804 and all piles for a double track trestle of six spans at Station 9975.

In addition to the regular piledriving for trestles, extensive protection work has been driven in the Montana Creek bottom and between Stations 9880 and 9881. The crossing at Montana Creek has not been driven as it is thought this can be accomplished to better advantage later by the track driver.

Work on an extensive scale is also necessary to protect the foot of embankments between Stations 9164 and 9170 and between Stations 9840 and 9854. Preparations are under way to start this work as soon as the two drivers operating in this vicinity complete the bridges they are now working on.

Grading.

All grading between Montana Creek and Talkeetna will be completed by October 31, with the exception of one contract covering Stations 9743 to 9825. All contracts north of Talkeetna will finish during October with the exception of that of Nick Mandic & Co.

At Indian River an area of approximately 20 acres has been cleared, a large warehouse erected; also a general repair shop, a small oil house and a dwelling house. All tents have been taken down and stored in the warehouse. The tools and equipment have also been stored, and a watchman was stationed at the camp on September 26. The Indian River camp was closed on September 30, and all employees either transferred or laid off.

On September 22, while fording Montana Creek one of the leaders of a four-horse freight team fell, breaking the drive rein and causing the driver to lose control of the team. The strong current carried the horses to the mouth of the creek and into the Susitna River, where they were drowned. The driver remained with his team as long as possible and saved himself only by swimming.

Force Report.

There were 460 employees on the payrolls of the district on September 29, divided as follows: General supervision 6, engineering 26, office and clerical 15, foremen and subforemen 8, mechanics and laborers 100, teamsters, packers and corral help 17, mess house help 29, stationmen 230, stationmen's laborers 29.

TURNAGAIN ARM DISTRICT.

A crew is engaged in getting out piling in the vicinity of Mile 82 to be used in the trestle across the tide flats north of Bird Point. One driver is working from the north end, and at the close of the week had driven three permanent bents. Within a few days another driver will be installed on the other end of the trestle site. A third driver will be placed on the work as soon as it can be assembled. If possible this trestle will be completed before cold weather.

The 70-ton steam shovel at Mile 83 completed 220 feet of rock fill to Station 1783 plus 20, making 1100 feet completed to date. The 60-ton Marion steam shovel at Mile 86 cast over for a distance of 805 feet to Station 1956 plus 40, moving 8000 cubic feet of material during the week. The 70-ton Bucyrus shovel at Mile 87, south of Indian Creek, completed the fill from Station 2045 to 2037, (800 feet), and moved an average of 1000 cubic yards of material per day.

The piledriver at Bird Creek completed all false bents under the north span and starts driving the pier on October 8. Progress has been slow on account of loose rock and boulder formation and the current at high tide. The water at this point averages 15 feet in depth at high tide.

A small force is repairing the winter trail between Indian Creek and Mile 79. The bridge across Bird Creek, which was washed out during the recent high water, will be replaced.

The Commission force on scratch work at Mile 89 is making satisfactory progress. All work between Miles 91 and 98 is progressing favorably and from the present outlook the grade will be ready for track within two weeks.

GOVERNMENTAL IDEAS OF HONOR.

President Wilson on several occasions, notably in his War Message of April 2 and in his reply to the peace note of the Pope, has called attention to the fact that no peace can be maintained with the Imperial German Government; that no autocratic government such as it can be trusted to keep faith; that only free people can hold their purpose and their honor steady to a common need, and prefer the interest of mankind to any narrow interest of their own.

The President was only restating a difference between two systems of governmental policy, two different governmental ideas of national honor, that has long existed. The quotations given below show the American idea of a nation's honor from the inception of this government down to the present day and the idea of national honor by the German Government since the days of Frederick the Great.

"The foundations of our national policy will be laid in the pure and immutable principles of private morality. There exists in the course of nature an indissoluble union of virtue and happiness, between duty and advantage, between honest policy and public felicity. The smiles of heaven can never be expected on a government that disregards the eternal rules of order and right, which heaven itself has ordained."—George Washington, President of the United States. April, 1789.

DAILY WEATHER REPORT.

Following is a report of weather conditions at Anchorage during the period October 3 to October 9, inclusive:

Date	Max.	Min.	Rainfall	Aver. Wind
October 3	53	29	none	4.3
October 4	53	29	none	4.5
October 5	48	29	none	3.8
October 6	45	35	0.08	6.2
October 7	46	39	0.15	6.5
October 8	53	44	none	10.5
October 9	51	29	none	5.5

With the departure of Mr. E. A. DeVicq for the States this week, the employees who have been studying the French language are without an instructor. Any person capable of teaching French is asked to communicate with Secretary Kenyon, Anchorage Y. M. C. A.

LOYAL LEAGUE ELECTS OFFICERS.

At a meeting of the Alaska Loyal League held at the Anchorage Y. M. C. A. club rooms last evening, the following commissioned officers were elected: Charles W. Jones, captain; J. C. Seeley, first lieutenant; W. G. Wilt, second lieutenant. The non-commissioned officers will be appointed by the commissioned officers at a later date.

The league drills every Monday on the Commission ball grounds from 4:30 to 5:30 p. m. under direction of Captain Davis of the Regular Army, and in addition, meets from 5 o'clock until 5:20 on Wednesday and Friday evenings for squad drill.

The members of the league will be notified through the press and by personal communication when it becomes necessary to change the drill hours.

DEMAND FOR LOCAL TURNIPS IN SEATTLE.

The Land and Industrial Department authorizes the following:

As heretofore announced the farmers of the Matanuska Valley shipped fifteen tons of turnips on the last trip of the U. S. A. T. Crook to H. S. Emerson & Co., produce merchants of Seattle, Washington. These turnips because of their superior quality over those on the Seattle market found a ready sale and the commission merchants have requested that fifty additional tons be shipped as soon as possible. The farmers are arranging to ship the amount ordered on the next sailing of the Crook.

This incident demonstrates the ready market available for Alaska vegetables of superior quality were the freight rates such that Alaska farmers could compete with "Outside" producers.

The creditable display of agricultural exhibits of the Alaska Agricultural Industrial Fair held at Anchorage on September 3, 4, and 5 last, which was shipped by the Land and Industrial Department to Seattle and there placed on exhibition, was probably instrumental in calling the attention of the uninformed to the character of vegetables grown in this territory, and no doubt played an important part in creating a demand for the products when placed on the Seattle market.

INCORPORATION OF FAIR ASSOCIATION.

At a noon-day luncheon participated in by the chairmen of the various committees of the Alaska Agricultural Industrial Fair on October 15, Chairman A. Christensen of the General Committee appointed a committee to look into the matter of incorporating the fair association under the laws of the Territory of Alaska, in order to place the organization on a permanent basis for the regular transaction of business. This committee will draw up the necessary articles of incorporation and by-laws, and will determine the advisability of placing stock on the market for sale, with a view of securing an available fund with which to carry on the fair work in future.

COMMISSARY BOOK LOST.

Commissary book No. 29448c, of ten dollar denomination, issued in favor of Sumner S. Smith, resident engineer at Eska Creek coal mine, is reported lost. Finder will please return to Mr. Smith or to the Commissioner's Office at Anchorage.

LEASE FOR LANDS IN ANCHORAGE RESERVE.

The Bank of Anchorage has executed a lease for a term of five years of tracts 37 and 38 in the Anchorage Railroad Terminal Reserve, south of the main line of the railroad at First and G streets, Townsite of Anchorage. A siding will be constructed to the leased premises in the near future.

The lessee has already commenced the erection of a substantial warehouse having a floor space of 50 by 100 feet. The building will be covered with corrugated iron, in order to minimize the danger of fire from sparks of passing locomotives.

The lessee expects to store 1200 tons of general merchandise in the warehouse this winter.

PURCHASE OF POTATOES URGED.

The Land and Industrial Department authorizes the following:

In line with the United States Food Administration movement to urge upon the consumer the wisdom and advisability of buying and storing in their homes sufficient quantities of potatoes to carry them over the winter months, the Land and Industrial Department has furnished twelve of the merchants and restaurants in Anchorage with attractive signs, lettered as follows:

Get Your
POTATOES
by the sack
LAY IN YOUR WINTER SUPPLY NOW.
Do your bit in U. S. Food Administration Patriotic Movement!
ASK FOR THE ALASKA SPUD.
Eat No Other.

These signs, measuring 30x40 inches are displayed in conspicuous places in the business establishments so all customers entering the stores may read them.

This movement will accomplish a two fold purpose: First—it will bring about a more general consumption of potatoes, and thus effect a saving in wheat flour and meat; and second—it will enable the farmers to secure a prompt return for their crops by disposing of them at this time and thus obviate the necessity of carrying them in storage throughout the winter.

ARRIVED ON TRANSPORT CROOK.

The U. S. A. transport Crook arrived from Seattle Monday evening at 5 o'clock with the following first-class passengers:

Mrs. J. A. Miller, Mrs. Clark Fonda, Una J. Korth, H. Krause, Mrs. Edw. Grabe, E. P. Hedburg, wife and son, Mrs. R. O. Schalaben, Mrs. F. J. Hart, Mrs. Mae Schnetzer, H. L. Hugg, Mrs. H. L. Hugg, Monica Hugg, A. W. Jensen, Geo. L. Roberts, Mary E. Jones, Mrs. C. S. Lovelace, Jeanne Lovelace, Geo. M. Kugler, Mrs. Bert Hallier.

Six employees of Fairbanks Division arrived in Anchorage this week, coming overland from Nenana via Talkeetna. The party started from Nenana on October 3 and reached Indian River after nine days' hard travel. They will leave for Seattle on the transport Crook. Among the number was Mr. S. H. Perham, secretary to Commissioner Riggs, who is on his way to Washington, D. C.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, OCTOBER 23, 1917. No. 50

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

WASHINGTON HOSPITAL FUND.

The drive for contributions to the Red Cross for the endowment of beds in the Washington Hospital at Neuilly, France, closed on Saturday night, netting a total of $7,025.71. This amount, all of which was donated by employees of the Alaskan railway project, will be remitted at once to Mrs. Franklin K. Lane, wife of the Secretary of the Interior, who is the chairman of the War Relief Work of the Department of the Interior. Anchorage Division contributed $4,027.71, Seward Division $750, Fairbanks Division $2,188 and the Seattle office $60.

The money will be used to equip and maintain beds for sick and wounded American soldiers, and more particularly for those formerly employed by the Department of the Interior. More than 1000 employees of this department are subject to draft, and many have already volunteered or been called to foreign service.

Mrs. Lane has taken active charge of the war relief work in the interest of our fellow employees and assumed the responsibility, in company with her associates, of seeing that the hospital supplies and equipment reach France in safety.

Each bed in the hospital will cost $600 a year, fully equipped and cared for by doctors and nurses. The amount required to equip a ward and maintain it during the same period is $4,000. It is proposed to mark the ward to be assigned Interior employees with the legend "Department of Interior War Relief, Washington, D. C."

Mrs. Lane, as committee chairman, reports the following number of finished articles made by the Interior Department Association since September 8:

September 14, one box containing the following was sent to the Neuilly Hospital: 36 sheets, 60 pillow cases, 12 bath towels, 12 face towels, 6 day shirts, 42 suits of pajamas, 6 suits of underwear. One gift package containing 1 sweater, 1 helmet, 1 muffler, 1 pair socks, 1 pair wristlets, 6 handkerchiefs, 1 cake soap, 1 tooth brush, 1 tooth powder, 1 shaving soap, 1 odd sweater.

Surgical dressings: 96 compresses, 9 by 9 inches; 72 compresses, 4 by 4 inches; 72 wipes, 4 by 4 inches; 24 bandages, muslin, 6 by 4 inches; 24 bandages, triangular, 36 bandages, head; 50 hospital books.

One box sent to the Red Cross which contained the following: 324 pillow cases, 72 sheets, 18 suits pajamas.

September 25, for the Neuilly Hospital: 24 sheets, 12 pillow cases, 12 face towels, 12 bath towels, 24 suits pajamas, 12 suits underwear, 6 day shirts. Three gift packages each containing 1 sweater, 1 helmet, 1 pair socks, 1 scarf, 6 handkerchiefs, 2 wash cloths, 1 shaving soap, 1 dental paste, 1 soap, 1 tooth brush and surgical dressings.

On September 25, there were given to five of our own men who are going abroad, the following: 5 sweaters, 5 helmets, 10 pair socks.

LIBERTY LOAN CAMPAIGN.

The ten-day campaign for Liberty Loan bonds, which ends on Wednesday night, has resulted to date in subscriptions from Alaskan Engineering Commission employees aggregating $104,150. Of this amount Seward Division contributed $4,200, Fairbanks Division $27,000, and Anchorage Division $72,950. Reports have not as yet been received from several outlying camps along the railroad. By the close of the campaign it is expected the total will exceed $110,000.

Chairman William C. Edes, Commissioner Thomas Riggs, jr., C. L. Mason, secretary to Mr. Edes, accompanied by Mesdames Edes and Mason, leave Thursday for Seward, via Turnagain Arm. Messrs. Edes and Mason will go to Washington, D .C., and Mr. Riggs will return to his headquarters at Nenana.

ARE YOU SAVING Your Money to Invest in the Second Issue of THE LIBERTY LOAN?

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending October 13:

MAINTENANCE OF WAY.

Water Service and Plumbing.

The installation of the toilet fixtures at the corral bunk house was completed. A cess pool was dug and water and sewer lines were laid to the Anchorage passenger depot and work was started on the installation of plumbing fixtures. The frost-proofing of the water lines to the Government houses and terminal buildings has been completed. The 120-foot span which is being framed for the first crossing of the Chickaloon River was 75 per cent completed. The alterations being made at the hospital were 90 per cent completed. The foreman's section house at Whitney was completed except for the painting, as was also the foreman's section house at Eklutna. Work was started on an 18 by 24-foot building to house obsolete records; at the end of the week this work was 60 per cent complete.

Bridge and Building.

Bridge and Building Gang No. 5 worked all week on the concrete abutments at the first crossing of the Chickaloon River. At the end of the period 90 per. cent of the concrete had been poured. Bridge and Building Gang No. 8 worked all week decking bridges ahead of tracklaying. The depot at Wasilla was 75 per cent completed. Steam Shovel No. 1, working on the main line south of Birchwood, moved 13,000 cubic yards of gravel which was deposited as bank widening between Station 4093 and Station 4552. Steam Shovel No. 3, working on the main line, moved 3800 cubic yards; 3000 yards were used as ballast from Station 6404 to Station 6750, 550 yards were used to raise the fill at Station 6841 and 250 yards for surfacing the Houston wye. Extra Gang No. 1 loaded material on the main line, laid and surfaced the wye at Houston and surfaced track at the south end of the bridge over the Little Susitna River. Extra Gang No. 2 raised track from Station 6635 to Station 6767. Extra Gang No. 3 raised track from Station 6867 to 6941 and surfaced the siding at Mile 186. Extra Gang No. 6. raised track from Station 6490 to Station 6550. Extra Gang No. 4 laid steel from Station 7566 to Station 7872. The tracklaying was delayed two days while the bridge over the Kashwitna River was being decked. The ditching machine worked between Stations 4565 and 4572 digging ditches and taking out slides. One thousand feet of track were laid on the rock storage spur and the spur to the marine ways.

Mechanical Department.

Locomotive No. 224 was 95 per cent assembled. Work continued on the construction of two snow plows and two Priest snow flangers. Some work was done in connection with remodeling box car No. 808 as a baggage car. Safety flues were made for Cottage No. 13, the agent's quarters at Moose Creek, the Matanuska depot and Cottage No. 14.

MATANUSKA DISTRICT.

Main Line.

Steel on the main line has reached the northern end of the district, at Sheep Creek.

The grading work on the main line has been completed within Matanuska District and the contractors have all left the work.

Camp 195 will be discontinued Wednesday, October 17, and Camp 201 will be discontinued on the same date and the camp turned over to the Talkeetna District. Engineers MacDonald and Meacham will be moved to Matanuska to finish up their notes at that point. Engineers Young and Snelgrove and Assistant Superintendent of Construction McLean have finished their work and leave for Seattle on the outgoing Crook.

TURNAGAIN ARM DISTRICT.

The trail is completed from the boat landing at Mile 82 to Mile 79½, and the trail gang will complete their work to Mile 79 before cold weather. Another small gang is erecting the bridge across Bird Creek and repairing the trail in that vicinity.

The 70-ton steam shovel at Mile 83 completed 200 feet of rock filling to Station 1785 plus 20.

The piledriver is being overhauled in Anchorage and will be loaded on a barge and transferred to the south end of the long trestle between Miles 83 and 84. The piledriver on the north end of this trestle made fair progress.

A piledriver was landed at Mile 85 during the week and will begin driving bridge No. 17.

The 60-ton Marion steam shovel at Mile 86 cast over for a distance of 610 feet to Station 1962 plus 50, moving 6200 cubic yards of material.

The piledriver at Bird Creek drove 50 piles in the pier and completed bracing the north approach to the trestle.

The 70-ton Bucyrus steam shovel at Mile 87, between Indian Creek and Bird Creek, completed the cut at Station 2060 and is now working in the cut at Station 2044. The fill is completed south to Station 2032. Six thousand cubic yards of material were hauled into fills during the week.

The excavation for the Rainbow Creek bridge is under way and construction will start October 15.

The Commission cut at Sheep Creek, Mile 98, is completed and the grade is ready for steel to Mile 94. Within two weeks the grade will be ready for steel to Mile 91.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

The transferring and hanging of additional wire and strengthening of the line between Anchorage and Matanuska was completed. For immediate use as needed for extending the permanent line from Potter eastward, 325 poles were out. Overhauling of the temporary line was completed on the Anchorage Division between Potter and Mile 79.

Changes in circuits were made as required by the removal of the Dispatcher's Office to the General Office Building. Work was begun on the installation of a new central office switchboard. Other work consisted of installing, disconnecting and moving telephones.

Radio.

Work upon the new radio station consisted of applying cleats to the masts and of forming into a cable the wires leading from the counterpoise. The volume of radio traffic was heavy on account of cable interruptions.

Electric Light and Power.

The work consisted of installing underground conduits in the Anchorage terminal yard for the transmission and distribution system, of re-wiring at Storehouse No. 1, of additional lighting in the machine shop, of buck-arming poles on the extension of the distribution system in Anchorage Townsite, and of maintenance and repairs.

TEN MORE FOREST BATTALIONS AUTHORIZED.

The formation of a second "Forest" regiment comprising ten battalions and composed of lumbermen and woodsworkers, who will go to France and get out of the forests materials for the use of the American, French and British armies, has been authorized by the War Department. Two battalions are to be raised at once with the active aid of the Forest Service, of the Department of Agriculture. It is expected that the remaining eight battalions will be called for in a short time. Nine "service" battalions, made up of laborers who will be used in connection with the Forest regiment, have also been authorized and two battalions have been ordered raised at once.

In order to provide for future contingencies it has been decided to commission at the present time enough officers for other battalions yet to be raised. Those men not needed now will be placed on the reserve, and will be called as the other units are formed. According to the present plan, fifty per cent of the officers will be sawmill and logging operators, twenty-five per cent will be technical foresters, and twenty-five per cent will be men with military training. A number of the graduates of the engineer camps have been selected for service with the new units.

A considerable number of captains and lieutenants is to be selected in the immediate future. The minimum age limit for commissioned officers has been set at 31.

A first regiment of woodsmen numbering about 1,200 men and designated as the Tenth Engineers (Forest) has already been recruited and assembled and is now being trained at American University, D. C. This regiment was raised at the request of the British government to undertake the production in France of crossties, bridge, trench and construction timbers, mine props, lumber, and other forms of wood required in connection with its military operations. The landing of the American expeditionary forces has made necessary similar provision for their needs, while the French military authorities have indicated that some of the work incidental to their operations might be taken over by woodsmen from this country. Decision to raise the new and much larger force has followed a study of the field of possible usefulness to the Allied cause, made by American foresters attached to General Pershing's staff.

Each of the ten battalions of the second regiment will comprise three companies of 250 men each, and will be under the command of its own major.

The regiment will be made up of volunteers. Applicants must be white and between the ages of 18 and 40. Skilled lumberjacks, portable mill operators, tie cutters, logging teamsters, camp cooks, millwrights, and charcoal burners are among the classes of men desired.

For the "service" battalions both negro and white laborers will be enlisted.

CHECKS ESTOPPED FROM PAYMENT.

The following checks issued by Chas. W. Donnally, special disbursing agent, have been reported lost and stoppage of payment requested:

No. 6411, Louis Boy	$ 10.00
No. 7498, F. W. Rabue	80.00
No. 7772, Louis Blum	95.00
No. 8205, Louis Blum	100.00

All checks were endorsed by the respective payees.

Contribute to the Red Cross fund.

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchorage Disbursing Office during the period September 22 to October 7 was $147,568.66, as follows:

Jim Kinoff & Co.	$ 5,905.09
Sam Harris & Co.	13,164.42
Richard O'Rourke & Co.	1,125.00
Emil Nelson & Co.	41.20
George Lanoff & Co.	4,436.15
Dan Digoff & Co.	3,848.12
Matt Pederson & Co.	9,035.12
Pete Anderson & Co.	8,003.41
George Chantes & Co.	4,966.92
John Nystrom & Co.	10,197.03
Huzzy & Co.	7,701.79
C. F. Anny & Co.	14,816.99
Metropolitan Auto Service	79.00
Chas. Skogland & Co.	14,493.42
Sam Karginoff & Co.	3,756.13
Joe Carravetta & Co.	13,282.25
Chas. Dies	160.00
Eli Barich & Co.	6,871.51
Rice & Co.	15,204.73
Martin Johnson	46.95
John Aho & Co.	10,183.38
A. R. Smith	250.00

TASK OF EQUIPPING ARMY OF TWO MILLION MEN BEING RAPIDLY ACCOMPLISHED.

The Quartermaster Department, with the approval of the Secretary of War, announces that the task of equipping an army of nearly 2,000,000 men is progressing as rapidly as the peace-time industries of the country can be extended to meet war conditions.

Minor inconveniences and shortages, which develop as the cantonments are opened, will be temporary. The Quartermaster Department and those filling equipment orders have overcome a number of handicaps, and under the circumstances the response of American industry to extraordinary demands has been remarkable.

Confronted With Big Task.

With the outbreak of the war the War Department was confronted with the task of equipping a great army, and the work began almost from the ground up. More than $3,000,000,000 must be expended by the Quartermaster Department for the first year of the war. The department and the industries of the country, with the machinery and capacity of peace times, was unexpectedly called upon to clothe, feed, and house an army many times larger than the peace strength army of a nonmilitaristic nation.

Difficulties arose from the outset. There was a shortage of wool, a shortage of duck for tentage and leggings, a shortage of fast dyes for uniforms, and a shortage of labor. There was no appreciable shortage of cotton, but a shortage of looms.

Are Overcoming Difficulties.

These difficulties have been and are being gradually overcome. All along the line industrial establishments had to be expanded to meet unprecedented demands.

The food situation at each cantonment and abroad is reported as gratifying and the Quartermaster Department has experienced few difficulties in the supply of food. Such shortages as may occur in equipment are attributable to the causes outlined above.

OFFICIAL CIRCULARS.

Anchorage Division.

HALF HOLIDAY OCT. 24.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, October 20, 1917.

Circular No. 262:

Pursuant to Proclamation by the President of the United States and the Governor of Alaska, designating Wednesday, October 24, 1917, as Liberty Day, and making the afternoon of that day a holiday for all Federal employees throughout the country whose services can be spared for the Liberty Bond campaign, all work in this Division, so far as practicable, will be suspended on the afternoon of that day, thus giving an opportunity to all employees to promote the success of the Liberty Loan.

F. MEARS, Commissioner.

REQUISITIONS FOR STATIONERY.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, October 22, 1917.

Circular No. 263:

TO ALL CONCERNED:

I find that a number of the departments in this Division are placing orders for stationery with the Store Department far in excess of the amount required by them for some time, which reduces the general stock and also does not enable the Store Department to keep a close check on the amount of stationery on hand, in order that they can place orders for replenishing their stock.

Effective November 1, each department will forward to the Store Department a requisition covering all their stationery requirements for the month, and will only keep on hand and order sufficient stationery to last them for a period of thirty days. It is desired that all concerned give this their attention.

In addition to furnishing a requisition for their requirements each month, it is desired that the various departments check up their stationery, and if they have any surplus which cannot be utilized in thirty days return same to the Stationery Department in order that it can be kept in general stock .

F. MEARS, Commissioner.

LIST OF EMPLOYEES ENTITLED TO RETURN TRANSPORTATION ON CROOK.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, October 23, 1917.

Circular No. 264:

ALL HEADS OF DEPARTMENTS:

Following is a list of the names of men who were shipped from Seattle on the Transport Crook, arriving in Anchorage during the past season, a total of 299 men. This list is prepared in alphabetical order:

1 Aaro, Frank.
2 Anderson, Peter.
3 Anderson, Jos.
4 Anderson, A.
5 Anderson, Pete.
6 Anderson, Chas. W.
7 Anderson, H.
8 Anderson, Oscar.
9 Anderson, E.
10 Anderson, Pete.
11 Anderson, W.
12 Applequist, A.
13 Aurey, F. W.
14 Arnold, Fred.
15 Beedy, R. W.
16 Bufvers, John.
17 Bemis, L. R.
18 Berry, W. R.
19 Barry, J. A.
20 Boyd, John.
21 Bahl, Errol.
22 Backlund, Axel.
23 Brown, Joe.
24 Burton, Geo.
25 Berg, John.
26 Burr, John F.
27 Bergstrom, Ernest.
28 Brewington, W. L.
29 Bond, L. H.
30 Blouse, J. R.
31 Bledsoe, W. W.
32 Butcuz, Joe.
33 Bristow, J. R.
34 Bratton, Geo. A.
35 Benson, Albert.
36 Brooks, H. A.
37 Boarer, A.
38 Bryant, Joe.
39 Callely, Tom.
40 Copeland, Walter.
41 Curry, T. L.
42 Carlson, John.
43 Carlson, C.
44 Carlson, N. J.
45 Cuddyre, P.
46 Caskey, T. R.
47 Cedergren, Sid.
48 Cockrill, B.
49 Curtis, Frank.
50 Cull, Edward.
51 Cunningham, W. D.
52 Clevidence, Geo.
53 Christensen, Chris.
54 Chechee, Joe.
55 Clark, John F.
56 Coleman, D. C.
57 Conrad, Thos.
58 Cahill, Dan.
59 Craig, Geo.
60 Coll, Tom.
61 Coyne, Michael.
62 Dorsey, Cyril.
63 Dockery, Frank.
64 Dunakey, Jas.
65 Dinkens, W.
66 Dish, John.
67 Dolan, M. J.
68 Dominicus, Frederick.
69 Drennen, B. F.
70 Duffy, H. J.
71 Durney, Will.
72 Devon, T. L.
73 Delaur, Mike.
74 Daniels, R.
74a Doran, Jos. F.
75 Ekblom, Ed.
76 Elluk, John.
77 Erickson, C.
78 Ellend, Samson.
79 Frandson, H.
80 Fishbach, A. S.
81 Floodman, Gust.
82 Fuller, E. J.
83 Fogelberg, P. A.
84 Foster, Oathe.
85 Forest, James.
86 Flynn, Frank.
87 Farisclough, Wm.
88 Franklin, C. A.
89 Fleming, Mathew.
90 Fullmer, Joseph A.
91 Gilbertson, Anton.
92 Goehns, Walter.
93 Glick, James.
94 Girard, Richard.
95 Graham, A. V.
96 Grende, John.
97 Gunnison, P.
98 Gallagher, John G.
99 Harrington, John.
100 Horne, C. O.
101 Hernes, Oscar.
102 Hanson, Chas.
103 Hillo, Eina.
104 Hanley, Wm.
105 Heglund, Gust.
106 Hoie, O.
107 Hanley, Chas.
108 Hermanson, A.
109 Harvey, Fred.
110 Hudson, Wm. A.
111 Hopper, James.
112 Henson, James.
113 Hyland, B.
114 Hall, Frank.
115 Hall, Victor.
116 Hofer, Albert.
117 Hendrickson, Chris.
118 Harrod, F. M.
118a Hanson, F. M.
119 Harold, Joe.
120 Holmes, L. W.
121 Hannon, Martin.
122 Ingemenn, Anton.
125 Johnson, E. H.
126 Johnson, Frank.
127 Johnson, Gust.
128 Johnson, Chas.
129 Johnson, George.
130 Johnson, Gus.
131 Johnson, Elmer.
132 Johnson, P.
133 Johnson, W.
134 Johns, Lewis.
135 Jorgenson, Harald.
136 Johnson, Joe.
137 Korns, R. A.
138 Kelly, John.
139 Korvista, Wm.
140 Kaiser, Chas.
141 Kuch, Mac.
142 Kelly, Chas.
143 Koski, Matt.
144 Kelly, John.
145 LeGrant, Mel.
146 Little, Eugene.
147 Lindahl, Harry.
148 Larson, W.
149 Larson, Ernest.
150 Larson, Christ.
151 Lundgren, Hjalmer.
152 Lundstrom, Ed.
153 Lindberg, Albert.
154 Lytton, Ray.
155 Leech, A. O.
156 Larson, Carl.
157 Larson, Jack.
158 Lund, John.
159 Miesner, Chas.
160 Maloney, J. C.
161 Miller, C. A.
162 Morris, Jack.
163 Melander, W.
164 Murray, Martin.
165 Moxham, Geo.
166 Muller, A.
167 Maki, Otto.
168 Mannik, Jack.
169 Monson, M. N.
170 Moore, W. G.
171 Miller, Ed.
172 Mathison, Agnas.
173 Madsen, C. C.
174 Marich, Sam.
175 Miller, Alexander.
176 Miller, S.
177 Moore, T. L.
178 Mitchell, Peter.
179 Martinson, Chas.
180 Matson, C. F.
181 Meyer, Otto.
182 Morrison, Harvey.

183 Morris, Burt.
184 Makie, Chas.
185 Marshall, Ted.
186 Marshall, R.
187 McCarthy, M.
188 McCandless, Geo.
189 McLaughlin, Thos.
190 McCarthy, Thos.
191 McIsaac, G. D.
192 McGennis, Chas.
193 McDonald, S. A.
194 McPherson, J.
195 McPhee, Robert.
196 McKenny, Jas.
197 McCarthy, R. J.
198 McDonough, Mark.
199 McIntyre, P.
200 McKinley, Clayton.
201 McConnell, W. T.
202 Nelson, Oscar.
203 Nelson, Pete.
204 Nini, Nezter.
205 Nelson, Chas.
206 Nelson, Hans.
207 Nelson, Carl.
208 Niemeyer, C. W.
209 Norcres, V. A.
210 Nasko, Pete.
211 Nelson, Gust.
212 Olson, Oscar Norman.
213 Oriberg, H.
214 Odgen, Geo.
215 Owren, Dennis.
216 Ostrom, Arthur.
217 Olson, E.
218 Olson, Herman.
219 Osctek, John.
220 O'Connell, Con.
221 Oaks, Otis.
222 O'Connell, Tom.
223 Phelan, John.
224 Payne, J. C.
225 Pechin, E. S.
226 Pauli, Joseph.
227 Peterson, S. Fred.
228 Peterson, Tom.
229 Powless, L. A.
230 Quinn, Eugene.
231 Raymond, E. B.
232 Robinson, Tom.
233 Reynolds, R. J.
234 Renwald, Chas.
235 Ruo, Tony.
236 Rastrom, A.
237 Ressell, Otto P.
238 Rye, Pete.
239 Rus, Nick.
240 Roman, Joe.
241 Rogers, Frank.
242 Reichelt, Edw.
243 Reinseth, Knute.
244 Reid, Fred.
245 Ryan, Jack.
246 Rice, Robert.
247 Reine, C.
248 Russell, Fred.
249 Robin, P. N.
250 Scott, W. J.
251 Scott, C. H.
252 Scott, Wm.
253 Sivert, B.
254 Swanson, Andrew.
255 Swanson, Nels.
256 Schlenker, Frank.
257 Stewart, Wm. J.
258 Swenson, C.
259 Sictro Cerierck.
260 Smith, Jennings.
261 Sari, John.
262 Scott, L. H.
263 Sullivan, Jerry.
264 Swanson, Ed.
265 Swanson, Pete.
266 Shuman, John.
267 Swanson, J.
268 Thomas, Emil.
269 Thompson, Frank.
270 Turnquist, Joe.
271 Thistlewaite, Jay.
272 Thompson, R. J.
273 Thompson, M. E.
274 Thorn, W.
275 Tuli, Pete.
276 Tooley, Owen.
277 Talso, Aaron.
278 Voyvodich, Nicholas.
279 Venator, E.
280 Veilleux, A.
281 Veitch, George.
282 White, Robt. H.
283 Werdenhoff, F. R.
284 Widgren, Jno.
285 Westby, Chas.
286 Williams, H. M.
287 Wilbur, Chas.
288 Walker, Robert.
289 Wickstrom, O.
290 Wall, Jerry.
291 Wall, Frank.
292 Wicklund, Otto.
293 Warren, G. W.
294 Wuthvich, Otto.
295 Walstrom, Vikta.
296 Wiliams, Walter.
297 Wilson, Ed.
298 Wood, Geo.
299 Young, Swan.

We are under obligations to all of the men above listed to return them to Seattle upon completion of the season's work. The Transport Crook is scheduled to arrive in Anchorage on November 1, and is scheduled to sail on return trip to Seattle on or about November 4.

I desire that all District Engineers and Department Heads pursue the following program in giving notice to these men that they will be expected to take passage for Seattle on the Transport Crook, November 4.

1. Require that this list of names be sent to all timekeepers and have it posted conspicuously in all camps.

2. Require that the timekeepers in all camps make a study of their particular books and payrolls and ascertain just what men are employed in their particular camps affected by this order. Timekeepers should then communicate personally with each and every man in their camp, giving them written notice on attached form that they are offered passage out on the Transport Crook. These notices should be made in duplicate, and the duplicate copy should be sent to Mr. Fred Lilyman, Superintendent Employment Bureau, Anchorage.

3. If, for any personal reasons, any of the men above listed do not wish to leave the country, but are desirous of remaining, such men should be required to sign a paper relieving the Alaskan Engineering Commission of any further obligation to transport them to Seattle.

4. Advise all men who elect to remain in Alaska for the winter that the Alaskan Engineering Commission holds out no guarantee for their continuous employment, as forces will be reduced during the winter months.

5. The release referred to in paragraph 3 should be made out on the proper mimeograph form, in duplicate, one copy in each case being mailed direct to Mr. Fred Lilyman, Superintendent Employment Bureau, Anchorage, and one copy direct to this office.

6. District Engineers and their subordinates will please see that all men who are taking advantage of transportation out, reach Anchorage Terminal Thursday, November 2, with instructions to report direct to Mr. Fred Lilyman, Superintendent of Employment Bureau.

7. Each District Engineer and Department Head should notify Mr. Lilyman, by wire, on or about October 31, the names of all men who have signified their intention of taking passage out on the Crook, also in a separate telegram, a list of all men who have voluntarily relinquished their right to this privilege.

I desire that all District Engineers and Department Heads give this matter their personal attention. I wish to avoid all claims and requests for transportation out from men referred to, after the close of navigation.

F. MEARS, Commissioner.

AGENCY AT KING DISCONTINUED.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, October 19, 1917.

Transportation Circular No. 101:

TO ALL CONCERNED:

Effective October 25, 1917, the agency at King will be discontinued and all shipments destined to that point must be prepaid.

F. MEARS, Commissioner.

DAILY TRANSIENT MEAL REPORT.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, October 22, 1917.

Accounting Department Circular No. 52:

TO ALL CONCERNED:

In regard to Form 605, Daily Transient Meal Report. Attention is called to paragraph 1, which provides for this report being made in duplicate.

Timekeepers have been showing meals furnished to more than one camp or district on a report. By so doing each camp or department does not receive daily advice.

It will be necessary, therefore, that a separate report be made out for each camp, residency or district. This report will be made out in duplicate, the original to be forwarded to the district office and the copy forwarded to the camp, residency or department that makes out the payroll, and they will see that the proper deduction is made. D. B. VAN DERLIP, Chief Accountant.

Approved: F. MEARS, Commissioner.

REQUIREMENTS FOR ADMISSION TO ARMY AVIATION CORPS, PAY AND ALLOWANCES OF CANDIDATES, AND SYSTEM OF INSTRUCTION OUTLINED.

The Aviation Section of the Signal Corps announces that, although a large number of applications for aviation training are being received, there is still opportunity for immediate service for additional high-class men. The following information concerning the service has been authorized:

Qualification of Candidates.

Candidates for commissions as flying officers in the Aviation Section must be at least 19 years old and preferably not over 30, although in exceptional cases older men of pronounced athletic attainments, who have spent most of their lives out of doors, in the saddle, ranching, playing polo, mountain climbing, or in actual flying, may be accepted if they can satisfy the examining board of their physical fitness.

Candidates should be men of the highest character, well educated, and of good physique. They may be light in weight and youthful in appearance, but applicants will not be recommended who are not in every way qualified and fitted to become officers of the United States Army.

It must be remembered that the flying officer is not an "aerial chauffeur" or "exhibition flier." He has been more correctly defined as a "twentieth century Cavalry officer mounted on Pegasus." It is obvious that candidates must be mentally alert, physically perfect, and have well disciplined minds and bodies.

Status of Candidates.

All candidates are enlisted in the Signal Corps or the Signal Enlisted Reserve Corps. This will actually hold them for the period of training which covers the course at the school of military aeronautics (ground schools) and at the aviation of flying schools up to the time when, having passed the tests for a reserve military aviator or junior military aviator, as required by the Chief Signal Officer, they are commissioned. If they fail they will be discharged from the Signal Corps and revert to their former status. Failure to qualify for a commission will not exempt from the draft law.

During his entire course of training the candidate for a flying commission has the rank of private (first class), but he may at the option of his commanding officer receive temporary detail in such other grades as may be required by the organization of the schools of military aeronautics and the aviation schools. These temporary grades, however, do not carry extra pay, warrants, or commissions, and are only for the instruction of those detailed.

The candidate may be discharged at any time during his course of training by reason of failure to pass tests of examinations, by giving evidence to his commanding officer that he is unfitted either mentally, morally, or physically for the duties of a flying officer, or for any other reason which shall in the opinion of the examining board, and subject to such approval as is necessary, render his services no longer desired. The actual mental and physical requirements for a flying officer are so great, his ability to do several things at once and do them all and accurately are so essential, that discharge is not necessarily any reflection on the man's character, loyalty, or devotion to duty.

Pay Allowances of Candidates.

From the time when the candidate is assigned to duty at the ground school until he is discharged or has passed all tests and is recommended for his commission he receives the pay and allowances prescribed for candidates under the provision of Special Regulations 40, War Department, 1917, except that under present instruction from the Secretary of War the allowance for rations is 60 cents daily instead of 75. The pay, however, remains at $100 per month. This rate includes his regular pay as private (first class) and is not in addition to it.

Objects of Schools.

The objects of the schools of military aeronautics are:

1. To teach candidates their military duties and develop soldierly qualities.
2. To eliminate those who are mentally or morally unfitted to become flying officers.
3. To give the necessary preliminary training in the use of the machine gun, wireless telegraphy, the operation and care of aeronautical motors, assembling and care of airplanes, principles of aerial tactics, cooperation with other branches of the service, and the fundamental principles of cross country and general flying.

Organization of Ground Schools.

The organization of a school of military aeronautics includes a commandant, who is an Army officer selected by the Chief Signal Officer, to be the commanding officer of the post at which the school is located. Assisting him is an adjutant and a supply officer and a president of the academic board appointed by the president of the university or technical school which is under contract with the War Department to give the tuition called for in the prescribed curriculum for United States schools of military aeronautics.

For purposes of administrative drill and discipline the candidates at the schools of military aeronautics are organized as a regiment of two wings, divided into three and five squadrons, respectively. Each squadron consists of the members of one class divided into three flights. Acting, regimental wing, squadron and flight officers, and noncommissioned officers are temporarily appointed from the candidates. Candidates are quartered in barracks and eat at a regular mess at which they pay board, which varies in different places according to local conditions, but generally amounts to about $1 per day. They must meet this out of their pay of $100 per month and 60 cents per diem ration allowance.

The system of discipline follows that of the Military Academy at West Point so far as practicable. Calisthenics and Infantry drill are required daily in addition to the course of technical study. Classes are sent to the schools of military aeronautics each Saturday and graduate after eight or nine weeks.

Course of Study.

The course of study ordinarily lasts eight weeks and is divided into a junior wing of three weeks and senior wing of five weeks. The work of the junior wing consists of intensive training in military discipline and drill, accompanied by a daily lecture on some military topic, daily instruction in the use of the machine gun, and daily instruction in wireless telegraphy.

Examinations.

No candidates will be sent to a flying school who has not passed all final examinations in the ground school. Candidates who fail, but have an excellent record for conduct and diligence, may, at the option of the commandant, be permitted to repeat examinations. Those who fail to pass

or whose record for conduct and diligence is not creditable will be recommended for discharge.

The examinations cover the operation and care of aeronautical engines; theory of flight; nomenclature; rigging; care and repair of airplanes; principles of cross-country and general flying and aids thereto; reconnaissance; ability to use the artillery picture target and miniature range; map reading; principles of and cooperation between aircraft, Infantry, and Artillery; the use and care of machine guns and bombs; signaling; radio; codes; military hygiene; military law and Army paper work; and military organization. Successful candidates are marked as having passed, or passed with honor, and are given certificates of graduation issued by the Chief Signal Officer on the recommendation of the commandant of the school.

Training in Flying.

Graduates of the schools of military aeronautics are sent to aviation schools for training in flying. These schools are located in various parts of the United States and in territories of our allies.

SOLDIER INSURANCE.

One of the uses to which it is proposed to devote part of the proceeds of Liberty Loan bonds is to afford to our soldiers and sailors life and indemnity insurance and to provide for allowances to their dependent families while they are in the ranks. On this point Secretary McAdoo of the Treasury, whose plan of insurance for our fighting men was endorsed by President Wilson and is now embodied in a law pending before Congress, says:

"Every soldier and sailor who serves his country in this war will earn everything the proposed war insurance bill provides; to be a beneficiary of the proposed law will be a badge of honor.

"When we draft a wage earner, we call not only him but the entire family to the flag; the sacrifice entailed is not divisible. The wife and children, the mother and father, are all involved in the sacrifice—they directly bear the burden of defense. They suffer just as much as the soldier, but in a different way, and the nation must generously discharge as a proud privilege the duty of maintaining them until the soldiers and sailors return from the war and resume the responsibility.

"We have drawn the sword to vindicate America's violated rights, to restore peace and justice, and to secure the progress of civilization. We cannot permit our soldiers while they hold the front, to be stabbed in the back by uncertainty as to what is being done for their loved ones at home. Our tomorrows are in their hands; theirs in ours. The national conscience will not permit American soldiers and their dependents to go unprovided with everything that a just, generous and noble people can do to compensate them for the sufferings and sacrifices they make to serve their country."

The total disbursements of the office at Anchorage for the period from September 22 to October 7 were $248,752.34. The payment of salaries and wages amounted to $96,486.37; to contractors $147,568.66; local purchases $2,665.72; dock claims $0.63; other expenditures $2030.96.

Payment has been requested stopped on official check No. 55045, dated Sept. 1, 1917, drawn to the order of J. Lennon for $69.25 and issued by G. C. Hammond, special disbursing agent.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, October 6, 1917, was as follows:

Commissioner's Office	42
Shops and Yards	204
Transportation Service	65
Store and Dock Departments	420
Accounting Department	19
Disbursing Office	8
Townsite Department	68
Employment Bureau and Terminal Mess	18
Hospital Department	25
Harbor Improvement	3
Telegraph and Telephone Department	81
Track, Bridge and Ballast—Main Line	607
Mining Department	110
Locating Party No. 4	20
Turnagain Arm District	540
Matanuska District	164
Talkeetna District	175
	2569
Stationmen and Laborers—All Districts	704
Grand total all employees Anchorage Division	3273

RED CROSS ISSUES MANUALS ON MAKING SURGICAL DRESSINGS.

Five hundred thousand Manuals on the Making of Surgical Dressings are being sent out from national headquarters to Red Cross chapters throughout the country. The manual was prepared by Dr. John A. Hartwell and a committee of surgeons, nurses, and lay workers on the basis of the most recent hospital experience, both in this country and in the war zone. Complete directions are given for making the 23 standard and special dressings now authorized for shipment to base hospitals in France.

Making Dressings Simpler.

The manual takes the place of previous publications by the American Red Cross and the national surgical dressings committee, which is now a national auxiliary of the Red Cross. The high standards maintained in the last three years, before the demands for dressings ran up to many millions, have not been relaxed. But Dr. Hartwell's committee has approached the making of dressings with a view to simplification. Directions for making each gauze compress, absorbent pad, four-tailed bandage, and others are designed to reduce the Red Cross worker's movements to a minimum and to meet war requirements from the standpoint of economy in money and labor.

Must Conform to Standards.

The materials used in making the dressings must conform to the standards established by the woman's bureau in Washington. Samples of these materials have been distributed to the chairmen of Red Cross chapters. Materials are purchased by the chapters through the Red Cross divisional supply bureaus.

Red Cross chapters throughout the country have established over a thousand workrooms where surgical dressing classes are being held for volunteers. The emphasis is laid on the standard dressings asked for in large quantities. Many of the larger chapters are increasing their output by using power machines for cutting materials.

OFFICIAL CIRCULARS.

REVISED LIST OF NEW STATIONS.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, October 22, 1917.

Transportation Circular No. 102:

TO ALL CONCERNED:

Following is a revised list of new stations established since Tariff No. 150-A was issued:

Station No.	Station Name	Distance from Anchorage	Distance from Matanuska
160	Wasilla	45.5	9.2
166	*Pittman	52.2	15.9
175	Houston	60.5	24.2
A19	*Eska	55.2	18.9
AA 3	*Emery	57.9	21.6
A30	*Castle	66.1	29.8
A38	Chickaloon	74.0	37.7
101	*Potter	13.7	50.0

*No agent—Freight charges must be prepaid.

This circular cancels Circular No. 81 of July 24, 1917, and cancels Circular No. 90, of August 17, 1917.

The above distances will be used in arriving at distance rates on all freight shipments where no specific rate is provided.

F. MEARS, Commissioner.

USE OF TRACK SCALES AT ANCHORAGE.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, October 23, 1917.

Transportation Circular No. 103:

TO ALL CONCERNED:

Track scales have been installed at Anchorage and arrangements are being made to light-weigh all cars.

When carload shipments are forwarded to or from Anchorage, or through Anchorage, and it is desired to have cars weighed at this point, notation to that effect should be made in the proper space on the way bill.

F. MEARS, Commissioner.

WAGE SCHEDULE CHANGE.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, October 23, 1917.

Supplement No. 16 to Circular No. 184:

The following rate is authorized for work on this Division:

Brass Moulder .....75c per hour

F. MEARS, Commissioner.

SEPTEMBER WEATHER SUMMARY.

Following is a summary of weather data for the month of September, 1917:

Place	Max.	Min.	Mean Max.	Mean Min.	Daily Mean
Anchorage	65	23	53.40	39.13	46.27
Seward	67	28	54.00	39.00	46.00
King	70	26	58.20	36.66	47.43
Matanuska	70	22	56.66	38.06	47.36
Potter Creek	69	29	54.51	40.51	47.51
Dead Horse Hill	74	28	55.93	38.80	47.36
Caswell	74	22	53.46	35.53	44.49
Talkeetna	68	30	50.53	42.80	44.66
Indian Creek	62	27	46.50	37.50	42.00

SAILED ON U. S. A. TRANSPORT CROOK.

The United States Army transport Crook sailed at 7:15 p. m. on October 18, 1917, with the following passengers:

Helen Van Voorhis, Mrs. Clara Valar, Geo. Valar, Mrs. A. Sandquist, H. F. Shultz, Mrs. F. T. Young, F. T. Young, Whedon Young, Mrs. Dan O'Connell, Mrs. A. F. Dahlstrom, Mrs. Edward Botts, Edward Botts, E. A. de Vicq, Mrs. de Vicq, Eleanore de Vicq, Arnold White, Edward R. McHugh, Mrs. Heber McHugh, Mrs. Joe Nelson, Mrs. Dan Leech, Miss Maude Leech, F. B. Giddings, Carl Norine, Miss Helen O'Shea, Ed. W. Peck, Mrs. Ed. W. Peck, Kenneth Peck, G. A. Stanton, E. C. Loomis, H. C. Barrington, Arthur Riggs, W. Bennett, R. B. Holbrook, S. J. Mason, G. W. Walker, Mrs. G. E. Miller, Miss Olga Miller, Mrs. W. Richardson, Paul M. Jacobson, John Pagett, F. T. Glastetter, Guy Cordiner, Mrs. O. Emanuelson, H. B. Williams, D. R. Morgan, D. L. Hough, Mrs. L. Larson, F. B. Standiford, H. F. Whitney, Leland Whitney, Russell Whitney, W. J. Bolm, S. H. Perham, A. G. Cameron, Frank Murphy, H. J. McIver, Mrs. H. J. McIver, R. M. McLean, Mrs. R. M. McLean, Mrs. A. W. Peck, W. H. Snelgrove, Oscar C. Nielson, G. Aaland, G. H. Sandquist, Thos. Hinton, Nels Lundell, Frank Dworsky, A. F. Dohlstrom, Dan O'Connell, Frank L. Strigich, John Carlson, Robt. L. Schenkle, Joe Nelson, Alonzo Tinsley, A. W. Anderson, E. C. Knowlton, John Winroth, O. T. Scheller, Henning Svenson, Tom Hughes, E. A. Wilson, W. J. Bechand, Bert Smith, R. B. Thompson, Geo. Thornton, Isaac McCullough, A. R. Peterson, Wm. Lean, Frank P. Bonney, H. B. Webber, Carl Dundgren, Bert Pearce, Fred O. Butkin, H. W. Weiland, Walter Kemp, H. P. Scharringhausen, John P. Olson, C. Broten, Nels Haugen, T. Jacobsen, Sigurd Borten, Jack Thoren, C. Emanuelson, Chas. Larson, Einar Bronsen, David Swanson, R. C. Holbrook, A. A. Lipp, Arthur Dahlman, Wm. Thomsan, H. Lane, Orville Leech, Phil Fraser, Gust Alex, Leo McCourt, Ralph J. Johnson, Adam Somerville, Wm. T. Dorwin, W. Penn Nash, W. K. Stilson, Chas. Williams, F. Butterfield, Edmund Teele, Guy Leech, John Flanagan, J. R. Parr, James Annandale, James Thorpe, Frank Fornas, and 345 steerage.

DAILY WEATHER REPORT.

Following is a report of weather conditions at Anchorage for the period October 10 to October 16, inclusive:

Date	Max.	Min.	Rainfall	Aver. Wind
October 10	62	39	trace	12.5
October 11	52	42	0.08	11.1
October 12	50	39	0.33	5.9
October 13	44	39	0.21	5.8
October 14	47	32	0.01	3.2
October 15	44	22	none	3.4
October 16	39	19	none	5.5

During the months of July, August and September, the period of greatest construction activity this season, the payrolls of Anchorage Division aggregated nearly $1,100,000. The payroll for August was the highest with $380,393.51.

During the month of September 2873.32 long tons of coal were shipped from the Eska Creek coal mine, most of it coming to Anchorage for Commission utilities.

Contribute to the Red Cross War Fund.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, OCTOBER 30, 1917. No. 51

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

CONGRATULATIONS FROM SECRETARY LANE.

Washington, D. C., Oct. 21, 1917.

William C. Edes, Chairman,
Anchorage, Alaska.

May I not express my sincere appreciation and hearty congratulations to you and all of your associates on the contribution which you have made to the hospital work in France? It is indeed a splendid gift.

FRANKLIN K. LANE.

The foregoing telegram from the Secretary of the Interior was received by Chairman Edes in acknowledgement of the latter's telegram that the employees of the Alaskan Engineering Commission had contributed $7,025.71 to the Red Cross for the endowment of beds in the Washington Hospital at Neuilly, France. This sum has been remitted to Mrs. Franklin K. Lane, who is chairman of the War Relief Work Committee of the Department of the Interior. Belated subscriptions received from outlying camps during the last few days will augment the total contribution slightly.

PASSENGERS FOR TRANSPORT CROOK WILL TAKE NOTICE.

It is imperative that all persons intending to sail on the next south-bound voyage of the transport Crook from Anchorage secure from Mr. Fred Lilyman, superintendent of the Anchorage Employment Bureau, a blank health certificate form. This form must be taken by the applicant for passage, without delay, to Chief Surgeon Beeson of Anchorage Hospital, who will make the necessary physical examination and execute the certificate of health.

This order is mandatory. It includes within its purview those persons to whom tickets have already been issued, as well as those who have not yet applied for transportation. There are no exceptions to this requirement, and no person will be permitted to board the transport without such health certificate properly executed.

MORE COAL UNITS TO BE OPENED.

Advices received by the Land and Industrial Department indicate that work will soon be prosecuted on Units Nos. 10 and 11 in the Matanuska coal field. The Matanuska Coal Company is in the process of formation for the purpose of carrying on the coal mining development and operations of these units, which were leased during the early part of this year to Lars Netland, of Oakland, California.

The two units embrace 1440 acres and are situated near Chickaloon, and lie about one and one-half miles north of the Matanuska River between Chickaloon and King rivers. These units, along with others, were advertised for leasing by the Department of the Interior on October 4, 1916, under the Coal Land Leasing Regulations approved May 18, 1916.

Mr. Netland and Walter A. Gompertz, both of whom are interested in the Matanuska Coal Company, are now en route to Alaska with mining equipment, and expect to start operations immediately upon arrival of the equipment on the ground. Mr. Netland and Mr. Gompertz completed an examination of the units in the early part of last August, at which time they expressed themselves as pleased with the outlook for securing a substantial production of coal from the property.

The Anchorage Army Exemption Board, comprised of Thomas Dwyer, president, John H. Robinson, secretary, and Dr. F. M. Boyle, has opened an office in the Alaska Building, Anchorage.

YOUR SECOND LIBERTY LOAN INSTALLMENT IS DUE ON NOVEMBER 15.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending October 20:

MAINTENANCE OF WAY.

Water Service and Plumbing.

The plumbing at the Anchorage depot was completed except for the installation of a bath tub. Repairs to the return steam lines under the General Office Building were 50 per cent completed. A 6-inch wood-stave water line is being laid to the marine ways; this work was 30 per cent completed. Work was started on the installation of a new boiler and the frost-proofing of the pipe line at the Matanuska water station.

Bridge and Building Department.

Some work was done at the Anchorage roundhouse in back-filling around the pits and leveling up the grounds. All other work on this building was held up pending the arrival of material. The framing of the 121-foot span for the first crossing of the Chickaloon River was completed. Work on the alterations to Anchorage Hospital has been discontinued pending the arrival of material. The house for the storage of obsolete records was 90 per cent completed. Work was started on the erection of a 30 by 40 foot powder house near Mile 117. The erection of the 121-foot span at the second crossing of the Chickaloon River was completed and the force engaged on this work commenced removing the falsework. Bridge and Building Gang No. 8 were engaged all week placing stringers on the bridges ahead of track and doing back-work on uncompleted bridges. The Wasilla depot was 90 per cent completed.

Grading, Ballasting and Tracklaying.

Steam Shovel No. 1 moved 9500 cubic yards of gravel; most of the material was used as bank widening. A portion was used in the construction of the powder spur at Mile 117 and the industrial spur at Anchorage. Steam Shovel No. 2 moved 1800 yards, all of which material was used in making fills between Stations 6829 and 6833. This shovel was moved to Anchorage on October 18 and laid up for the season.

Extra Gang No. 2 raised track from Station 6828 to 6855. Extra Gang No. 6 picked up low spots and lined track from Station 6440 to 6550. Extra Gang No. 4 laid steel from Station 7872 to 8918, a distance of 28,863 feet. Extra Gang No. 1 laid steel from the second crossing of the Chickaloon to Station 7 plus 34, which is the end of the graded line. This gang also did some work in connection with grading a wye at Chickaloon. A spur track was constructed to Brown and Hawkins' warehouse and to the new powder house. The ditching machine continued working near Mile 139 digging ditches and casting over slides.

Mechanical Department.

The installation of a new wheel lathe was 50 per cent completed. Some work was done in connection with two new Priest flangers and snowplows. Work continued on the conversion of box car 808 into a baggage car. Pile-drivers Nos. 2 and 4 were repaired for use on Turnagain Arm District construction.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Overhauling of the temporary line between King and Chickaloon was half completed. The holes for poles on the permanent line were dug in rock for one mile south of Potter. The transferring and stringing of new wire between Campbell and Potter was 75 per cent completed.

The work of installing the new telephone switchboard in the Telegraph and Telephone Building is in progress.

Radio.

The radio set of the river steamer Omineca was dismantled and moved to the present radio headquarters. Its transmitter was overhauled and connected up at the present temporary radio station for use during the moving of the regular set to the new radio station.

Electric Light and Power.

The work consisted of buck-arming in the Anchorage Townsite, installing a lighting plant at Eska Creek coal mine, re-wiring on the tug Anne W, wiring Anchorage roundhouse, machine shop lavatories, obsolete record storage, car foreman's office, bridge foreman's office and blacksmith shop, and of changes in wiring in the General Office Building.

TURNAGAIN ARM DISTRICT.

Eight contracts were awarded during the week, as follows: Oscar Lake & Co., Louis Prezinso & Co., Victor Biluzzi & Co., P. McCormick & Co., Joseph Johnson & Co., Chas. Skoglund & Co., J. Bordin & Co., and M. Rasmunson & Co. A contract will be awarded to Bostrom & Co. on October 23. The above contracts cover all work between Bird Point and Mile 79.

The Commission force at Camp 82 is cutting and placing in the water about 30 piles per day. The 70-ton Bucyrus shovel at Mile 83 completed 210 feet of rock filling to Station 1787 plus 30. A piledriver was landed at the south end of the long trestle between Miles 83 and 84 and drove two bents. The piledriver at the north end of the same trestle was overhauled and three bents driven. Both drivers should make good progress the coming week.

The piledriver at Mile 85 completed driving bridge 17 and will be transferred by barge to bridge 17½.

The 60-ton Marion shovel at Mile 86 cast over for a distance of 665 feet to Station 1969 plus 15, moving 8500 cubic yards. The piledriver at Bird Creek completed driving the pier and dolphins and drove three falsework bents of the south span.

The 70-ton Bucyrus shovel at Mile 87, between Indian and Bird creeks, completed 525 feet of fill to Station 2026 plus 75.

A small Commission force worked on the wagon bridge across Bird Creek and the structure was about 40 per cent completed at the close of the period.

All steam shovel work and pile driving is being rushed as fast as possible.

OUR PURPOSES.

The purposes of the United States in this war are known to the whole world, to every people to whom the truth has been permitted to come. We seek no material advantage of any kind. We believe that the intolerable wrongs done in this war by the furious and brutal power of the Imperial German Government ought to be repaired but not at the expense of the sovereignty of any people—rather a vindication of the sovereignty both of those that are weak and those that are strong. * * * Peace must be based upon justice and fairness and the common rights of mankind.—From President Wilson's Reply to the Pope.

CHRISTMAS PACKAGES FOR U. S. SOLDIERS IN FRANCE MUST BE IN THE MAILS BY NOVEMBER 15.

The Post Office Department authorizes the following:

It is essential that Christmas packages for American soldiers in France be mailed not later than November 15 in order to insure their delivery on Christmas morning.

Arrangements have been made for prompt delivery to the soldiers on Christmas morning.

In furtherance of this, Postmaster General Burleson, jointly with the Secretary of War and the Secretary of the Navy, have issued the following notice to the public:

To the public:

The time is approaching to give thought to bringing Christmas cheer to the American soldiers and sailors abroad.

Arrangements have been perfected whereby the Christmas mail to the American expeditionary forces in Europe is to be delivered by Christmas morning. Without the fullest co-operation on the part of the public it will be impossible to accomplish this result.

The three essential respects in which the public can aid in assuring a happy Christmas at the front are mail early, address intelligently, and pack securely. For this reason it is urgently requested that all persons having Christmas mail for the soldiers and sailors and the civilian units attached to the army in Europe observe closely the following directions:

Directions for Mailing.

1. Mails to reach the soldiers in France by Christmas morning must be posted not later than November 15.

2. Every package must bear conspicuously the words "Christmas mail," the complete address of the person for whom it is intended, and in the upper left hand corner the name and address of the sender.

3. Every parcel must be so packed and wrapped as to admit of easy inspection by the postmaster. No parcel will be dispatched to France which has not the postmaster's certificate that it contains no prohibited articles.

(Signed) A. S. BURLESON,
Postmaster General.
(Signed) NEWTON D. BAKER,
Secretary of War.
(Signed) JOSEPHUS DANIELS,
Secretary of Navy.

The time of sailing of transports and regular liners, the examination of parcels on this side so as to obviate their having to be examined by censors, and the uncertainty of land transportation on the other side has to be allowed for. It is essential also that the packages should contain nothing that is unmailable under the parcel-post regulations of this country; and that the parcels shall be securely wrapped, but may be readily opened by the postmaster to determine the character of their contents.

Measures have been taken to have packages received in France, which are marked for Christmas delivery, delivered on Christmas morning. Parcels so marked will be held at convenient stations for delivery on that day. This will insure a real Christmas to our boys in France if parcels are mailed here promptly, and prevent the Christmas character of the parcels being destroyed by too early delivery.

The rate of postage on parcels to members of the American expeditionary forces in France is 12 cents per pound from any place within the United States.

NENANAITES WED ON BOAT.

Information received here from Nenana is to the effect that Mr. E. D. Pomeroy, an employee of the Alaskan Engineering Commission, and Miss Belle Spence were united in marriage on board the boat on the night that the steamer Yukon reached Nenana on her up-bound trip. The wedding ceremony was performed by Rev. O. F. Kreiger, the new pastor of St. James' Methodist church here.

Miss Spence arrived at Nenana from the States on the Yukon. The boat was met some distance below the town by the prospective groom, who had gone down to meet his bride-to-be on the steamer Alice, and the marriage was consummated in the parlors of the boat just before it reached Nenana.—Alaska Citizen (Fairbanks) October 8.

OVER 69,000 MEN ENLISTED IN ARMY MEDICAL SERVICE.

The Medical Department of the Army now has an enlisted personnel of over 69,000 men, compared with 6,600 just before the outbreak of the war. Nearly 13,000 officers had accepted commissions in the Medical Reserve Corps up to October 1; the Dental Reserve Corps now has over 2,600 commissioned officers and the Sanitary Corps about 240.

In organizing for war work the Surgeon General's office has added sections on internal medicine; medical officers' training camps; medical military instruction; psychology; neurology and psychiatry; surgery; infectious diseases and laboratories; head, eye, ear, mouth and brain; military orthopedics; special hospitals and physical reconstruction; gas defense; food; office development and filing system.

The Surgeon General's office now has over 500 clerks and messengers and more than 100 officers, compared with 140 clerks and messengers and ten officers which made up its personnel in March, 1917. On October 1 the Regular Nurse Corps numbered over 300 members, with about 1,600 members in the Reserve Nurse Corps, as compared with 230 in the regular corps and 227 in the reserve corps in March, 1917.

SONS OF CABINET OFFICERS SERVING WITH ARMY OR NAVY.

William G. McAdoo, jr., son of the Secretary of the Treasury, is under training in the Aviation Section in the Naval Reserve, and a second son, Robert H., has also enlisted in the Naval Reserve.

Josephus Daniels, jr., son of the Secretary of the Navy, is a private in the United States Marine Corps.

Franklin K. Lane, jr., son of the Secretary of the Interior, is a first lieutenant in the Signal Corps, under training to become an aviator.

David Franklin Houston, jr., son of the Secretary of Agriculture, is an ensign in the Navy.

Humphrey F. Redfield, son of the Secretary of Commerce, is an ensign in the Navy.

William B. Wilson, jr., son of the Secretary of Labor, is attending one of the officers' training camps. Another son, Joseph B., is a second lieutenant in the National Army, and a third son, James H., is a corporal of Field Artillery.

OFFICIAL CIRCULARS.

Anchorage Division.

TEAMS MUST NOT USE RIGHT-OF-WAY.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, October 26, 1917.

Circular No. 265:

TO ALL CONCERNED:

All unauthorized persons are prohibited from using the railroad track, completed grade or right-of-way of the Alaska Railroad which has been recently constructed by the Alaskan Engineering Commission in this Division, as a highway for teams or dog sleds.

The public can readily find suitable means of transportation over the roads and trails which follow closely along the general route of the railroad.

All district engineers, superintendents, and those in authority over the work of the Alaskan Engineering Commission are hereby directed to route all of their business, such as freight teams, mail teams, dog teams, etc., over the wagon roads referred to, and they are directed not to use the track or grade with any sort of a conveyance, nor to permit others to do so.

F. MEARS, Commissioner.

UNIFORM WEIGHT STANDARD FOR COAL.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, October 28, 1917.

Circular No. 266:

TO ALL CONCERNED:

Heretofore the Mining Department has been carrying on its operations on the basis of long tons (2240 lbs.), while the Store Department has been using the short ton (2000 lbs.)

In order to put all accounts and records on the same basis, it is desired that this method be changed so that both departments will use the same unit, namely the short ton of 2000 pounds.

Effective November 1, 1917, the price $5.35 per short ton will be fixed for all coal operations within this Division. This price is to apply both at the Eska Creek mine and the Chickaloon mine, f. o. b. cars.

F. MEARS, Commissioner.

AGENCY ESTABLISHED AT CHICKALOON.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, October 24, 1917.

Transportation Circular No. 104:

TO ALL CONCERNED:

Effective this date, the line between Castle and Chickaloon has been opened for traffic, and an agency station established at Chickaloon.

F. MEARS, Commissioner.

LOADING OF FREIGHT ON WAY-CARS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, October 27, 1917.

Transportation Circular No. 105:

TO ALL CONCERNED:

It is desired that agents at all points observe the following loading rules covering the loading of freight in way-cars, indicating which side of the car the unloading platform is on at the various points, and freight destined to such points should be loaded in the proper side of the car—as indicated below:

Whitney	Left	King	Left
Kuney	Right	Castle	Left
Birchwood	Right	Chickaloon	Right
Eklutna	Right	Wasilla	Left
Matanuska	Right	Pittman	Right
Palmer	Left	Houston	Left
Moose Creek	Left	Campbell	Right
Eska	Right	Potter	Left
Emery	Right		

The locations indicated above are for trains moving from Anchorage to the various points shown.

F. MEARS, Commissioner.

PROCEDURE FOR WEIGHING CARS.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, October 29, 1917.

Transportation Circular No. 106:

TO ALL CONCERNED:

The procedure outlined below will be followed in handling cars to be weighed at Anchorage:

On all incoming trains conductors will prepare a switch list covering their train, delivering same with the waybills to the agent at Anchorage. Agent at Anchorage will check over the waybills and if any cars are to be weighed, will indicate same on the switch list, giving waybills covering such cars to the yard conductor, who will arrange to place cars on the scale track for weighing and will give the waybills to the weighmaster at the scale.. After cars have been weighed conductor will arrange to spot cars as indicated on the switch list, and weighmaster will indicate, with indelible pencil or ink, on the waybill, the "gross," "tare" and "net" weight of the car weighed, returning waybills to the agent at Anchorage. This procedure will also be followed in the case of cars passing through Anchorage destined to some other point on the line, and which it is desired be weighed.

On cars originating at this point for points on the line, which are destined to be weighed at Anchorage, agent will request yard conductor to place on the scale track for weighing and the weighmaster will give the agent at Anchorage the necessary information relative to weights in order that waybill can be prepared.

F. MEARS, Commissioner.

DESIGNATION OF ACTING CHAIRMAN.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, October 24, 1917.

Capt. F. Mears, Commissioner, is hereby designated to act in my stead during my absence from Alaska, with authority to sign the approval of contracts, appointments, employment agreements and other necessary papers, as Acting Chairman, and in general to perform the duties of Chairman with respect to the affairs of the Commission in Alaska.

WM. C. EDES, Chairman.

FIRST SHIPMENT OF COAL FROM CHICKALOON ARRIVES.

The first shipment of coal from the Chickaloon mine, consisting of 60 tons, arrived in Anchorage yesterday. The coal was taken from Unit No. 12, on the Chickaloon River, and will be used as fuel in the Commission buildings here. The mine is operated by the Alaskan Engineering Commission, under the immediate direction of Mr. Sumner S. Smith, resident engineer, who has a present force of about 20 men employed in development work.

When the first train on the Matanuska branch ran through to the end of the line at Chickaloon, a distance of 74 miles from Anchorage, on Wednesday last, it marked an important epoch in the construction of the Government railroad and in the opening of the Matanuska coal field. Machinery and supplies can now be hauled direct to the center of the mining district, and the coal trains can be brought from the mine mouth to the market at Anchorage.

A few squatters have been permitted by the Commission to locate temporarily near the railroad terminus, but no more permits to occupy land for business or residence purposes will be granted. There is a roadhouse, a laundry, a general merchandise store, a restaurant and a cigar and pool room in the settlement and these are believed to be sufficient to care for the present needs of the residents and persons passing through there during the winter.

A townsite may be surveyed by the government somewhere in the vicinity of Chickaloon next spring, but its exact location has not yet been determined.

The coal beds of the Chickaloon district comprise some of the best coal showings so far discovered in the Matanuska field. In 1914 the United States Navy obtained about 800 tons of coal from Unit 12 for testing purposes. The results were very satisfactory, the efficiency of the coal closely approaching that of the Pocahontas (West Virginia) product. The Naval Board making the test reported, in part, as follows: "The Board finds that this sample of Matanuska coal tested is suitable in every respect for use in the naval service."

Unit 12, embracing 480 acres, was withdrawn by Executive Order of June 18, 1917, for the Alaskan Engineering Commission in order that it could open and develop a mine to care for its immediate needs, pending the production of a sufficient tonnage by private parties.

The first car of coal from the lower Matanuska field was shipped to Anchorage on August 17, 1916, from a mine on Moose Creek known as the Doherty mine, which is located 49.3 miles from Anchorage. The total shipments from this mine and from the Eska Creek mine, located about six miles beyond, and opened later, aggregate 40,000 tons to date.

Norman W. Engle, stock clerk for the Anchorage Store Department during the past year and a half, leaves on the transport Crook to spend part of the winter with relatives at Beaver, Pa. From there he will go to Stockton, Calif., to enter the employ of the Holt Manufacturing Co., who have a contract to supply the U. S. Government with war "tanks" for service in Europe.

Contribute to the Red Cross fund.

FORMER EMPLOYEES LEAVE FOR WAR.

Fifteen Serbians and Russians, most of them former employees of the Alaskan Engineering Commission, left on the steamer Admiral Watson Sunday afternoon for Juneau, en route to Quebec, from which city they will take a Canadian steamer for the concentration camp of the Allies at Bizarde, Africa. At Juneau they will be joined by contingents from Seward, Cordova and other Alaska towns.

Prior to embarking on the Admiral Watson the party formed in line on Fourth Avenue and marched to the dock in a body. As a mark of respect and in recognition of their loyalty, Captain Frederick Mears made the men a short speech complimentary to their patriotism. Mr. Danilo Vucetich, on behalf of his fellow countrymen, delivered the farewell address.

The movement is fostered by the South Slavic Defense League, the local representatives of which are Messrs. Milo Jonovich and Danilo Vucetich. Approximately 100 men will comprise the enlistment contingent leaving Juneau.

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchorage Disbursing Office during the period October 14 to October 20 was $102,273.75, as follows:

Chas. Larson & Co.	$30,627.51
Jackson & Co.	4,901.44
Pioneer Laundry Co.	28.58
Jurovich & Co.	7,948.11
Nas Matt & Co.	6,688.45
Christ Pappadis & Co.	7,639.15
A. Moen & Co.	15,599.45
George Marino & Co.	10,510.82
Vico Babich & Co.	5,731.10
Felton & Co.	6,993.56
Richard O'Rourk & Co.	2,454.03
Dan Digoff & Co.	3,151.55

CHAIN LETTER DENOUNCED A FRAUD.

The Official Bulletin sounds the following warning:

Chain letters are being sent to employees of the several Government departments soliciting money for purchasing anaesthetics. The objectionable part of these letters states that:

"Owing to the scarcity of anaesthetics, operations that cause indescribable pain have to be performed daily without their aid to mitigate suffering. We are making an appeal to you to subscribe 24 cents toward purchasing chloroform to use in the hospitals of the allies. Please send a copy of this letter to four of your friends and number it * * . Do not fail or the chain will be broken and the good cause defeated. Send the money to ——— New York City. It is hoped to raise this number to 500 so as to help in making this effort a success."

These letters have been referred for verification to both the representatives of the English and French governments, who state positively that the assertion on which this appeal is based is absolutely without foundation.

The total disbursements of the office at Anchorage for the period October 14 to October 20 were $130,706.36. The payment of salaries and wages amounted to $24,122.44; to contractors $102,273.75; for local purchases $1770.08; dock claims $14.97; other expenditures $2515.12.

ANCHORAGE TIDE PREDICTIONS.

The tide predictions at Anchorage for the month of November are given in the following table:

Date	Time and height of low and high water.			
Thursday, November 1	1.21 −5.0	7.40 32.8	1.35 1.6	7.33 33.8
Friday, November 2	2.05 −3.9	8.23 31.7	2.17 2.8	8.14 32.3
Saturday, November 3	2.48 −2.3	9.07 30.3	3.02 4.2	8.57 30.4
Sunday, November 4	3.34 −0.3	9.56 28.8	3.53 5.7	9.45 28.4
Monday, November 5	4.24 1.7	10.51 27.4	4.52 7.0	10.43 26.6
Tuesday, November 6	5.23 3.5	12.01 26.5	6.11 7.6	....
Wednesday, November 7	0.06 25.3	6.33 4.7	1.21 26.4	7.42 7.2
Thursday, November 8	1.45 25.2	7.47 5.3	2.29 26.8	8.58 6.0
Friday, November 9	3.04 25.9	8.52 5.2	3.17 27.5	9.43 4.4
Saturday, November 10	3.59 27.0	9.43 5.0	3.50 28.2	10.19 2.8
Sunday, November 11	4.40 28.1	10.24 4.7	4.21 29.0	10.50 1.3
Monday, November 12	5.18 29.1	11.01 4.5	4.51 29.8	11.22 −0.2
Tuesday, November 13	5.53 29.9	11.36 4.3	5.21 30.5	11.55 −1.3
Wednesday, November 14	6.27 30.4	12.10 4.3	5.52 31.1	....
Thursday, November 15	0.29 −2.2	7.00 30.6	12.42 4.5	6.24 31.5
Friday, November 16	1.05 −2.6	7.36 30.4	1.21 4.8	6.59 31.6
Saturday, November 17	1.42 −2.5	8.14 30.0	2.00 5.1	7.36 31.3
Sunday, November 18	2.29 −2.0	8.56 29.4	2.41 5.5	8.18 30.7
Monday, November 19	3.07 −1.1	9.42 28.8	3.31 6.9	9.08 29.7
Tuesday, November 20	3.56 0.2	10.34 28.4	4.20 6.1	10.07 28.5
Wednesday, Novembr 21	4.53 1.5	11.34 28.3	5.41 5.7	11.22 27.4
Thursday, November 22	5.58 2.7	12.38 28.7	6.57 4.6	....
Friday, November 23	0.47 26.9	7.08 3.5	1.42 29.5	8.08 2.9
Saturday, November 24	2.15 27.3	8.15 3.7	2.40 30.6	9.11 0.7
Sunday, November 25	3.27 28.4	9.17 3.6	3.31 31.8	10.05 −1.3
Monday, November 26	4.26 29.6	10.10 3.2	4.21 32.9	10.54 −2.9
Tuesday, November 27	5.17 30.6	11.02 2.8	5.06 33.6	11.40 −4.0
Wednesday, November 28	6.03 31.3	11.49 2.6	5.51 33.8	....
Thursday, November 29	0.23 −4.4	6.46 31.6	12.34 2.5	6.32 33.5
Friday, November 30	0.06 −4.2	7.28 31.5	1.18 2.8	7.15 32.9

The tides are placed in order of occurence, 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 is 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 Cosmopolitan Standard for the meridian 150 degrees west. All hours later than 12 noon appear in bold faced type; ante meridiem figures are given in the ordinary lightfaced type.

HOW TO BUY LIBERTY BONDS.

Q. How much do bonds of the second liberty loan cost?

A. From $50 to $100,000, whatever their face value calls for. The law states that these bonds must be sold at not less than "par"; that is, their face value—100 cents on the dollar.

Q. How can I buy the bonds of the second liberty loan?

A. By filling out an application blank and handing it to any bank or trust company, bond dealer, or broker, or to one of the Federal reserve banks, or to the Treasury Department at Washington.

Q. When can this application for bonds be made?

A. At any time from the 1st day of October to the close of business on the 27th day of October, 1917.

Q. In what form must applications to buy a liberty bond be made?

A. All applications must be in the form prescribed by the Secretary of the Treasury, obtainable at any bank or from a liberty loan committee.

Q. Must the full price of bonds be paid on application?

A. No; only 2 per cent of the amount you want to buy is required when application is made.

Q. When must the remainder be paid?

A. In installments as follows: 18 per cent on November 15, 1917; 40 per cent on December 15, 1917; and 40 per cent on January 15, 1918.

Q. Can I buy a bond on the installment plan by paying for it weekly or monthly?

A. The Treasury Department will not accept payments in this manner, but many banks and a great many employers will sell you a bond and allow you to pay for it in partial payments. If you desire to pay for your bonds in this way, consult your employer or any banker.

Q. When will the subscribers know how many bonds they will receive on their subscriptions?

A. The Secretary of the Treasury will announce this about the 6th of November, 1917. This is known as making the "allotment."

Q. Must all subscribers to liberty bonds wait until the allotment is made to know whether or not they will receive their bonds?

2. No; a subscriber for bonds up to $1,000 is certain to receive his bond.

Q. If I desire to pay for the bonds at the time I make my subscription, may I do so?

A. Yes; you can pay in full for any bonds you buy up to and including $1,000; but subscribers for more than this amount must wait until the allotment is made.

NENANA TEACHERS SELECTED BY BOARD.

Miss Helen Kobe, a stenographer in the employ of the Alaskan Engineering Commission, has been elected to the superintendency of the Nenana schools by the school board. Mrs. Shafer, wife of an employee of the Engineering Commission, has been elected as Miss Kobe's assistant.

It is expected about forty children will attend school at Nenana this winter.

A very creditable performance for the benefit of the Red Cross was given by the Moose Minstrels on the evening of October 24, under the direction of Mr. C. G. Wilford, property accountant of the Anchorage Division. A substantial sum was realized from the entertainment, which was largely attended.

WHY WE ARE AT WAR.

Germany has forced America, as it has forced practically the entire world, to defend itself by arms. We are fighting this war because Germany made war upon us. America is a peaceful Nation; we have no lust for conquest, no desire for annexation of territory; we are defending ourselves against Germany because the Imperial German Government entered upon a program which meant the destruction of all American institutions.

When we finally recognized that Germany was waging war upon us we had seen more than 225 Americans, among them many women and children, killed by German submarines; hospital ships had been sunk and unfortified towns had been bombed and bombarded. Medals had been struck in honor of the sinking of the Lusitania, the murderous act by which so many of our men, women, and children, lost their lives. German officials had treated the United States, a neutral nation, as an enemy. Strikes were organized in this country, plants were blown up, pro-German publications were founded and subsidized, and hatred of America was systematically sought to be inculcated among our foreign-born inhabitants. Every effort was made to involve us in trouble with Japan and Mexico. Our repeated protests were met with promises and explanations which were little better than insults.

The Imperial German Government finally proclaimed the unrestricted destruction of neutral ships upon the high seas. It was the notification to the United States that our people were no longer sovereign, and that if they would sail the seas in safety we must conform to conditions laid down by a Government that defied international law, humanity and elemental morality.

A policy of terrorism has been systematically applied by the Imperial German Government since the outbreak. German militaristic plans have been disregarded, women and children have been treated with indescribable brutality, the noblest works of art have been destroyed, and prisoners have been abused and maltreated and civilian populations massacred and deported.

This is why America has gone into this war in defense of American honor and American rights. To have done anything else would have been to surrender our sovereignty, and we would have been forced in the end to fight a conscienceless and rapacious military autocracy—an autocracy which is in this war avowedly for indemnities, aggrandizement, and the control of the world. Our success means that our children and our children's children will be able to enjoy peace.

Buy a Liberty Bond, get behind your Government and shorten this war. This is your fight. Our men are giving their lives; you are only asked to lend your money. There should be at least one Liberty Bond in every home. There is no better test of your Americanism.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, October 13, 1917, was as follows:

Commissioner's Office	42
Shops and Yards	186
Transportation Service	65
Store and Dock Departments	421
Accounting Department	19
Disbursing Office	8
Townsite Department	75
Employment Bureau and Terminal Mess	17
Hospital Department	20
Harbor Improvement	22
Telegraph and Telephone Department	80
Track, Bridge and Ballast—Main Line	590
Mining Department	121
Locating Party No. 4	21
Turnagain Arm District	533
Matanuska District	100
Talkeetna District	196
	2516
Stationmen and Laborers—All Districts	592
Grand total all employees Anchorage Division	3108

MINE ASSESSMENT LAW SUSPENDED.

Delegate Charles A. Sulzer, in a telegram from Washington dated September 24, makes the following announcement relative to the abolishment of mining assessment work in Alaska and elsewhere during the years 1917 and 1918:

"Congress today approved the passage of bill which exempts every owner of lode or placer claims in Alaska and elsewhere from assessment work during the years 1917 and 1918. After reconsideration of report several days ago, conference committee of the House and Senate decided to make the simple out-and-out exemption, without any restriction whatever. The claim owner must file a statement that he wishes to hold claim with the recorder of the district in which the claim is located, this notice to be filed by December 31 of the year for which exemption is desired. Oil claims are not included because of the desire of members of Congress to have oil development everywhere. Please give this news widest publication among the miners and prospectors.

"CHARLES A. SULZER, Delegate."

The foundation of our great country is liberty; its superstructure, peace.—William McKinley.

DAILY WEATHER REPORT.

DATE	TEMPERATURE Max.	TEMPERATURE Min.	PRECIPITATION Rain	PRECIPITATION Snowfall	PRECIPITATION Snow on Ground	WIND Average Velocity	CONDITION OF HARBOR
October 17	43	32	none	none	none	4.9	Open.
October 18	40	33	0.03	none	none	2.7	Open.
October 19	40	33	trace	none	none	6.6	Open.
October 20	46	22	none	none	none	3.8	Open.
October 21	35	16	none	none	none	4.3	Open.
October 22	35	18	none	none	none	4.6	Open.
October 23	32	18	0.05	0.5	0.5	4.1	Open.

NENANA COAL LANDS TO BE LEASED SOON.

A press report from Fairbanks advises that Dr. C. G. Martin, of the U. S. Geological Survey, recently completed his investigation of the lignite coal fields, 57 miles south of Nenana, preparatory to offering the lands for lease to the public.

The method of obtaining these lands may be learned by applying to the Secretary of the Interior, or the General Land Office.

PROGRESS AT THE COMMISSION COAL MINES.

During the week ending October 27 the Eska Creek mine shipped 695.33 long tons of coal. The force on the mine payroll numbered 104, and on the contractors' payrolls 5.

At the Chickaloon mine 19 men were employed at the close of the period. The principal work being done at present is crosscutting and drifting on No. 8 coal bed with a view of opening the coal measures economically.

CHECKS ESTOPPED FROM PAYMENT.

Payment has been stopped on the following checks, drawn by Chas. W. Donnally, special disbursing agent at Talkeetna:

6411	April 17, 1917	Louis Roy	$ 1.00
7498	July 7, 1917	Fred W. Radue	80.00
7772	Aug. 1, 1917	Louis Blum	95.00
8205	Sept. 5, 1917	Louis Blum	100.00

These checks were all endorsed by the payees, and No. 6411 and 7498, were also endorsed by Louis Blum. They were forwarded to the Bank of Anchorage, and lost in the mail about September 15, 1917.

LIBERTY LOAN SUBSCRIPTIONS.

Incomplete reports from Seward Division show $4,200 was subscribed by employees, and $27,000 by Fairbanks Division. Exclusive of the Seattle and Washington offices of the Commission, $110,800 in bonds have been subscribed by those engaged on the Alaska railroad project, Anchorage Division taking $79,600.

FIRST HEAVY SNOW OCTOBER 23.

The first heavy snowfall of the season occurred on Tuesday, October 23. Very light falls occurred previously, on September 15 and 16, but melted as it fell.

LOYAL LEAGUE DRILL.

The Loyal League will meet for drill on Monday evening, November 5, at 7 o'clock, at Robarts' Hall. A full attendance is requested.

R. R. Cole, during the past season third trick dispatcher at Anchorage, has resigned his position, effective October 27. Mr. Cole has been commissioned a first lieutenant in the Signal Corps and left Sunday on the steamship Alameda to report for duty at Fort Leavenworth, Kansas.

A cable from Seattle advises that the transport Crook expects to sail for Anchorage from that port on or about October 30. The delay in sailing is caused by certain necessary repairs to the vessel's boilers.

DREDGE GOES TO WINTER QUARTERS.

The dredge Sperm has ceased operations on the Anchorage harbor project for this season and will be placed on the ways this week. The work done this fall was in the nature of a test of the machinery and was entirely successful. It is planned to resume operations in the spring on a large scale as soon as weather conditions permit.

SOLDIER AND SAILOR INSURANCE.

The soldiers' and sailors' war-insurance bill, the first step in Government insurance, and what is pronounced the most generous effort on the part of the nation to care for the dependents of its fighting men, was passed by the lower House of Congress Thursday night, September 13, by a vote of 319 to nothing.

The bill as passed by the House follows almost exactly the lines laid own in the plan of Army insurance worked out by Secretary McAdoo and his coadjutors and embodied in a draft of a bill approved by President Wilson and presented to Congress for action.

The press of the country seems to think that the unanimous approval given to the bill by the lower House of Congress is thoroughly representative of the feeling of the whole country.

Secretary McAdoo's comment was as follows:

"The unanimous passage by the House of Representatives of the bill for the compensation and insurance of our soldiers and sailors is a distinct triumph for justice and humanity. It is the most conspicuous and advanced step ever taken by any nation for the protection of its soldiers and sailors and their dependents. The prompt passage of this bill by the Senate will satisfy the heart and conscience of uplifted America."

THE TEST OF PEACE.

The test, therefore, of every plan of peace is this:

Is it based upon the faith of all the peoples involved or merely upon the word of an ambitious and intriguing Government, on one hand, and a group of free peoples, on the other? This is a test which goes to the root of the matter; and it is the test which must be applied.—From President Wilson's Reply to the Pope.

Residents of Seward are planning a Midwinter Carnival, commencing on Christmas Eve and ending on New Year's Day. All kinds of sports will be held, and it is planned to run excursions from Valdez and Cordova.

John Zug, field engineer of the Alaska Road Commission, with headquarters at Valdez, has received a commission as captain in the Engineer Reserve Corps of the U. S. Army.

The first basketball game of the season was played Sunday afternoon on the Anchorage Labor Temple court before a small crowd. The U. S. Soldiers defeated Anchorage City by the score of 31 to 8.

E. O. Archibald, assistant engineer of Matanuska District, who has been undergoing hospital treatment at Rochester, Minnesota, expects to leave for Anchorage next month.

Contribute to the Red Cross War Fund.

ALASKA RAILROAD RECORD

Volume I. ANCHORAGE, ALASKA, TUESDAY, NOVEMBER 6, 1917. No. 52.

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

ANCHORAGE LOT DECLARED FORFEITED.

The General Land Office, on October 10, formally declared Lot 9 of Block 84, Anchorage Townsite, to be forfeited for the non-payment of the first annual purchase price installment, amounting to $5.00. This lot was purchased on September 17, 1915, by James M. Patchell and Peter Herbert jointly, and is the first lot in any Government townsite in Alaska to be forfeited by reason of the failure to pay a deferred installment.

The official notice of forfeiture is contained in Commissioner Tallman's letter to the Register and Receiver at Juneau, reproduced herewith:

"Register and Receiver,

"Juneau, Alaska.

"Sir: September 17, 1915, James M. Patchell and Peter Herbert jointly purchased Lot 9, Block 84, in Anchorage Townsite, bid in for the sum of $50.00. A cash payment of $25.00 at the time of the making of said entry was made in accordance with the regulations.

July 6, 1917, the Receiver of your office reported that on October 28, 1916, the first annual installment of $5.00 was due on said lot and that on February 13, 1917, a notice was sent to each of the parties in interest allowing them thirty days within which to pay such amount. Register return receipts received with your said report show said James M. Patchell to have received notice May 7, 1917, and said Peter Herbert to have received his notice March 16, 1917, since which time no payment has been made or other action taken.

"The regulations (page 56) contained in circular 491, approved July 19, 1916, provide that if any person who has made partial payment for a lot purchased by him, fails to make any succeeding payments required under such regulations at the date such payment becomes due, the money deposited for such lot will be forfeited and that the lot after forfeiture is declared will be subject to disposition, as provided by such regulations.

In view of the facts set forth above, the money paid at the time of the purchase of said lot is hereby declared forfeited and the entry is hereby cancelled. You will so note upon your records.

"Very respectfully,

"CLAY TALLMAN, Commissioner."

REGISTRANTS SHOULD FURNISH EXEMPTION BOARD WITH CHANGE OF ADDRESS.

All registrants under the provisions of the selective conscription act who intend departing for the States or for other points outside the jurisdiction of the exemption board of their district should leave their new addresses with the board. This will enable the exemption board to notify without delay those drawn for service. Persons so drawn and who fail to report for duty are listed as deserters.

The Anchorage exemption board has opened an office in the Fowler Building, next to the Bank of Anchorage on Fourth Avenue and information relative to the conscription law can be obtained there.

ANCHORAGE RED CROSS.

The Anchorage Chapter of the Red Cross meets at the Anchorage Schoolhouse on the first and third Friday of each month at 7.30 p. m.

The meetings are open to the public. It is earnestly desired that every person interested in this important war work attend the meetings and participate actively in carrying out the plans which have been outlined for Anchorage and vicinity.

YOUR SECOND LIBERTY LOAN INSTALLMENT IS DUE ON NOVEMBER 15.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending October 27:

MAINTENANCE OF WAY.

Water Service and Plumbing.

Drinking fountains were installed at Anchorage Schoolhouse. A bath tub was installed in the agent's quarters at the city depot. Repairs to the return mains at the General Office Building were 95 per cent completed. Additional radiators were installed at Anchorage Hospital. The 6-inch water main to the marine ways was laid. Bleeders and hydrants in this main have not been placed yet because of lack of material. Work was started on the installation of a stand pipe near the turntable. Work progressed on the frost-proofing of the water lines at Matanuska.

Bridge and Building Department.

The house for the storage of obsolete records was completed. The powder house was 60 per cent completed. Work was started on the installation of the crane in the machine shops; also on the hydraulic lift. Carpenters placed blackboards, changed seats, and put blinds on the windows at Anchorage Schoolhouse.

The falsework at the second crossing of the Chickaloon river was removed. This gang is now engaged in putting up a temporary water tank about one mile and a quarter south of Chickaloon and in fixing up the depot and warehouse moved from King, to be used as a temporary station. Bridge and Building Gang No. 8, working on the main line, was engaged on back-work on bridges. This gang will be disbanded within three or four days.

Extra Gang No. 1 was engaged all week laying and surfacing spur tracks at Chickaloon and in surfacing the branch line from Station 75 to the end of steel. Extra Gang No. 4 completed the laying of steel to Montana Creek and picked up stationmen's equipment. Upon the completion of this work they will be transferred to the Turnagain Arm District. The forces engaged on ballasting on the main line have been disbanded, with the exception of a very few men.

Steam Shovel No. 1 moved 10,200 cubic yards of gravel, which was used as bank widening at various places on the main line. It is expected to close this shovel down within three or four days.

Mechanical Department.

Engine 224 was assembled. Work on the installation of a new wheel turning lathe was 75 per cent completed. Some work was done in connection with fitting up a baggage and mail car. The usual running repairs were made to locomotives. Considerable work was done in connection with making safety flues for various buildings.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

Strengthening of the temporary line between King and Chickaloon was completed. The holes for poles and guys for the permanent line were dug in rock to a point two miles south of Potter. Stringing of new wire between Rabbit and Potter was 90 per cent completed and old wire was transferred from tripods to poles between Campbell and Rabbit. Four unused telephone booths were removed from Matanuska Branch and brought to headquarters for storage. One telephone was installed at the pump station at Pittman and one in the agent's office at Chickaloon.

The installation of the new Anchorage telephone plant progressed.

Radio.

Cables for power and light were pulled into conduit from the terminal poles to the new radio station; power and lighting meters were installed and transformer connections made; the motor and generator in the station were tested under power.

Electric Light and Power.

The work consisted of wiring locomotive No. 224 for headlight and cab lighting; installing new generator panel and feeder panels of the alternating current switchboard in the power house; construction work on the lighting plant at Eska Creek coal mine; additional wiring in various Commission buildings; wiring and placing fixtures in the hospital.

TURNAGAIN ARM DISTRICT.

One contract was let during the week, to O. Bostrom & Co., south of Bird Point. All work is now covered by contractors between the end of steel, at Mile 98, to Mile 79. The grade is completed and ready for steel to Mile 91. The cold weather during the week caused considerable delay all along the line of construction.

The piledrivers on the long trestle between Miles 83 and 84 made good progress. The piledriver at Bridge 17½ was transferred to this same trestle and should be ready for operation on October 30. The piledriver at the Bird Creek bridge drove 50 piles during the week, completing the north approach and abutment, all falsework, the center pier and 28 piles of the south abutment. The north approach trestle and north span of the structure was decked, with the exception of placing ties.

The 60-ton Marion shovel at Mile 86 cast over material to Station 1974 plus 40, a distance of 525 feet, moving 5100 cubic yards during the week. The 70-ton Bucyrus shovel at Mile 87, between Indian Creek and Bird Creek, completed 495 feet of filling to Station 2021 plus 80, moving 1000 cubic yards of material daily.

The wagon bridge across Bird Creek was 75 per cent completed at the close of the week. Work on the frame timber bridge across Rainbow Creek progressed favorably, the foundation having been completed, the sills placed and 25 per cent of the framing accomplished.

OFFICIAL SPELLING OF GEOGRAPHIC NAMES.

The United States Geographic Board, at a meeting held on June 6, 1917, rendered the following decisions affecting geographic names in the Territory:

Wasilla; Townsite, at Wasilla Lake, north of Knik Arm, Cook Inlet, near long. 149 degrees 20 minutes, secs. 3, 4, 9 and 10, T. 17 N., R 1 W., Seward P. M., Alaska. (Not Washila or Wassila.)

Admirality; Cove, northern shore Admirality Island, west of Point Young, Stephens Passage, Alexander Archipelago, Alaska. (Not Auke.)

Admirality; Creek, tributary to Admirality Cove, northern shore Admirality Island, Alexander Archipelago, Alaska. (Not Auke.)

Auke; Bay, indenting mainland east of Point Louisa,

just north Fritz Cove, northern end Stephens Passage, Alexander Archipelago, Alaska.

Egegik; River, draining westward from Becharof Lake to Bristol Bay, and village at mouth of river, Alaska. (Not Agouyak, Egegak, Egagak, Igiagik, Ougagouk, Ugagik, Ugaguk, nor Ugiagik.)

OTTO H. KAHN URGES LOYALTY.

Speaking recently before the Harrisburg, Pennsylvania, Chamber of Commerce, Otto H. Kahn, of the banking house of Kuhn, Loeb & Co., New York, said in part:

I speak as one who has seen the spirit of the Prussian governing class at work from close by, having at its disposal and using to the full practically every agency for moulding the public mind.

I have watched it proceed with relentless persistency and profound cunning to instill into the nation the demoniacal obsession of power-worship and world-dominion, to modify and pervert the mentality, indeed the very fibre and moral substance of the German people—a people which until misled, corrupted and systematically poisoned by the Prussian ruling caste, was, and deserved to be an honored, valued and welcome member of the family of nations.

I have hated and loathed that spirit ever since it came within my ken many years ago, hated it all the more as I saw it ruthlessly pulling down a thing which was dear to me, the old Germany to which I was linked by ties of blood, by fond memories and cherished sentiments.

The difference in the degree of guilt as between the German people and their Prussian or Prussianized rulers and leaders for the monstrous crime of this war and the atrocious barbarism of its conduct, is the difference between the man who, acting under the influence of a poisonous drug, runs amuck in mad frenzy and the unspeakable malefactor who administered that drug, well knowing and fully intending the ghastly consequences which were bound to follow.

The world fervently longs for peace. But there can be no peace answering to the true meaning of the word, no peace permitting the nations of the earth, great and small, to walk unarmed and unafraid, until the teaching and the leadership of the apostles of an outlaw creed shall have become discredited and hateful in the sight of the German people, until that people shall have awakened to a consciousness of the unfathomable guilt of those whom they have followed into calamity and shame, until a mood of penitence and of a decent respect for the opinions of mankind shall have supplanted the sway of what President Wilson has so trenchantly termed "truculence and treachery."

God grant that the German people may before long work out their own salvation and find the only road which will give to the world an early peace and lead Germany back into the family of nations from which it is now an outcast.

From each of my visits to Germany for twenty-five years, I came away more appalled by the sinister transmutation Prussianism had wrought amongst the people and by the portentous menace I recognized in it for the entire world.

It had given to Germany unparalleled prosperity, beneficent and advanced social legislation and not a few other things of value, but it had taken in payment the soul of the race. It had made a "devil's bargain."

And when this war broke out in Europe, I knew that the issue had been joined between the powers of brutal might and insensate ambition on the one side and the forces of humanity and liberty on the other, between darkness and light.

Many there were at that time—and amongst them men for whose character I had high respect and whose motives were beyond any possible suspicion—who saw their own and America's duty in strict neutrality, mentally and actually, but personally, I believed from the beginning of the war, whether we liked all the elements of the Allies combination or not—and I certainly did not like the Russia of the Czars—that the cause of the Allies was America's cause.

I believed that this was no ordinary war between peoples for a question of national interest or even national honor, but a conflict between fundamental principles and ideas; and so believing, I was bound to feel that the natural lines of race, blood and kinship could not be the determining lines for one's attitude and alignment, but that each man, whatever his origin, had to decide according to his judgment and conscience on which side was the right and on which was the wrong and take his stand accordingly, whatever the wrench and anguish of the decision. And thus I took my stand three years ago—

But whatever one's views and feelings, whatever the country of one's birth or kin, only one course was left for all those claiming the privilege of American citizenship when by action of the President and Congress the cause and the fight of the Allies was formally made our cause and our fight.

The duty of loyal allegiance and faithful service to his country even unto death, rests, of course, upon every American.

But, if it be possible to speak of a comparative degree concerning what is the highest as it is the most elementary attribute of citizenship, that duty may almost be said to rest with an even more solemn and compelling obligations upon Americans of foreign origin than upon native Americans.

For, we Americans of foreign antecedents, are here not by the accidental right of birth, but by our own free choice for better or for worse.

We are your fellow citizens because you accepted our oath of allegiance as given in good faith, and because you have opened to us in generous trust the portals of American opportunity and freedom, and have admitted us to membership in the family of Americans, giving us equal rights in the general inheritance which has been created by the blood and the toil of your ancestors, asking nothing from us in return but decent citizenship and adherence to those ideals and principles which are symbolized by the glorious flag of America.

Woe to the foreign-born American who betrays the splendid trust which you have reposed in him.

Woe to him who considers his American citizenship merely as a convenient garment to be worn in fair weather but to be exchanged for another one in time of storm and streets!

Woe to the German-American, so-called, who in his sacred war for a cause as high as any for which ever people took up arms, does not feel a solemn urge, does not show an eager determination to be in the very fore-front of the struggle, does not prove a patriotic jealousy, in thought, in action and in speech, to rival and to outdo his native-born fellowcitizen in devotion and willing sacrifice for the country of his choice and adoption and sworn allegiance and of their common affection and pride.

(Continued on Page 414.)

DEPARTMENT OF THE INTERIOR.

Alaskan Engineering Commission.

Anchorage, Alaska, November 6, 1917.

TRANSPORTATION CIRCULAR NO. 108.

(Supersedes Transportation Circular No. 89, dated August 10, 1917.)

Effective 12:01 a. m. Sunday, November 11, 1917, trains will be operated on the following schedules:

Northbound — MAIN LINE—Potter to Anchorage — Southbound

Capacity of passing sidings in car lengths and location of scales, fuel, water, turning and telephone stations.		SECOND CLASS Mixed Leave Mon., Wed., Fri.	FIRST CLASS	Distance from Potter	TRANSPORTATION CIRCULAR NO. 108. November 11, 1917. STATIONS	Distance from Anchorage.	FIRST CLASS	SECOND CLASS Mixed Arrive Mon., Wed., Fri.
50	WP	2.45 PM		0.0	POTTER	13.8		s 2.30 PM
					8.7			
54	P	f 3.20		8.7	CAMPBELL	5.1		f 1.55
					5.1			
25	OPWYP	s 3.45 PM		13.8	DNR ANCHORAGE	0.0		1.30 PM
		Arrive Mon., Wed., Fri.			(13.8)			Leave Mon., Wed., Fri.
		(1.00)			.....Time over district.....			(1.00)
		13.80			.....Average speed per hour.....			13.80

Northbound — MAIN LINE—Anchorage to Montana — Southbound

Capacity of passing sidings in car lengths and location of scales, fuel, water, turning and telephone stations.		SECOND CLASS Mixed Leave Tue., Thur., Sat.	SECOND CLASS Mixed Leave Mon., Wed., Fri.	FIRST CLASS	Distance from Anchorage.	TRANSPORTATION CIRCULAR NO. 108. November 11, 1917. STATIONS	Distance from Montana.	FIRST CLASS	SECOND CLASS Mixed Arrive Mon., Wed., Fri.	SECOND CLASS Mixed Arrive Tue., Thur., Sat.
25	OPWYP	9.00 AM	9.00 AM		0.0	DNR ANCHORAGE	94.9		s 11:40 AM	s 2.30 PM
					4.7					
51	P	f 9.36	f 9.26		4.7	WHITNEY	90.2		f 11.26	f 2.00
					7.5					
51	P	f 9.59	f 9.59		12.2	KUNEY	83.7		f 11.03	f 1.38
					9.5					
51	WP	s 10.35	s 10.35		21.7	D BIRCHWOOD	73.2		s 10.35	s 1.10
					5.8					
56	P	f 10.58 AM	f 10.58		27.5	EKLUTNA	67.4		f 9.56	f 12.41
					8.8					
23	WYP	s 12.05 PM	s 11.25 AM		36.3	DR MATANUSKA	58.6		s 9.30	12.15 PM
					9.2					
59	P	s 12.42			45.5	D WASILLA	49.4		s 8.30	
					6.6					
35	WP	f 1.09			52.1	PITTMAN	42.8		f 8.04	
					8.4					
36	YP	s 1.45 PM			60.5	DR HOUSTON	34.4		7.30 AM	
					6.4					
27					66.9	NANCY	23.0			
					4.3					
36					71.2	WILLOW	23.7			
					8.2					
40					79.5	KASHWITNA	15.4			
					8.4					
36					87.9	CASWELL	7.0			
					7.0					
36					94.9	MONTANA	0.0			
		Arrive Tue., Thur., Sat.	Arrive Mon., Wed., Fri.			(94.9)			Leave Mon., Wed., Fri.	Leave Tue., Thur., Sat.
		(4.45)	(2.25)			.....Time over district.....			(4.10)	(2.15)
		12.21	15.02			.....Average speed per hour.....			14.52	16.13

Northbound trains will stop at road crossing Terminal Yard, Anchorage, to receive passengers.

MATANUSKA BRANCH—Matanuska to Chickaloon.

Northbound / Southbound

TRANSPORTATION CIRCULAR NO. 108.

November 11, 1917.

Capacity of passenger sidings in cars		SECOND CLASS Mixed: Leave Mon., Wed., Fri.	FIRST CLASS	Distance from Anchorage	STATIONS	Distance from Chickaloon	FIRST CLASS	SECOND CLASS Mixed: Arrive Tue., Thur., Sat.
33	WXP	12.05 PM		36.3	DR MATANUSKA	37.7		s 11.40 AM
					6.6			
51	P	s 12.30		42.9	PALMER	31.1		s 11.10
					6.4			
51	WP	s 1.02		49.3	D MOOSE CREEK	24.7		s 10.44
					5.9			
38	P	s 1.25 3.25		55.2	ESKA	13.8		10.15 s 8.14
					3.5			
49	P	f 3.38		58.7	GRANITE	15.3		f 8.00
					1.8			
	P	f 3.46		60.5	KING	13.5		f 7.54
					5.6			
37	P	f 4.08		66.1	CASTLE	7.9		f 7.32
					7.9			
29	PWXP	s 4.45 PM		74.0	DR CHICKALOON	0.0		7.00 AM
		Arrive Mon., Wed., Fri.			(37.7)			Leave Tue., Thur., Sat.
		(4.40) 7.57			.....Time over district..... .....Average speed per hour.....			(4.40) 7.57

ESKA BRANCH—Eska to Emery.

Northbound / Southbound

TRANSPORTATION CIRCULAR NO. 108.

November 11, 1917.

Capacity of passenger sidings in cars		SECOND CLASS Freight: Leave Tue., Thur., Sat.	SECOND CLASS Freight: Leave Mon., Wed., Fri.	FIRST CLASS	Distance from Anchorage	STATIONS	Distance from Emery	FIRST CLASS	SECOND CLASS Freight: Arrive Mon., Wed., Fri.	SECOND CLASS Freight: Arrive Tue., Thur., Sat.
38	P	8.20 AM	1.30 PM		55.2	ESKA	2.7		s 3.20 PM	s 10.10 AM
						2.7				
6	PP	s 8.50 AM	s 2.00 PM		57.9	EMERY	0.0		2.50 PM	9.40 AM
		Arrive Tue., Thur., Sat.	Arrive Mon., Wed., Fri.			(2.7)			Leave Mon., Wed., Fri.	Leave Tue., Thur., Sat.
		(0.30) 5.40	(0.30) 5.40			.....Time over district..... .....Average speed per hour.....			(0.30) 5.40	(0.30) 5.40

ESKA AND CHICKALOON MINES.

Very satisfactory progress was made during September at the two coal mines of the Commission located at Eska Creek and Chicakloon. At the former mine, the survey for a high line grade from the mine to the site of the temporary cleaning plant was finished and at the close of the month sixty per cent of the grade had been completed. The preliminary survey for the spur from the branch track to the cleaning plant site was also accomplished. A gas engine and fan was installed for the ventilation of the mine workings on the east side of Eska Creek, and similar apparatus was temporarily placed for use in the workings on the west side of the creek.

An office building, 18 by 36, was completed and painted; the former office tent fitted up as a temporary hospital; a cabin for the use of cooks and waiters was completed and painted; a wash house painted and battened; a root house built; the water line to the cook house boxed and wrapped for the winter; and water and sewer pipes laid in the townsite. During the month 2873.32 long tons of coal were shipped.

At the Chickaloon coal mine the following improvements were accomplished during the month: A new barn was built and the former barn converted into a warehouse; the raise for the cable and a skip pocket were completed; and a trestle was built from the tram level to the railroad grade. A drift on No. 8 coal bed was driven westward and crosscuts were made in the coal measures. A hoist and boiler were also set up. A contract was let for supplying mine timbers for both the Eska Creek and Chickaloon mines. The force employed at the mines at the close of September numbered 112.

IMPROVEMENTS AT NENANA.

The town of Nenana, the northern construction terminus of the Alaska railroad, is rapidly acquiring all the conveniences to be found in towns of similar size in the older-settled regions of continental United States.

In addition to such utilities as electric light and telephones which were installed several months ago, the business and residence districts have graded streets and permanent sidewalks, and modern water and sewer systems are now being provided.

Among the improvements are an $8000 schoolhouse, a townsite office and an up-to-date fire hall. About 300 acres of land adjoining the town have been surveyed into acre tracts, and a number of these tracts are to be offered for public sale.

(Continued from Page 411.)

As Washington led Americans of British blood to fight against Great Britain, as Lincoln called upon Americans of the North to fight their very brothers of the South, so Americans of German descent are now summoned to join in our country's righteous struggle against a people of their own blood which, under the evil spell of a dreadful obsession, and, Heaven knows, through no fault of ours, has made itself the enemy of this peace-loving nation, as it is the enemy of peace and right and freedom throughout the world.

To gain America's independence, to defeat oppression and tyranny, was indeed to gain a great cause.

To preserve the Union, to eradicate slavery was perhaps a greater still.

To defend the very foundations of liberty and humanity, the very groundwork of fair dealing between nations, the very basis of peaceable living together among the peoples of the earth against the fierce and brutal onslaught of ruthless, lawless, faithless might; to spend the lives and the fortunes of this generation so that our descendants may be freed from the dreadful calamity of war and the fear of war, so that the energies and millions and billions of treasure now devoted to plans and instruments of destruction, may be given henceforth to fruitful works of peace and progress and to the betterment of the conditions of the people—that is the highest cause for which any people ever unsheathed its sword.

He who shirks the full measure of his duty and allegiance in that noblest of causes, be he German-American, Irish-American, or any other hyphenated American, be he I. W. W. or Socialist or whatever the appellation, does not deserve to stand amongst Americans or indeed amongst free men anywhere.

He who, secretly or overtly, tries to thwart the declared will and aim of the nation in this holy war is a traitor, and a traitor's fate should be his.

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchorage Disbursing Office during the period October 21 to October 31 was $74,045.20, as follows:

Dan Suzee & Co.	$ 8,590.33
W. E. Ludy	175.70
Tony Kaloff & Co.	364.42
Teriraeff & Co.	4,848.63
Eli Barich & Co.	972.40
Alex Gaz & Co.	7,438.53
A. Vukichevich & Co.	4,611.24
John Merrick & Co.	7,867.24
Nick Davis & Co.	1,919.53
Charlie Anderson & Co.	4,915.52
Dan Dagoff & Co.	482.77
A. Hall & Co.	18,327.22
A. Romoff & Co.	6,461.90
Victor Johnson & Co.	7,020.19

The total disbursements of the office at Anchorage for the period October 21 to October 31 were $113,026.51. The payment of salaries and wages amounted to $25,943.27; to contractors $75,045.20; for local purchases $10,773.07; other expenditures $2264.97.

Contribute to the Red Cross War Fund.

OFFICIAL CIRCULARS.

Anchorage Division.

SICK LEAVE REGULATIONS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, October 31, 1917.

Circular No. 267:

TO ALL CONCERNED:

Effective November 1, 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 twelve 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.

NEW WAR REVENUE TAXES.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, October 31, 1917.

Circular No. 268:

The attention of employees responsible for the collection of or accounting for freight charges, passenger fares, or telegraph and telephone tolls is directed to the fact that the new war revenue act, approved October 3, 1917, requires that taxes shall be collected beginning November 1, 1917, as follows:

1. A tax equivalent to three per centum of the amount paid for transportation of property by rail or water.

2. A tax equivalent to eight per centum of the amount paid for the transportation of persons by rail or water,

where the fare exceeds thirty-five cents; and a tax equivalent to ten per centum of the amount paid for seats, berths and staterooms, in parlor cars, sleeping cars or on vessels. If a cash fare is paid, the tax shall be collected by the conductor or other agent from the person paying the cash fare.

3. A tax of five cents upon each telegraph, telephone, or radio dispatch, message or conversation, for the transmission of which a charge of fifteen cents or more is imposed.

The foregoing taxes shall be paid by the person, corporation, partnership or association paying for the services or facilities rendered.

No tax is payable on transportation, travel or messages on Government business. When tickets are sold to employees for transportation by water lines, at reduced rates, the tax will be assessed and collected upon such reduced rates. In the case of tickets sold for water line transportation, whether at reduced or regular rates, it will be necessary to apportion the charge to (1) actual transportation (2) berth or stateroom (3) meals, since different rates of taxation are prescribed on transportation and berth or stateroom, and no tax is assessed against meals furnished.

Employees of the Commission receiving payments upon which taxes are required will collect the tax from the persons, firms, or corporations making such payments, and account for and remit the amounts so collected as other receipts are accounted for and remitted, indicating, however, in each report the total amounts so collected, under the heading of "War Revenue Taxes." The Chief Accountant will audit the collections and prepare monthly reports in such form as the Collector of Internal Revenue may require. Payments will be made to the Collector by the Disbursing Agent with whom the taxes are deposited.

F. MEARS, Commissioner.

STORAGE OF OBSOLETE RECORDS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, November 2, 1917.

Circular No. 269:

TO ALL CONCERNED:

A record storage room has been constructed at Anchorage for the purpose of housing all old and obsolete records which have accumulated on this Division.

You are directed to have all such records in your respective departments, bundled, tied and labelled in a neat manner and forwarded to this office, addressed to the undersigned and marked "For Record Storage Room."

Prompt attention to the above is requested.

F. MEARS, Commissioner.

NON-EXPENDABLE AUTHORIZATION.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, November 2, 1917.

Supplement No. 32 to Bulletin No. 14:

TO ALL CONCERNED:

Effective at once, the following named is authorized to sign non-expendable requisitions on the storehouse within the district in which he is located, for use in connection with the requirements of the department shown opposite his name:

H. G. KAISER, Official Photographer.
W. De LONG, General Storekeeper.

CAR COUPLING REGULATION.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, November 2, 1917.

Trainmaster's Bulletin No. 46:

TO ALL CONCERNED:

In uncoupling cars where air hose is coupled, same should be uncoupled by hand.

All concerned are required to observe the above rule.

J. T CUNNINGHAM, Trainmaster.

LEGEND TO BE STAMPED ON ENVELOPES.

Department of the Interior,
Washington, Oct. 3, 1917.

ORDER:

It is hereby ordered that the use of the rubber stamp "Your Patriotic Duty—Buy a Liberty Bond," on all envelopes and other official mail containers, which was the subject of Department orders of May 15 and 21, 1917, be resumed by the various bureaus and offices of this Department.

ALEXANDER T. VOGELSANG, Acting Sec.

WARNING TO WATER USERS.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, Nov. 1, 1917.

Information has come to the office of the Townsite Manager that a large number of water users are allowing their taps to run nights to prevent freezing. Any connections properly made do not require this protection from frost, and due notice is hereby given that consumers following this practice will be shut off without further notice, upon detection.

J. G. WATTS, Townsite Manager.

COASTING ON C STREET FORBIDDEN.

Anchorage, Alaska, Oct. 29, 1917.

Notice is hereby given that because of the danger incident thereto, the practice of coasting on C Street Hill, from Fourth to First streets, and also coasting on any of the sidewalks within Anchorage Townsite must be discontinued.

J. G. WATTS, Townsite Manager.

CONTRACTS AWARDED FOR LOCAL POTATOES.

The Store Department of the Alaskan Engineering Commission has awarded contracts to the farmers of Matanuska to furnish 200 tons of potatoes for the use of the Commission forces in the Seward and Anchorage divisions, the prices ranging from $47.00 to $60.00 per ton. Contracts for 36 tons were awarded to individual bidders and a contract for 164 tons was awarded to the Matanuska Farmers' Co-Operative Produce Association.

The Commission will not import any more potatoes in the future. This policy has also been adopted by the merchants of Anchorage, insuring thereby a ready market for locally-raised tubers. The potatoes this year are found to be of much better quality than those of last year.

H. G. Kaiser, of Anchorage, has been appointed Official Photographer of the Commission, vice Mr. P. S. Hunt, deceased.

Contribute to the Red Cross fund.

BETTER MARKETING METHODS NEEDED FOR PRODUCTS OF ALASKA.

A striking illustration of the pressing need for an economical marketing method for the farm produce of this section of Alaska is revealed in a recent shipment of 58 tons of Matanuska turnips consigned to commission merchants at Seattle. These vegetables were shipped direct from Anchorage on the U. S. A. transport Crook, under an especially low freight rate which enabled them to compete commercially with similar produce raised on the Pacific coast. Upon reaching Seattle, it has developed, a large part of these turnips were resold by the produce merchants of that city and shipped to Cordova, Valdez and other Alaska points.

The distance between Anchorage and Seattle by direct route is 1430 nautical miles, and between Seattle and Valdez 1475 miles by the inside passage, making a total distance of 2905 miles between the producer at Anchorage and the ultimate consumer in this instance. Had the turnips been shipped direct from this port to Valdez, 382 miles distant, there would have resulted a saving in water transportation of 2523 miles.

It is evident that a plan of co-operation between the merchants and farmers of Alaska must be devised to overcome this present unsatisfactory condition. Equitable freight rates must be obtained from the local steamship lines to permit all Alaskan products to compete in the towns of Alaska and the markets of the Pacific coast with those products grown in the west. The inauguration of such favorable freight rates will not only contribute materially in advancing the development of the Territory, but should also result in providing the steamship lines with a large tonnage of agricultural, mineral and general freight of satisfactory profit to themselves.

Steps will be taken before the next marketing season, through the Land and Industrial Department, in cooperation with the various commercial associations of Alaska and the State of Washington, to secure some effective means of remedying the present handicap suffered by local homesteaders in the disposal of the products of their farms.

NOTICE.

Anchorage, Alaska, November 5, 1917.

TO ALL CONCERNED:

Effective this date, bus line will be placed in operation from the residences on the hill in the terminal yard at Anchorage as follows:

Bus will leave House No. 14 daily except Sunday at 10.00 and 11.00 o'clock a. m. and 1.00 and 2.00 o'clock p. m., going to House No. 6, thence to Fourth Avenue and C Street; thence on 4th to H Street. Bus will then return from 4th and H Street via the same route, thence to the corral.

F. MEARS, Commissioner.

PROPOSAL.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, November 2, 1917.

Sealed bids will be received at this office up to 3.00 p. m. November 12, for the purchase of garbage from the mess house. Right is reserved to reject any and all bids.

F. MEARS, Commissioner.

STUDENTS KNIT FOR SOLDIERS.

The students of the Fairbanks schools are doing their bit toward winning the war by preparing knitted articles of all kinds for the use of the soldiers. The articles consist chiefly of scarfs, helmets, wristlets, socks and hospital stockings. The work is being done by the domestic science classes of the school under the direction of the superintendent. The girls of the school are doing the knitting, while the boys furnish the yarn out of which the articles are to be made.

STANDING BEHIND OUR SOLDIERS.

You are undertaking a great duty. The heart of the whole country is with you. Everything that you do will be watched with the deepest interest and with the deepest solicitude not only by those who are near and dear to you but by the whole Nation besides, for this great war draws us all together. * * *—From Prsident Wilson's address to the soldiers of the National Army.

If the heart of the whole country is with our soldiers of the National Army, and it is believed that it is, the money of the Nation will be back of them. The Liberty Loan is to be used to arm, equip and maintain our soldiers, to prepare them for the conflict in France, and make them as effective and powerful as possible, and safeguard them in every way possible. In addition, it will be used to give them life and indemnity insurance and provide for their dependents. The uses of the Liberty Loan appeal to every patriotic American, for it is used for our soldiers and sailors and the principles which they uphold, which the heart of the whole country is with.

The U. S. A. transport Crook is scheduled to sail for Seattle Friday afternoon at 3 o'clock.

W. A. English, of the Seattle Purchasing Office staff, is a round trip passenger aboard the transport Crook.

L. J. Harris, formerly foreman of the Chickaloon coal mines, left on the steamer Evans for his home in Seattle.

The Tanana Valley Agricultural Association has fixed a price on oat hay of $75 per loose ton and $90 per baled ton.

The family of Mr. Ralph Moyer, assistant chief clerk, leaves for Seattle on the transport Crook to spend the winter in that city.

Geo. R. Vause, superintendent of Susitna River transportation, accompanied by Mrs. Vause, sails on the transport Crook to spend two months' leave in Washington and California.

H. B. Laughlin, division line auditor at Anchorage, leaves for Seattle on the transport Crook, accompanied by his mother, to spend the winter in Seattle and other points in the State of Washington.

On October 31, there were 10.5 inches of snow at Anchorage, 6 inches at Kern Creek, one inch at Seward, 9 inches at Potter, 5 at Matanuska, 7 at King, 2 at Dead Horse Hill, 2 at Talkeetna and 4 at Caswell.

MARRIED.

BOYLES-McINERNEY—On Sunday evening, November 4, at Whitney's Ranch, near Anchorage, Miss Nell E. McInerney, of Chicago, Ill., to Claude T. Boyles, of Anchorage, Rev. J. L. McBride, pastor of the Presbyterian Church, officiating.

ALASKA RAILROAD RECORD

COMPLETE TOPICAL INDEX FROM NOVEMBER 13, 1917 TO NOVEMBER 5, 1918, INCLUSIVE.

Accidents:
Albrecht, J. E., 328.
Brosen, Chas. A., 326.
Craig, A. C., 208.
Fabro, Isaia, 21.
Johnson, Thos., 264.
Report of boat accident, 392.
Steinman, F. A., 359.

Accounting:
Accounting Department Circulars, see Circulars.
Subdivisions arranged, 316.

Advisory Council, Anchorage:
Approved by Alaskan Engineering Commission, 332.
Candidates announced, 310.
Seven residents elected, 352.
Voting place, 348.

Advisory Council, Fenana:
Election held, 158.

Addresses Wanted:
See Missing Men.

Agriculture in Alaska:
Alaska hay marketed in Anchorage, 86.
City garden guide issued, 171, 211.
Development, tributary to Government Railroad, 2, 12.
Farmers urged to diversify crop, 177.
Land and Industrial department seeks market for potatoes, 161.
Railroad officials attracted by agricultural prospect, 273.
Report from Fairbanks farmers, 193.

Alaska:
Article on Government aid for Alaska, 318.
Hot and mineral springs in, 247.
Naming of, 78.
Needs special coal and oil laws, 251.

Alaska Fair Association:
Adopt by-laws and name directors, 214.
Officers elected and plans discussed, 261.
Stock subscriptions, 27.
Site purchased, 314.

Alaska Loyal League:
Drills twice each week, 246, 260.
Joins Home Guards, in drill, 311.
Non-commissioned officers appointed, 1.
Rifles shipped from California, 197.
Starts membership campaign, 149.

Alaska Road Commission:
Reorganization of, 127.
Work accomplished by, 278.

American Society for Thrift:
Statistics presented by, 8.

Anchorage Division Notes:
Progress reports published weekly.

Anchorage Side Club:
Asked to send representative, 322.
Donald R. Adams will go as representative, 329.
Representative makes good showing, 416.

Anchorage Townsite:
Ashes used for streets, 174.
Delinquent annual installments, 213, 226, 235, 314.
Report of expenses by Townsite Manager, 197.
Sewer assessments, 194.

Appropriations:
For Alaskan Engineering Commission, 241, 259, 265.
Of Congress, 46.

Armenian and Syrian Relief:
Appeal by President, 23.
Campaign to raise funds, 323.
Commission employees go over top, 345.
Interest taken by employees, 334, 337.

Assessments:
Delinquent assessments, 130.
Method of levying, 314.
Statement of Anchorage Assessments, 34.
See Anchorage Townsite.
See Lots (Townsite).

Baseball League:
Anchorage League formed, 221.
Games reported weekly.
Paraphernalia and uniforms for Army nine, 232.

Beeson, Dr.:
To take vacation, 257.

Bids:
See Proposals.

Births:
Announced, 160, 168, 184, 264, 272, 280, 288, 301, 312, 327, 360, 381.

Board of Health:
Organized, 101.
Prepared to fight influenza, 401.
Sanitary Officer appointed, 356.

Bob Sleds:
Ready for service in Talkeetna District, 399.

Bowling:
Clubs organized among employees, 16.
Winners of Bowling Tournament, 88.

Boy Scouts:
Anchorage branch, 11.
Planting gardens in Townsite block, 210.

Breck, C. E., jr.:
Leaves for States, 5.

Bridge and Building:
Repairing bridge at Mile 52, 313.
To begin work on Montana Creek Bridge, 295.
See Circulars.

Browne, Fred'k D.:
Appointed Engineer in charge Fairbanks Division, 188.
Leaves for States, 25.
Takes trail to Fairbanks, 195.

Ceremonies:
Marking rail connection will be held, 353.

Cemetery:
Organizations may buy tracts, 238.

Checks:
Estopped from payment, 91, 162.
Undelivered at Anchorage Office, 186, 300.

Christensen, Andrew:
Leaves for States, 184, 190, 320.
Returns to Anchorage, 281.
Will visit Nenana, 243.

Circulars, Official:
Accounting Department:
Cancellation of transient meal tickets, 85.
Charges for rolling stock, 128, 138.
Meals furnished employees of Seward Division, 23.
Mechanical department cost accounting, 24.
Rental of locomotives and cars, 221.
Telephone and telegraph reports, 173.
War Relief Bureau pledge, 4.
General Circulars:
Acting Division Engineer, Andrew Christensen, 60.
Acting Engineer Maintenance of Way, Kuney, 101.
Acting Fire Chief, Geo. H. Ross, 372.
Acting General Storekeeper, Manning, 308.
Acting Manager of L. & I. Dept., Lindner, 188.
Acting Manager of L. & I. Dept. and Townsite, Tewkesbury, 332.
Acting Special Disbursing Agent, Donnally, 221.
Appointment and promotion papers, 228.
Approval of final estimates, 380.
Auditing of accounts, 44.
Bus line schedule, 117.
Certificates of discharge, 372.
Chief Clerk, Fleischman, 308.
Chief Timekeeper, Porter, 372.
Circulars must be observed, 60.
Clocks turned back, 388.
Consolidation of mail matter, 332.
Cottages, Government, employees vacating must give notice, 4.

Circulars, Official—Continued.
Cummings, A. B., placed in charge of quarters, mess and dining rooms at Anchorage, 364.
Dose, H. F., takes over Talkeetna property, 292.
Economy in use of paper, 404.
Electric light deposit, 4.
Employees of timber contractors, 132.
Employees' personal papers, 148.
Employment bureau chief, 361.
Employment papers, 23.
Excursion, July 21, 1918, 268.
Fire protection regulations, 98, 109.
Fire warning, 260.
Food conservation, 85.
Food regulation changes, 148.
Form A. F. E., 396.
Form—injury report, 180.
Hammond, G. C., appointed secretary of Liberty Loan Bond Club, 380.
Hansen, F. A., resumes duties, 132.
Harbor equipment put into winter quarters, 356.
Holiday announcement, Christmas, 45.
Holiday announcement, Decoration Day, 221.
Holiday announcement, Fourth of July, 260.
Holiday announcement, Labor Day, 340.
Holiday announcement, Liberty Day, 381.
Holiday announcement, New Year, 45.
Holiday announcement, Thanksgiving Day, 4.
Holiday announcement, Washington's Birthday, 109.
Income tax returns, 117.
Identification cards, 308.
Information concerning employees entering military service, 28, 37.
Laughlin, H. B., appointed surveying officer, 232.
Liberty Day proclamation, 196.
License for purchase of explosives, 60.
Locating Engineer, Secrest, T. W., 205.
Meatless meals suspended, 148.
Moyer, R. N., appointed secretary of Railroad Y. M. C. A., 148.
Muller, J. E., appointed surveying officer, 188.
No contingent fee allowed, 324.
Notice of vacating houses, 112.
Numbering culverts, 212.
Observance of game laws, 292.
Operation of gasoline cars, 380.
Organization changes, 41.
Passes on chartered trains, 292.
Payments on Liberty Bonds, 404.
Permit to pass sentry at dock, 180.
Pollock, C. D., appointed water service engineer, 161.
Purchasing of supplies, 380.
Regulations regarding explosives, 212.
Rental charge for team and sleigh, 28.
Report of passes, 141.
Requests for leave, 380.
Salary increase, rule regarding, 396.
Sanitary officer, Stoughton, H. W., 356.
Seattle office of Engineering Representative of A. E. C. abolished, 252.
Selective service regulations, 37.
Shipment of parcels to employees, 380.
Sick leave regulations, 117.
Telegraph and telephone regulations, 180.
Telephone alarm system, 173.
Time advanced, 156.
Transfer of pumping plant, 324.
Wage schedule changed, 15.
Weather bureau reports, 44.

Maintenance of Way:
Appointments, 90.
Forest fires, 260.
Rules governing the use of sugar, 372.
Sacks and canvas must be saved, 372.

Mechanical Department:
Delay to trains account of engines, 90.
Handling of non-expendable property on locomotives, 60.
Time recorder and time cards, 61.

Stores Department:
Lumber for sale, 356.
Cancellation of authority, 69.
Non-expendable authorization, 69, 101, 213, 221, 214, 316.
Old tents and tarps, 260.
Requisitions for stationery, 252.

Telegraph and Telephone Department:
Appointments, 90.
Matanuska telephone exchange, 28.
Telephone tariff revised, 4.

Trainmasters:
Agents and operators report to dispatcher, 61.
Blind siding reports, 90.
Cars put into coal service, 261.
Class signals and markers, 15.
Coaches barred from depot passing track, 148.
Conductors' tonnage report, 52.
Instructions to conductors, 52.
Method of handling local tickets, 101.
Moose Creek spur extended, 10.
Spur track leading to Giant Powder Co.'s warehouse, not to be used, 69.
Sunday work of dispatchers, 4.
Switch stand placed in yard, 236.
Switch taken up for winter, 33.
Time schedule changes, 260.
Trains must stop at yard crossing, 15.
Track between warehouse No. 2 and machine shop to be clear at night, 99.

Circulars, Official—Continued.
Train service to Rainbow, 24.
Trains to Montana, 308.

Transportation:
Agency at Houston closed, 141.
Annual passes extended, 52.
Annual passes lost, 16.
Card passes for employees, 52.
Handling refrigerator cars, 16.
Handling registered packages, 91.
Internal revenue tax, 22.
Minimum coal car weights, 52.
Names of stations changed, 40.
Passes listed for cancellation, 15.
Powder days for trains, 40.
Report of cars loaded at stations, 109.
Shipments of company supplies, for emergency use 77.
Shipping orders for freight, 228.
Standard clearance for platforms, 148.
Time tables and special instructions, 30, 31, 54, 55.

Orders:
Assistant to Secretary of Interior, 180.

Executive Orders:
Alaskan Railroad and Townsite Withdrawal No. 17, 28.
Alaskan Timber Land Withdrawal, 286, 381.
Alaskan Timber Reserve No. 1, elimination, 180, 197.
Eliminating certain lands from Executive Orders Nos. 1 and 2, 156.
Land restored to entry, 156, 230, 234.
Modification of Alaskan Withdrawal No. 1, 156.
Railroad and Townsite Withdrawals, Nos. 1 and 2, eliminations from, 85.

Civil Service Commission:
Citizens of allied countries may apply for unskilled laborer positions, 242.
Examinations to be held, 75, 164, 250.
Lindner, E. T., appointed secretary, 75.
List of Civil Service examinations, 138.
To obtain accountants for aviation work, 124.
Two thousand stenographers needed by Government, 353.

Clothing:
Regulation governing manufacture of, 326.
Life of soldiers' apparel, 326.

Coal:
Alaskan fields open for development, 139.
Application for lease, 190.
Chickaloon coal on exhibition, 46.
Chickaloon coal received in Seattle, 52.
Company changes name, 56.
Creation of leasing unit No. 20, 76.
Employees must order in advance, 125.
Eska mine makes record shipment, 233.
First commercial order received, 276.
First shipment from Anchorage, 193.
Free use permits issued, 195, 235.
Lane, Franklin K., asks appropriation to investigate lignite coal, 88.
Leasing units of Nenana fields announced, 85.
Lighting system installed by Chickaloon Coal Co., 117.
New deposit found at Chickaloon, 294.
New mine opened on Moose Creek, 79.
North Dakota coal land thrown open for entry, 63.
Operations in Nenana field, 238, 316.
Order from Latouche Mining Co., 364.
Proclamation, reserving coal-bearing lands in Alaska, 143.
Production from Matanuska field, 121.
Progress of mines, published weekly.
Two veins opened up near Houston, 77.
Unit No. 7 enlarged, 77.

Coast and Geodetic Survey:
See Surveys.

Commissary, A. E. C.:
Proposal to reopen is considered, 281.

Contractors:
Experienced labor shortage, 271.

Contracts:
Awarded: 211, 256, 273, 283.
Settlements, shown each issue.

Cottages:
Applicants not always ready, 316.
Changes made, 361, 416.
Women employees rent residence formerly used by Col. Mears, 361.
Vacant cottages, 340.
Vacating of cottages requires notice, 4.

Council of Defense:
Requests appointment of fuel administrator, 252.
Urges people not to spend money on Christmas presents, 283.

Coupon Books:
Lost, 181.

Criticisms:
Valdez newspaper comments on criticism directed at Alaskan Engineering Commission, 397.

Crook:
See Transport Crook.

Delegate from Alaska:
Committee decides for Wickersham, 279.

DeLong, Walter:
Tendered farewell banquet, 297.

Delinquent Lot Assessments:
See Anchorage Townsite.
See Lots (Townsite).

Dependents:
See War.

Disbursements:
Report published weekly.

Docks:
Controller Bay dock carried away by ice, 116.
Work and activities around Anchorage dock, reported weekly.
Work started on Anchorage dock, 257.
Dose, H. F.:
Returns from States, 160.
Leaves for Talkeetna, 168.
Dredge:
Completes season's work, 104.
Edes, William C., Chairman:
Arrives in Anchorage, 289.
Leaves for States, 409.
Leaves Washington for Anchorage, 217.
Will leave Seattle for Anchorage, 236.
Electric Light and Power:
See Circulars.
Employees:
Anchorage employees lead in Third Liberty Loan, 209.
Assigned to Captain Jones' company, 205.
Donnally, Chas. W., accepts captaincy, 296.
Former employee loses life in France, 361.
Former employee writes from France, 333.
Honor Roll includes commission employees, 250.
Moyer, R. N., resigns to enter bank, 217.
Nenana Employees come over trail, 317.
Take higher degrees in Masonry, 350.
Visit States, 190.
Engineer Maintenance of Way:
Bauer, E. T., appointed assistant, 249.
See Circulars.
Equipment, Railroad:
Cars completed, 141.
Received from Panama, 277.
Will reach Nenana, 238.
Excursions, Railroad:
To Chickaloon, 268, 295, 304.
To Turnagain Arm, 45.
Executive Orders:
See Circulars.
Exemption Board:
Favors quick registration, 346.
Says, "Work or fight," 310.
See War.
Explosives:
Regulations regarding, 212.
See Circulars.
Exports:
Dressed reindeer shipped from Nome, 46.
From Alaska, 102, 255.
See Potatoes.
See Agriculture.
Fair:
See Alaska Fair Association.
Fairbanks Division:
Construction and progress notes, 46, 48, 194, 229, 350, 371, 395, 408, 410.
Contracts, 211, 256, 283.
Farmers harvest crops, 406.
Force report, 194.
Weather report, 232, 411.
Fair Price Committee:
Anchorage merchants become members of, 357.
Makes revision in prices, 366.
Publishes fair price list, 344.
Publishes new list, 349.
Farming:
See Agriculture.
Federal Commission:
Completes work in Anchorage, 396.
Goes to Chickaloon to study coal situation, 374.
Praises work of Commission and country's resources, 388.
Will confer with Alaskan Engineering Commission Officials, 364.
Fire:
Fire protection regulations, 90.
Roundhouse at Nenana destroyed, 76.
Two outfit cars at Camp 174 destroyed, 72.
See Circulars.
Fish:
Canned and barreled salmon shipped, 348.
Instructions for canning and salting, 301.
Fisheries:
Application for fishing license, 184.
Difficulty in securing shipping space, 359.
Licenses issued, 150, 242, 259, 278, 307, 322, 366, 411.
License returned unclaimed, 381.
New rules framed by Federal Authorities, 242.
Profits of fish dealers fixed by food authorities, 242.
Salt water fishermen must procure license, 124, 150.
Shipment sent to Seattle, 333.
Flag:
Correct way of showing respect for, 326.
Electric flag at T. and T. department, 185.
Fleischman, I. H.:
Arrives in Anchorage, 128.
Leaves for States, 5, 408.
Receives commission, 377.
Floating Equipment:
Activities reported weekly.
Ready for opening of navigation, 172.
Ready for winter quarters, 395.
Turret Crown damaged by gale, 8.
Food Administration:
Anchorage district makes fine record, 191.
Appeal to conserve food, 103.
Asks new cut in consumption of breadstuffs, 166.
Alaska's administrator passes away, 253.
Bakers must make weekly reports, 237.
Bread made without sugar or malt, 287.
Food Administration—Continued.
Campaign for food conservation, 75.
Canvass of houses planned 79.
Conservation of foodstuffs, 47.
Conserve fats, 142.
Conserve wheat and meat, 131.
Explains wheat regulations, 362.
Firm ordered out of business, 157, 167.
Food Administrator for Nenana, 123.
Food Administrator Hoover answers criticisms of Spreckles, 53.
Food cards for 1918, 154.
Further restrictions on sugar, 302.
Gives new regulations, 355.
Gives recipes for preparing vegetables, rice and fish, 342.
Green coffee license to stop speculation, 125.
Kill no hens or pullets, 152.
License for use of flour, 199.
Lindner, E. T., appointed secretary of Anchorage district, 124.
Meatless days and meals discontinued, 223.
Necessity of careful administration, 207.
New administrator named, 279.
New regulation for saving of meat, 223.
New restrictions on wheat, 264.
Permits for sugar and flour, 149.
Potato bread, 223, 229.
Prices of wheat substitutes extortionate, 245.
Speculation on wheat and meat prevented, 279.
Sugar allowance more liberal, 411.
To regulate retail prices, 283.
Urges use of perishable goods, 290.
Use of wheat products limited, 198.
Waste is criminal, 103.
Wild currants should be preserved, 294.
Force Report:
Published weekly.
Fuel Administration:
Economy must be practiced to avert fuel famine, 200.
Limit put on lighting by, 315.
Plans campaign, 290.
French Republic:
Anniversary celebrated by Anchorage residents, 288.
Fuel:
Storekeeper should be notified in advance, 125.
Gamble, Geo. H.:
Transferred to office of H. A. Meyer, 49.
Game:
Caribou plentiful at Fairbanks, 8.
Scarcity reported, 23.
Game Laws:
Attention called to necessity of strict observance of, 292.
Gardens:
Victory gardens will be cultivated by Commission employees, 229.
Geological Survey:
See Survey.
Gerig, William:
Appointed engineer in charge, 73.
Due to arrive in Anchorage, 128.
Inspects road north of Anchorage, 209.
Leaves for States, 16.
Leaves Seattle for Anchorage, 113.
Son in Army, 188.
German Kultur:
Not a new thing, 255.
Guard:
See Home Guard.
Holidays:
Announcements, 4, 45, 109, 221, 260, 340, 381.
Home Guards:
Hold regular drills, 260.
Join Loyal League for drills, 311.
Homesteads:
Act for relief of homesteaders who enter military service, 71.
Additional lands available, 181, 310.
Applications filed, 71, 244, 258, 278.
Chugach forest applications, 108.
Free survey authorized, 301.
Homesteaders allowed leave of absence, 127.
Land near Matanuska open to entry, 230.
Land near Moose open to entry, 268.
Land near Wasilla open to entry, 196.
Land south of Anchorage open to entry, 205.
Laws amended, 317.
Honor Roll:
See Interior Department.
See War.
Hospital:
Annual report of, 126.
House Committee:
Recommends appropriation for construction of Alaska Railroad, 241.
Hunters:
Duck hunters encounter rough weather, 348.
Employees bag many ducks, 396.
Ice:
Causes high water at Knik and Matanuska, 281.
Causes high water in Susitna river, 253.
Heavy run at Talkeetna, 237.
Ice Skating Rink:
Constructed at Anchorage, 29.
Income Tax:
Comparison of American and English, 240.
Time for filing returns extended to April 1, 142.
Industries:
Alaska's herring industry, 326.
Lime south of Anchorage, 152.

Influenza:
Is of mild form, 413.
Method of combatting, 413.
Board of health prepared to fight, 401.
Injuries:
Report of, form 79, 180.
See Accidents.
Interior Department:
Honor Roll of employees, 153, 218, 282, 330, 358, 382.
Record kept of men who die in service, 379.
Interstate Commerce Commission:
New rules and regulations by, 170.
Praises work of Alaskan Engineering Commission, 405.
Inventions:
War department to examine, 239.
Jaccard, E. S.:
Leaves for States, 25.
Jones, Capt. C. G.:
Acknowledges gift of sword, 245.
Knitting:
See Red Cross.
Labor Conditions:
Railroad work hampered by labor shortage, 378.
Land:
Restored to entry, 234, 236.
Timber land withdrawn, 236.
See Executive Orders.
See Homesteads.
Land and Industrial Department:
Address of land claimants wanted, 20.
Application for homestead entries, 40.
Coal land available for leasing, 42.
Land contiguous to Anchorage open to settlement, 46.
See Land.
See Homesteads.
Land Withdrawals:
See Executive Orders.
Lane, Franklin K:
Address in Carnegie Hall, 27.
Lake named in honor of daughter, 33.
Reviews development of Nation's resources, 74.
School named in honor of, 154.
Laws:
Coal and oil laws for Alaska, 251.
Details of law given, 268.
Homestead laws amended, 317.
New law restricting entering or leaving United States, 278.
Non-mineral law before house, 303.
Presidential power augmented, 275.
Requiring numbering of boats, 282.
Legislation:
Affecting homestead laws, 108.
Affecting reserve space on navigable waters, 108.
Amending homestead laws, 317.
Liberty Loan:
Alaskan purchases of 3rd loan attract attention, 287.
Allotment of Commission employees, 370.
Anchorage employees subscribe to, 189.
Button a badge of honor, 170.
Commission ranks high in third loan, 234.
Coupons, 99.
Employees commended for subscriptions, 17.
Employees subscribe liberally, 184, 190, 225, 393.
Essay contest, 157.
Flags requested for Eska and Chickaloon, 193.
Hold your Liberty Bonds, 171.
Honor flags and rolls, 183.
Installments due, 15, 19.
Of interest to banks, 171.
Payment on bonds, 86.
Quota for Anchorage, 173.
Secretary Lane's address on, 27, 204c.
Special features of campaign, 385.
Statement of subscriptions of employees of Interior Department, 21.
Third loan opened on first anniversary of War, 157, 164.
Urges subscription to, 19.
Warns bond holders against worthless exchange, 148.
Will contribute to German defeat, 359.
Lighthouse Service:
Acetylene light for Fire Island, 329.
List of lighthouses established, 399.
Superintendent of lighthouse, 333.
Lots (Townsite):
Assignees should notify Land Office of transfer, 5.
Lots forfeited, 365.
Reported for forfeiture, 16, 39, 97.
Second installment on Anchorage lots due, 25.
See Anchorage Townsite.
Lost:
Collection of photo cards from Y. M. C. A., 108.
Loyal League:
See Alaska Loyal League.
Magazines:
Taken from Anchorage reading room, 11.
Mail:
Arrival and departure reported weekly.
Carried by railroad between Seward and Anchorage, 398.
Last mail for interior, 338.
Winter service, 4.
Maps:
Plats of Matanuska and Moose Townsites, 116.
Photolithographic plats of Wasilla, 287.
Marriages:
Balls-Anderson, 168.
Breck-King, 79.
Chamberlain-Sloan, 79.
Delaney-Albertson, 79.
Marriages—Continued.
Harmon-Moores, 190.
Jones-Farrington, 46.
Levy-Plato, 264.
Lounsbury-Baker, 368.
Matanuska District:
Lands restored to entry, 156.
See weekly progress reports.
Mason, C. L.:
Gives description of trip to Nenana, 306.
Receives interesting letter from O. A. Kenyon, 414.
Writes, "Some First Impressions in Washington, D. C.," 133.
McFarland, E. E.
In France, 27.
Meal Tickets:
Loss of, 47, 72.
Mears, Frederick:
Cables appreciation for gift, 89.
Farewell ovation tendered, 65.
Gives review of location and construction of Government Railroad, 201, 210.
Presented swords at Washington, 137.
Promoted to rank of Major, 17.
To organize railroad regiment, 57.
Writes of purchase of sabre for Capt. Jones, 228.
Writes interesting letter to Mr. Gerig, 365.
Meyer, Herbert A.:
Resigns to accept commission, 160.
Mileage:
Distances, approximate, 20.
Missing Men:
Addresses wanted, 51, 61, 312, 383, 415.
Minerals:
Alaska's mineral production, 58.
Old gold and silver coined at cost, 351.
Resources of Tolovana district outlined by geological survey, 270.
Mining:
Assessment law suspended, 7.
Famous Klondike, 29.
In Alaska, 98.
In Yukon-Tanana region, 133.
Mining on Patterson Creek, 331.
Willow Creek district second in importance, 335.
Mount McKinley:
Article, by Herbert A. Meyer, 135.
Naval Appropriation:
Considering expenditure of, 315.
Details of amendment received, 253.
Signed by President, 265.
Naval Vessel:
Calls for coal, 281.
Navy:
See War.
Navigation:
Anchorage navigation open, 168.
Closed on lower Yukon, 16.
First boat for season to arrive, 129.
Heavy cargoes to arrive, 205.
Navigation closed on Susitna River, 392.
Nenana:
Clay products to be manufactured at, 117.
Coal fields developed, 113.
Contract for installing water and sewer systems awarded, 7.
Lot forfeited, 295.
"Nenana Not Overdone," says B. H. Barndollar, 337.
Temperature for July, 347.
Newspaper:
Directions for wrapping, 275.
Government paper printed at Washington, 246.
Neuilly Hospital:
Call receives generous response, 378, 386, 394.
Campaign for funds in Anchorage, 361.
Engineer in charge thanks employees for donations to, 405.
Interesting information received, 258, 354.
Pictures of beds received by Wm. Gerig, 230
Obituary:
Alexson, Gust, 165.
Allenbaugh, J. E., 328.
Blewett, E. R., 76.
Bronson, Chas. A., 336.
Jackson, Linneus G., 133.
Tracy, Henry A., 181.
Officials A. E. C.:
Inspect Government Railroad, 249, 257, 265, 281, 289, 297, 313, 340.
Official Circulars:
See Circulars.
Orders:
See Circulars.
Panama Railroad:
Reconstruction of, 81, 92.
Paper:
Saving of, 402.
Passes:
Employees allowed passes for berry picking, 297.
No passes on chartered trains, 292.
Photographs printed on dock passes, 189.
Permits:
For coal mining, 195, 235, 277.
See Food Administration.
Platinum Industries:
Federal Government takes over control of, 391.
Personal Data:
See Employees.
Photolithographic Plats:
See Maps.

Post Office Department:
Eska mail handled at Anchorage office, 48.
McPhee, E., appointed Postmaster at Anchorage, 32.
New offices established along railroad, 49.
Potatoes:
Candy tempting and delicious, 295.
Commission buys potatoes from farmers, 361.
Cordova orders more, 214, 227.
Farmers warned not to hold, 173.
First shipment to go to Cordova and Seward, 189.
Land and Industrial Dept. seeks market for, 164.
Local potatoes for Fort Gibbon, 13.
Low rates given by steamship companies, 308.
Orders received, 276, 289.
Praised by food administration and newspapers, 254.
Shipments to Alaska merchants, 223.
Primaries:
Contest settled, 263.
Results of, 204-6.
Proclamations:
Of Governor of Alaska, 9, 412.
Of President of U. S., 77, 131, 139, 143, 325, 339, 372.
Profiteering:
Exposed by Trade Commission, 298.
Progress Reports:
Of construction activities shown weekly.
Property Department:
Service Flag raised in honor of former employees, 208.
Proposals:
For barn at Knik, 171.
For instrument shelters, 364.
For laundry work, 53.
For live stock, 141.
For sale of onions, 228.
For printing Alaska Railroad Record, 190.
For ties, telephone poles and crib logs, 16.
Public Lands:
Containing potash may be leased, 88.
See Homesteads.
Townships open for entry, 99.
Public Schools:
See Schools.
Pumping Plant:
Transferred to mechanical department, 321.
Railroads, Alaska:
Bering road nearing completion, 13.
Railroad, Government:
Appropriation recommended for construction, 241.
Article on construction by J. L. McPherson, 103.
Change in schedule, 206.
Construction in Fairbanks Division, 350.
New equipment for, 103.
Plans completed for season's operations, 205.
Praised by federal commission, 388.
Progress of work by Chairman Edes, 309.
Review of location and construction by Col. Mears, 201, 210.
Temporary schedule, 9.
Time table, 15.
Train service between Miles 51 and 71, discontinued, 57.
Trains south to Rainbow, 25.
War will delay completion, 185.
Work on Alaskan Railroad will be continued, 185.
Railroad Men:
Duties of, in time of war, 261.
Railways:
American Government controls railways, 123.
Article on Government Railway control, by McAdoo, 143.
Copies of "Sabotage" Act, 213.
Need their trained men, 390.
Railroad employees rush to colors, 167.
Railroad wage commission created, 162.
Spirit and purpose of national railroad service, 182.
Receiving and Forwarding Agents:
Office moved, 25.
Red Cross:
Activities of employees of Interior department, 119.
Alaskan natives subscribe to, 175.
Anchorage chapter elects officers, 338.
Anchorage employees subscribe three times allotment, 225.
Anchorage drive, 71.
Chairman Edes commends employees, 306.
Christmas seals distributed, 27.
Donations to Nenana Hospital, 38.
Department of nursing needs recruits, 144.
Drive postponed, 153.
Equipment for baseball sent to France, 17.
Eska coal miners organize club, 205.
Instructions for knitting, 102, 131.
Membership campaign, 41.
Need for "Smokes" for soldiers, 168.
Sale of Christmas seals urged, 23.
Salaries paid at national headquarters, 87.
See War.
Stimson, C. D., thanks Anchorage, 45.
Registration:
Anchorage district assigns places of, 390.
All class one called to colors, 357.
Time allowed for registration, 363.
Text of law given, 267.
Registrants:
Celebration held in honor of, 269.
Chief executive empowered to call registrants, 279.
May report at Fort Liscum, 227.
More registrants called, 289, 315.
Registrants unfit for fighting to be inducted for clerical work, 331.
Respond to call of exemption board, 257.
Will go to Fort Seward, 253.
Registrants—Continued.
Will leave Anchorage, 300.
See War.
Riggs, Thomas, Jr.:
Arrived in Juneau, 206.
Honored guest at Seattle, 189.
Makes official visit to Anchorage, 369.
Named Governor of Alaska, 145.
Requisitions:
See Circulars.
Rifle Club:
See Anchorage Rifle Club.
Rolling Stock:
Large order placed, 9.
Received from Panama, 311.
Ryus, F. S.:
Returns to Nenana, 10.
Visits Anchorage, 17.
Salaries:
Rule regarding increasing of, 396.
See Circulars.
See Wages.
Sauer Kraut:
Dutch—not German origin, 275.
Saw Mill:
Turnagain Arm mill completes season's work, 242.
Schools:
Alaskan school children pledge themselves to help Government, 255.
Government presents school building to Anchorage, 33.
School attendance compulsory, 413.
School opened at Matanuska, 86.
Secrest, T. W.:
Appointed locating engineer, 205.
Leaves with locating party, 244.
Seward Division:
Progress reports published weekly.
Seward-Anchorage Line:
Publicity given completion of, 379.
Sewer System:
Statement of Anchorage system, 38.
Service Flags:
Significance and use of, 132.
Shipping Board:
Federal examiner to visit Alaska, 176.
Rate hearing before Examiner Kent, 231.
Shoes:
Board of War Industries regulates styles, 294.
Sidewalks:
Anchorage residents advised to keep sidewalks clear of snow, 71.
Laid at Nenana, 68.
Laid at Wasilla, 237.
Signal Corps:
To compile pictorial history of war, 339.
Skagway:
Government releases cemetery, 215.
Steamships:
First boats of season arrive, 190.
Movements reported weekly.
S. S. Schley makes first voyage to Anchorage, 325.
Steam Shovels:
Activities reported weekly.
Sugar Ration Cards:
Put into effect in Anchorage, 349.
Sundry Civil Bill:
Passes both houses, 265.
Signed by President, 277.
Supplies, Railroad:
Big shipment of lumber, 277.
S. S. Valdez arrives with supplies, 216.
Vessels chartered to carry supplies, 213.
Surveys:
Geological engineer leaves for Broad Pass, 244.
Geological survey establishes office in Anchorage, 249.
Men and equipment needed by coast and geodetic survey in Alaska, 291.
Report of geological survey, 406.
Railroad surveys inspected, 360.
Surveyors run lines near Baxter, 217.
Swan, H. F.:
Succeeds H. P. Warren, 213.
Talkeetna District:
Deep snow at Talkeetna and Indian River, 207.
Progress reports published weekly.
Report of district engineer, 387.
Taxes:
See Assessments.
See Anchorage Townsite.
Telegraph and Telephone Department:
New poles placed north and south of Matanuska, 276.
New telephone directory issued, 78.
Rates for telephone service, 4.
Repairs made near Matanuska bridge, 329.
Service installed near Kashwitna, 325.
Snow slides cause slight damage, 152.
Working to improve lines, 312.
See Circulars.
Tennis:
Commission court put in order, 208.
Terminal Mess:
Sunday meal hours, 25.
Tewksbury, David B.:
Acting manager land and industrial department, 332.
Appointed Editor of Railroad Record, 192.
Thrift Stamps:
See War Savings Stamps.
Timber Land:
Reserve elimination, 197.
Withdrawn from entry, 236.

Time:
Advanced one hour, 155.
Turned back, 388.
Townsite:
See Anchorage Townsite.
See Lots, (Townsite).
Trails:
Blazed from Broad Pass to Indian River, 395.
Danger of winter trails, 28.
Report of trail from Nenana, 110.
Train Service:
See Circulars.
Transport Crook:
in service in Far East, 140.
Passengers on, 5.
Transportation:
Reduced for Commission employees, 217, 225.
Transportation Department:
Roll of Honor, 192.
See Circulars.
Trench Fever:
American soldiers undergo test, 286.
Turnagain Arm District:
Progress reports published weekly.
Undelivered Checks:
See Checks.
United States Land Office:
Will accept payment only in cash or Money Order, 250.
Wishes addresses, 201-d.
Vegetables:
For hospital, 395.
Wages:
For common labor, 299.
In Seattle shipyards, 309.
In United States Navy Yard and arsenals, 323.
Paid by Spruce Production board, 313.
Publicity given to wages paid by railroads in States, 325.
Standardization planned, 322.
Wage Schedule, A. E. C.:
Being revised, 273.
Commission replies to request for additional increase in wages, 324
Revised scales announced, 305.
War:
Address, by Secretary of War Baker, 151.
Aerial mail service, 167.
Alaskan recruits must report May 1, 192.
Alaskans win commissions, 20.
Alien enemy must register, 125.
All Germans must register, 119.
All Americans can serve, by McAdoo, 158.
American railroad engineers in France, 138.
Anchorage employees to enlist with Col. Mears, 129.
Aviation schools prove effective, 19.
Army and Navy insurance law, 78.
Article by Schurman on Political Ideals, 188.
Bill to protect soldiers' and sailors' land rights, 136.
Casualties among aviators low, 155.
Casualty messages go through war department, 313.
Cause of high death rate in mines, 159.
Chain letter, 249.
Cole, Lieut. R. R., writes from Fort Leavenworth, 69.
Condemnation of land for military purposes, 78.
Correspondence of enlisted men, 312.
Jenkins, Geo. L., joins 31st Engineers, 140.
Johnston, Geo. E., writes from Kent, England, 100.
Jones, C. G., receives commission, 160.
Drafting in Alaska, 11.
Draft numbers assigned, 129.
Draft quota for Anchorage district, 215.
Employees of Department of Interior to be placed on Honor Roll, 49.
Exemption board says, "Work or Fight", 310.
Experts in photography wanted by signal corps, 39.
Fatalities on wetern front, 32.
First draft in Alaska, 157.
Five draft classes, 28.
For Independence of Netherlands, 32.
Forest service recommends officers, 8.
German aliens must secure fishing license, 172.
Governor names Council of Defense, 51.
"If each home saves," 172.
Instructions concerning alien enemies, 151.
Insurance for soldiers and sailors, 160.
Interior department will post Honor Roll, 196.
Lane, Secretary F. K., plan for providing ships, 158.
Letters can not be sent to allen territory, 168.
Letter from C. D. Merritt, 196.
Letter from H. M. Rydholm, 265.
Letter from Lieut. J. L. Strong, 373.
Loyal league to be drilled by officers of 14th infantry, 162.
Mears', Col., regiment to be operating organization, 105.
Men needed for Lumbermen's regiment, 116.
Men without dependents subject to next draft, 116.
Military critics busy, 311.
Mortality statistics, 366.
Nations at war with Germany, 32.
Native children doing their bit, 109.
War—Continued.
Navy needs binocular glasses and telescopes, 126.
Need of economy, 87.
New numbers assigned registrants, 89.
New war stamp tax, 70.
Pay roll of United States Army, 106.
Pay roll of United States Navy, 114.
Penalties for false reports of war activities, 268.
Penal enlistment law amended, 42.
Photographs and stereopticon slides, 167.
Photographs released by Division of Pictures, 141.
Percentages of slackers, 165.
Physical examination of registrants to commence in Anchorage, 180.
Proclamation of President Wilson declaring interned persons enemies, 139.
Progress in treatment of war wounds, 415.
Quartermaster's building erected at Valdez, 46.
Questionnaires mailed Anchorage registrants, 156.
Record of achievements during 1917, 161.
Redfield, Secretary, letter on necessity of efficient action, 79.
Reedy, Dr. E. S., commissioned officer in medical corps, 28.
Registrants will be called, 193.
Registrants must furnish change of address, 11.
R. R. officials called to Seattle for conference, 89.
School garden campaign approved by President Wilson, 178.
Selective service regulations, 50.
Signal corps positions open for men within draft age, 141.
Serial numbers assigned registrants, 35.
Skilled workmen urged to enroll, 166.
Smith, E. S., enters service, 4.
Smoked shark as war ration, 131.
Soldier's address, 178.
Soldiers' insurance, 125.
Summary of work of Congress at extra session, 14.
Sword presented to C. G. Jones, 189.
"This is Labor's War," 179.
To preserve picture films of war, 327.
Turnagain Arm employees subscribe to tobacco fund, 27.
U. S. custodian begins search for allen property, 142.
Williams, J. C., receives appointment, 139.
Wooden boxes should not be used in mailing articles to members of A. E. F., 342.
Young men leave for war, 141.
See Red Cross.
See Registration.
War Relief Bureau:
Aided by Commission employees of Anchorage Division, 225.
Chairman rides praises work of Eska club, 306.
Expression of Appreciation, 191.
Nature of work; contributions received, 1.
Needs continued support, 354.
Pledge card rules, 4.
Receives support of Eska coal miners, 222.
Water Supply:
Statement of Anchorage plant, 35.
Waste of water, 61.
See Circulars.
Water Regulations:
For outside hydrants, 290.
War Savings Stamps:
Campaign for sale of, 145.
Employees buy, 167.
For sale at disbursing office, 157.
In demand among employees, 169.
Help finance war, 47.
School children buy thrift stamps, 149.
War Savings Certificates described, 86.
What they are, 146.
Urged to purchase, 262.
Warren, H. P.:
Resigns to join engineers' regiment, 194.
Wasilla:
Public improvements will be made, 398.
Watts, Jas. G., Jr.:
Resigns as Townsite Manager, 328.
Weather:
Conditions in America watched in war zone, 334.
Weather Reports:
For Anchorage, published weekly.
For points on railroad, published monthly.
Weekly Force Report:
Shown weekly.
Weekly Progress Report:
Details of construction shown weekly.
Williams, J. C.:
Special disbursing agent at Nenana, 102.
Winter Work:
Will be continued, 321.
Women's Liberty Loan Organization:
Makes fine showing, 396.
Y. M. C. A., Railroad:
Bowling tournament No. 1, 88.
Holds open house, 69.

BEST COPY

AVAILABLE

ALASKA RAILROAD RECORD

Volume II. ANCHORAGE, ALASKA, TUESDAY. NOVEMBER 13, 1917. No. 1

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

WAR RELIEF BUREAU PLEDGE.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, November 8, 1917.

TO ALL EMPLOYEES,
Anchorage Division.

The following letter has been received from Mr. Herbert A. Meyer, Assistant to Secretary Lane, with reference to the work for the War Relief Bureau, at Washington, D. C.:

"A committee, headed by Mrs. Franklin K. Lane, has organized in the Interior Department a War Relief Bureau, which meets in, and has been aided by, the Home Club. For some months a large number of the women of the Department has been engaged in making pajamas, sheets and pillow cases for hospital use; and knitting socks and sweaters and preparing other articles of utility for the soldiers belonging to the Interior Department who have gone or are going to the 'front.' I feel that all in the Interior Department are in hearty sympathy with this effort on the part of the women of the Department, and I am asking you to create some agency to solicit and collect from employees under your supervision from ten to twenty-five cents a month each for carrying on this work. A pledge for a definite amount during each month for the next twelve months or until the end of the war is desired, so that the War Relief Bureau may know what to depend on and may, therefore, plan its work effectively.

"Please designate representatives, under your direction to collect the amount pledged each month, and send the money by Post Office money order, or check, payable to Mrs. Franklin K. Lane, inclosed in an envelope addressed to the undersigned, together with a statement as to the month covered by the remittance. For the convenience of the person soliciting subscriptions and making collections from month to month, I am sending you under separate cover 2750 subscription cards, one for each person under your direction. Subscriptions should be entered on these cards as indicated and payments should be checked in the proper place. It is suggested that the person charged with this responsibility see personally each subscriber on the first day of each month, or as soon thereafter as possible. Payment for the entire year may be made if the person making the subscription desires it.

"Money received will be expended in buying materials to be worked by the women of the Department and for general war relief."

The timekeepers of the various departments at this terminal and at all construction camps in this division have been supplied with copies of the card referred to, and are hereby designated as the proper persons to take these subscriptions.

Is it too much to ask each and every employee in this division to contribute from ten ($0.10) cents to twenty-five ($0.25) cents per month for this worthy purpose?

F. MEARS, Commissioner.

ALASKA LOYAL LEAGUE.

Noncommissioned officers of the Anchorage company of the Alaska Loyal League have been appointed, as follows: First sergeant, Vint; second sergeants, Higgins, Pollock, Chapin and Mayhew. The corporals will be appointed later.

The company meets every Monday evening at 7 o'clock at Robarts' Hall for drill. Persons desiring to join the organization should hand their names to Secretary Frank J. Hart on any drill night.

H. A. McClure, assistant superintendent of Matanuska District, has left for Washington, D. C., to make application to join the engineer corps in France engaged in railroad construction work.

YOUR SECOND LIBERTY LOAN INSTALLMENT IS DUE ON NOVEMBER 15.

AGRICULTURAL DEVELOPMENT TRIBUTARY TO GOVERNMENT RAILROAD IN ALASKA.

By ANDREW CHRISTENSEN, Manager Land and Industrial Department, Alaskan Engineering Commission.

Many statements have been made concerning the agricultural possibilities of Alaska, some of which would lead one to believe that all a farmer had to do was to come to Alaska, start cultivating the land, plant seed and the crops would grow abundantly about him, thereby enabling him to become rich immediately by the sale of his products. Other statements concerning the subject are the exact opposite, at times going so far as to give the impression that agriculture in Alaska is an absolute failure and will never be a success. There is no truth in either of these extreme statements.

It will be the endeavor of the writer to set forth in this article just what has been already accomplished in an agricultural way on the lands tributary to the Government railroad in Alaska, so far as the same has come to his observation.

In the first place, let it be indelibly impressed upon the reader that there are no level plains or prairie lands in Alaska such as are to be found throughout the States. Many people are wont to speak of the agricultural valleys of the Matanuska, the Susitna and the Tanana rivers as they would of the valleys of the Platte, the Red, the Missouri rivers or the other lowlands of the United States proper. Such inaccurate expressions convey an entirely erroneous impression. Let it be plainly understood that the lands in Alaska valuable for agriculture are generally covered with a thick growth of timber, brush and moss which must be cleared at considerable expense, involving much hard labor before they can be placed under cultivation. Nor are all the lands in the Matanuska, Susitna and Tanana valleys valuable for the purposes of agriculture. A considerable portion is waste lands composed of lakes and swamps far too expensive to drain for any practical purpose. It is not a case of merely breaking the prairie lands with a plow, as in the great agricultural districts in the States, but in Aalska many long and toilsome days must be spent in felling trees, burning brush, grubbing stumps and removing moss and most of the labor must be done by hand, owing to a lack of stump-pullers and other suitable machinery. Another important feature that must be borne in mind is that the local farmer must depend upon the Alaska market almost exclusively to absorb all the products that he raises, because at present it is utterly impossible for the Alaska farmer to compete with the farmer of the States in the larger markets of the South. The existing high freight rates prove an effectual barrier, except occasionally, when turnips and other root crops, by reason of their superior quality, find a limited market in the towns of the Pacific Coast.

Farm labor is high in the interior. Hired men command from $4.00 to $5.00 a day and board, and groceries, building material and supplies and machinery bring proportionately high prices.

However, the farmers of Alaska have one distinct advantage over the agriculturists of the States in that they never yet have had a complete failure of crops; neither are they ever troubled with droughts, hot winds, grasshoppers or hail storms. These enemies of agriculture are unknown in Alaska. The growing season in this section is shorter than in the States, but this difference is made up, to a certain extent, by the long days of sunshine in the summer months. During the months of June and July the sun shines from sixteen to eighteen and, in the far north of interior Alaska, as long as twenty hours a day. This accounts for the rapid growth of the crops and the superior quality of root vegetables.

Tanana Valley.

In the Tanana Valley, in the interior of Alaska, which drains into the Yukon River, agricultural development is much farther advanced than in any other part of the Territory. This is due to the fact that the farmers in that section have always had a ready market for their products and have received exceedingly high prices, and also because the climate is more favorable to agriculture. There they have less rain and more sunshine, and consequently the crops will nearly always mature.

The farmer in the interior has received in the past from $80 to $200 per ton for his potatoes, the price depending upon the supply and demand. Hay brings from $80 to $150 per ton, and other products are in proportion. Tomatoes, cucumbers, cantaloupe and similar products that can be raised only in hothouses bring exceedingly high prices. The cause for these prices is due to the high freight rate prevailing between the States and the interior of Alaska, and also because considerable difficulty is experienced in shipping perishables this great distance.

There are about 100 homesteaders in the Tanana Valley, most of whom have located on 320 acres. It is not uncommon to see farms having from 15 to 30 acres under cultivation. Most of the farmers are men who went to the interior at the time of the discovery of rich placer deposits and as the deposits became worked out and the means of making ready money at mining became less attractive turned from mining to farming to secure a livelihood. Agricultural development in the Tanana Valley started during the years of 1906 and 1907 and has been increasing ever since.

Small Grain.

Oats, barley and rye frequently mature in Alaska and some experiments are now being made with wheat, certain varieties of which have also matured. The Government Experiment Station located in the vicinity of Fairbanks is maturing wheat annually, and from the knowledge gained through its experiments, it is hoped to have the farmers in Alaska eventually raise all the wheat necesarry for supplying the interior of the Territory. Several self-binders and threshing machines are operated in the Tanana Valley, and a small flour mill is also in operation. Indications are favorable for the final development of a hardy variety of wheat which will mature regularly each season.

Root Vegetables.

Of root vegetables, such as potatoes, turnips, rutabagas, carrots, beets and parsnips, sufficient are now being raised in the Tanana Valley to supply the demand of all the towns and mining camps of the interior, and none of these products is imported from the States. The merchants of the interior and the consumers are cooperating with the farmers and lending them every encouragement. Recently the farmers organized the Tanana Valley Agricultural Association, having for its object the protection of the farmers of that section and the attainment of a still broader cooperation with the local merchants. The benefits of the organization are mutual, the farmer being assured of a stable market for his crops, and the merchant knowing that he can depend upon the agriculturist to produce a

he needs in his business. Recently the Tanana Valley Agricultural Association contracted to furnish the army posts of the interior with potatoes at $100 per ton. Fairbanks Division of the Alaskan Engineering Commission will also be supplied with potatoes by the farmers of the interior.

Hothouses and Flowers.

There are a number of hothouses in the Tanana Valley, several in the immediate vicinity of Fairbanks, the largest town in the valley. In these hothouses are raised such vegetables as cannot be ordinarily matured in the open because of the short season. In Fairbanks there are many flower gardens and lawns, beautiful and well arranged; in fact, on entering the town for the first time and seeing the prolific growth of flowers one almost forgets that he is in Alaska. As an inducement to the residents, prizes are offered each year by the civic organizations for the most attractive gardens and flowers.

Stock.

Comparatively few of the farmers have horses and farming implements. Some have a few cows, hogs and chickens, but stock raising is not undertaken extensively. All meats consumed in the interior are either imported in cold storage at a very high freight rate or furnished from herds of cattle of from 50 to 150 head driven overland from Chitina, on the Copper River & Northwestern Railway, or from Valdez.

A considerable portion of the meat used in the interior is secured from the moose, reindeer and caribou herds which range the valleys and hills. There is every indication that reindeer meat will some day supplant beef. At present there are over 70,000 head of reindeer in Alaska, most of them being owned by the natives, under the control of the Bureau of Education of the Department of the Interior. The reindeer feed on a moss which is found in nearly every part of the interior. A private company was organized in Alaska in 1914 and purchased 1200 reindeer from Laplanders, who assisted in starting the industry. This company purposes to increase its herd and engage in the exportation of reindeer meat and hides to the States.

Matanuska and Susitna Valleys.

There was very little agricultural development in these valleys until the advent of the Government railroad in 1914. That year a few settlers came in from the States, but only a small amount of work in clearing or cultivating was done. It was not until 1915 or 1916 that farming was seriously undertaken in a practical manner in this section of the territory. Prior to that time there had been no market for agricultural products and consequently there was not much inducement for farming. The small number of miners who were employed in the Willow Creek mining district and the people in Knik and other communities were securing their vegetables from the States because they could not depend upon the homesteader to furnish them. There are now over 200 farmers in the vicinity of Anchorage and in the Matanuska and Susitna valleys, nearly all of whom are proceeding to develop their land as fast as their limited means will permit. Most of these settlers arrived in Alaska without any ready cash and without farming implements. For that reason practically all clearing, grubbing and cultivation has been done with small hand tools.

During the years 1915 and 1916, most of the homesteaders were compelled to work on the railroad and in the mines in order to get ready money with which to buy necessary groceries and such crude farming implements as could be purchased locally. Until 1916 and 1917 very few owned horses or farming machinery. This year, however, quite a number have shipped in horses and some have purchased animals discarded by the Alaskan Engineering Commission as unfit for the heavy work required of them on the railroad. Some modern machinery has also been procured. The first self-binder was brought into the Matanuska Valley this year, and we now frequently find potato planters, potato diggers, cultivators, plows, harrows, discs and similar implements. A few head of cows and some hogs are in the valleys and several of the farmers plan to bring in more next year.

The United States Government has reserved a tract of 880 acres for an Agricultural Experiment Station near Matanuska, and Congress appropriated $10,000 for starting the work this year. This station has shipped in some modern machinery and plans to start experimental work on a large scale next year.

The population of the Cook Inlet country, including Anchorage and vicinity, the Matanuska and Susitna valleys, the Willow Creek, Cache Creek and Broad Pass mining districts, is estimated to be something over 10,000. This, of course, includes all employees, contractors and stationmen employed on railroad construction.

Small Grain.

A few patches of small grain, such as oats, barley, rye and some wheat have matured this year, but most of the oats and barley that has been raised was cut and will be used for hay. The agricultural development of these valleys has not yet demonstrated whether wheat can be matured, although, as above stated, small patches have been and are matured each year. The experiments conducted in the future should develop a hardy variety of wheat that will insure the regular maturity of this grain.

Root Vegetables.

Root crops are never a failure in Alaska. There will be between 1500 and 2000 tons of potatoes raised in the Matanuska and Susitna valleys this year, and enough turnips, rutabagas, cabbages, lettuce, etc., to supply the local demand. In fact, it is already known that there is an oversupply of turnips and possibly of potatoes.

The Land and Industrial Department of the Alaskan Engineering Commission has made arrangements to place the surplus turnips on the market in Seattle and Pacific Coast towns. As stated, the Alaskan turnip is recognized to be far superior to those raised in sections outside Alaska, and it usually commands from one-half to one cent per pound higher price. The Alaskan Engineering Commission has made a special rate on turnips of $4.00 per ton between Anchorage and Seattle, Wash., via the transport Crook, which is under charter to carry freight and supplies from Seattle to Anchorage for the Government railroad. It was necessary to concede this special rate in order that the turnips might compete in Seattle, the commercial freight rate and handling charge for this class of freight between Anchorage and Seattle, nearly $28.00 per ton, being prohibitive. A sample shipment of 15 tons of turnips was sent out on the transport Crook on September 27, this year, by A. A. Shonbeck, an enterprising merchant of Anchorage, to H. S. Emerson & Co., wholesale produce dealers in Seattle. Another sample shipment will be sent to the Army cantonment at American Lake and it is hoped that the Army can be induced to purchase a large supply.

(Continued in Next Issue.)

OFFICIAL CIRCULARS.

Anchorage Division.

EMPLOYEES VACATING GOVT. COTTAGES MUST NOTIFY ENGINEER M. OF WAY.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, November 10, 1917.

Circular No. 270:

TO ALL OCCUPANTS OF GOVERNMENT COTTAGES:

Attention is called to the danger of pipes and radiators freezing in case fires in houses are not kept up when houses are vacated temporarily or permanently.

It is desired that all employees occupying Government houses notify the office of Engineer Maintenance of Way three days prior to date they will vacate Government cottages, so that arrangements may be made to shut off the water.

F. MEARS, Commissioner.

HOLIDAY ANNOUNCEMENT.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, November 12, 1917.

Circular No. 271:

TO ALL CONCERNED:

Thanksgiving Day, Thursday, November 29, 1917, will be observed as a holiday at this headquarters, and so far as practicable in the various districts on this division.

F. MEARS, Commissioner.

CASH DEPOSIT FOR ELECTRIC LIGHTS MUST BE MADE BY ALL EMPLOYEES.

Department of the Interior
Alaskan Engineering Commission
Anchorage, Alaska, November 13, 1917.

Circular No. 272:

TO ALL CONCERNED:

Effective at once all employees of the Alaskan Engineering Commission who are furnished electric lights will be required to deposit Five Dollars ($5.00) in accordance with Regulation No. 10 for the furnishing of electricity in Anchorage by the Commission.

Employees who are now furnished with electric lights and who have not made deposit will arrange to do so promptly, at the Telephone & Telegraph Office.

F. MEARS, Commissioner.

WAR RELIEF BUREAU PLEDGE.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, November 13, 1917.

Accounting Department Circular No. 54:

Referring to Commissioner Mears' General Circular covering the subject of the War Relief Bureau Pledge, printed on page 1 of this issue, the following rules will govern in circulating subscription cards for the War Relief Bureau Pledge, as mentioned.

Each department will be supplied with cards and all employees interested are asked to sign and turn in to their timekeepers as soon as possible. The timekeepers will keep the cards on file in their office, but a complete report must be made each month of all parties signing same, and payments made. The timekeepers on the various districts will send their reports and remittances promptly at the close of the month to the district timekeepers. All other departments and officers will kindly make report and remittances direct to the chief timekeeper who will keep a duplicate record of all departments.

In case the employee is resigning or leaving the service, kindly send his card in promptly.

It is not the intention to make payroll deductions, but cash should be turned over to the timekeeper at the time of signing card and at the end of each month.

D. B. VAN DERLIP, Chief Accountant.
Approved: F. MEARS, Commissioner.

REVISED TELEPHONE TARIFF.

Department of the Interior.
Alaskan Engineering Commission.
Anchorage, Alaska, October 28, 1917.

Telegraph and Telephone Department.

Telephone Tariff No. 2:

Upon date of cut-over to the new Anchorage terminal plant (in November), the following rates will apply:

	Per Month
One Party, Business, Wall Telephone	$5.00
One Party, Business, Desk Telephone	5.25
Two Party, Business, Wall Telephone	4.00
Two Party, Business, Desk Telephone	4.25
One Party, Residence, Wall Telephone	3.00
One Party, Residence, Desk Telephone	3.25
Two Party, Residence, Wall Telephone	2.50
Two Party, Residence, Desk Telephone	2.75
Extension Telephone	1.00
Extension Bell	.50
Trunk Line Individual	5.00
Trunk Line Private Branch Exchange	6.00
Inside Telephone Move	1.00
Outside Telephone Move	2.00
Extra Telephone Directory Listing	.25

HERBERT GAYTES, Superintendent.
Approved: F. MEARS, Commissioner.

SUNDAY WORK OF DISPATCHERS.

Anchorage, Alaska, November 8, 1917.

TO ALL CONCERNED:

Effective with new change in time card, train dispatchers at Anchorage will not work on Sunday unless there are trains operating.

J. T. CUNNINGHAM, Trainmaster.

WINTER MAIL SERVICE.

The regular twice-a-week mail service between Anchorage and Seward begins on Monday, November 19. The mail will leave Anchorage every Monday and Thursday throughout the winter. A stage for the transportation of the mail will be operated between the ends of steel on Turnagain Arm District, and dog teams will be used where the trail will not permit travel by horses.

Forty horses were shipped to Seattle on the last voyage of the transport Crook. They will be pastured this winter on farms near Seattle and reshipped to Alaska in the spring.

E. S. Smith, foreman of the T. and T. Department, has resigned his position and will enter the U. S. Army service at San Antonio, Texas, as an expert assembler of military aeroplanes.

SAILED ON TRANSPORT CROOK.

The U. S. A. transport Crook left for Seattle on Saturday night on the last trip for this season, with 150 first class and 395 steerage passengers. Among the first class passengers were the following: H. M. Clow, F. H. Whitney, W. E. Sundberg, R. D. Rudic, Mrs. Clark Fonda, Mrs. Peter Clausen, Mrs. Otto Kock, Mrs. Blanche Deringer, H. F. Holly, C. S. Marckhoff, H. K. Ward, J. W. Duke, J. A. Shealy, Wm. C. Cowgill, M. S. Kennedy, James Lawn, H. A. McClure, E. E. McCloud, George R. Vause, F. B. Rogers, W. J. Holm, Lee E. Chesterfield, Herman W. Engle, G. M. Stanton, Joe Ryan, G. A. Spangler, Fred Hartman, S. C. Cumberpatch, S. S. Mats, G. E. Osborne, John Manstone, E. S. Smith, Alfred Berlin, Frank L. Knight, A. E. Fraser, Mrs. I. Fleischman, Mrs. E. A. Laughlin, Mrs. H. F. Clausen, Mrs. Robert Hook, Mr. and Mrs. C. H. Robinson, Mrs. M. S. Kennedy, Mrs. Webber, Miss Fay Murray, Miss Mabel King, Mrs. Ralph Moyer and children, Mrs. W. R. Thomas, Mrs. Vera Deigh, Mrs. W. E. Elliott, Miss May Eliott, Miss Myrtle Elliott, Mrs. Sarah McLean, Mrs. S. Saunders, Mrs. C. J. Lowry, Claude M. Murray, W. E. Elliott, Charles F. Eliott, J. S. Parks, A.B. Goddard, Bert Weir, Chas. H. Mann, Thomas H. Wilkinson, L. A. Sharpe, L. H. Moehring, Walter Leech, Guy S. Clark, C. C. Smith, John E. Rigby, A. J. Stevens, Fred C. Malmberg, H. E. Newton, E. J. Warner, J. D. Meacham, C. A. Casad, Frank Greenberg, August Cohn, C. H. Sheets, Ralph H. Johnson, Albert H. Hansen, C. J. Lowry, Leo McCourt, L. H. Stenberg, W. L. Dundin. George Taylor, Henry Tindell, G. A. Sweet, E. O. Fedderly, Ernest King, Frank Evans and A. E. Fraser.

DISTRICT ENGINEER BRECK LEAVES.

Among the officials leaving the service of the Commission at the close of the present season of active railroad construction is Mr. C. R. Breck, jr., district engineer at Matanuska, who left on Wednesday, overland via Seward, for his home in Berkeley, California.

Mr. Breck first entered the employ of the Alaskan Engineering Commission on June 6, 1914, as locating engineer, continuing in that capacity until May 6 ,1916, when he was promoted to the position of district engineer in charge of the construction forces of Matanuska District. The district assigned him included the branch line construction extending from Matanuska Junction to Chickaloon, in the Matanuska coal field, a distance of 37.7 miles; the spur to the Eska Creek coal mine, 2.8 miles in length; and the main line construction from Matanuska to Montana, 58.6 miles in length.

It is the intention of Mr. Breck, after a short visit in California, to go to Washington, D. C., to offer his services to the Government for active duty with one of the railroad regiments at the front.

I. H. Fleischman, file clerk at headquarters, leaves on Friday over the trail for Seward, en route to Seattle. Mr. Fleischman will install filing systems in the offices of Purchasing Agent Dole and Special Disbursing Agent Cramer, returning to his duties in Anchorage later in the winter. Mrs. Fleischman preceded him to Seattle this week, sailing on the transport Crook.

Contribute to the Red Cross fund.

CHAIRMAN EDES COMMENDS EMPLOYEES FOR LIBERAL RED CROSS DONATIONS.

In a letter to Commissioner Frederick Mears, under date of October 27, Chairman William C. Edes expresses his congratulations to the employees of the Alaskan Engineering Commission for their generous contributions to the Red Cross for the endowment of beds in Washington Hospital at Neuilly, France. Secretary Lane's congratulatory telegram referred to in Mr. Edes' letter below was printed in a previous issue of the RECORD:

I beg to acknowledge receipt of your good letter dated October 23, with contribution of $4,006.71 for the Red Cross work in behalf of our boys in France.

In acknowledging receipt of this remittance I desire to express my heartiest appreciation of the willingness of the Commission forces all along the line to help out in this worthy cause. I wish to especially thank those directly responsible for the gathering of this splendid offering, and in this connection am inclosing copy of a telegram dated the 21st from Secretary Lane commending all upon the success of this undertaking.

I am today writing a letter transmitting the draft to Mrs. Lane, along with the contribution made by the Seward Division workers, that the funds may as soon as possible be set to serving the purpose for which they have been given. The suggestion of Mr. Hansen, whose district did so well, will also be passed along with the remittance.

Again thanking you on behalf of those at the front, as well as the ones at home so interested in their comfort, I am,

Cordially yours,

WM. C. EDES, Chairman.

ASSIGNEES OF TOWN LOTS SHOULD NOTIFY LAND OFFICE OF TRANFER.

The Land and Industrial Department authorizes the following:

It has been observed that a large number of lots have been sold and conveyed by the original purchasers and that the assignees have failed to notify the United States Land Office at Juneau of such transfers.

It frequently happens that official notices are sent by the local Land Office concerning public land entries, which include application to purchase town lots, but such notices can be sent only to persons of record. If the Land Office is not notified that a lot has been transferred, it is, of course, impossible to send notice to the assignee.

Every assignee of a town lot is, therefore, advised not only to have his deed of conveyance recorded in the local recording district, but he should also send a notice of the transfer to the Land Office in order that he may be informed of all official action taken concerning his lot. This notice may consist of a letter written to the Register and Receiver of the local Land Office, giving the name of the original purchaser, the number of lot and block and the name and address of the assignee, and, if it is recorded, the book and page of the recorder's record, and also the date of the deed.

When such notice is filed with the Register and Receiver the assignee will receive notice of all official action taken relative to the lot or entry.

Frank L. Knight, conductor of Anchorage Division, left on the last voyage of the transport Crook for Seattle. Mr. Knight will visit points in Oklahoma, Iowa and California before returning to his duties in the spring.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending November 3:

MAINTENANCE OF WAY.

Water Service and Plumbing.

Repairs to the return mains in the General Office building were completed, and 80 per cent of the repairs to the mains under the mess hall. Excavation for the stand pipe near the turntable was completed and work started on the drain. Excavation for the steam high pressure testing line between the power house and the machine shop was finished.

Bridge and Building Department.

The powder house at the Anchorage terminal was completed except for placing sand between the inner and outer walls. This will not be done until spring. The foundations for the two hydraulic lifts in the machine shop were placed. Work progressed on the installation of the shop crane. The temporary water station at Chickaloon was erected.

Tracklaying and Surfacing.

Extra Gang No. 4 laid steel on Turnagain Arm from Station 2460 to 2544. Steam Shovel No. 1 moved 1376 cubic yards of material, which was used as bank widening. This steam shovel has been tied up for the winter. All work in connection with ballasting and bank widening has been discontinued, and all extra gangs disbanded with the exception of Extra Gang No. 4.

Mechanical Department.

The installation of a new wheel turning lathe has been completed. A snow plow was applied to engine 224. Heavy repairs are being made to engine 247. Work progressed on the assembling of Hart convertible cars. The usual miscellaneous repair work was done.

TURNAGAIN ARM DISTRICT.

The worst storms since the beginning of construction work along Turnagain Arm were experienced early last week. A number of rafts of bridge material for Bridge No. 18, north of Bird Point, were broken up and some timbers were lost. A severe snow storm accompanied by extreme cold weather piled the slush ice four or five feet high on the mud flats. The three piledrivers on Bridge No. 18 were set to work immediately hauling lumber to the top of the structure away from the ice.

The steam shovel at Mile 83 completed the rock fill to Station 1790 plus 60. The steam shovel at Mile 86 experienced considerable inconvenience from freezing water during the recent cold weather. The difficulty has been remedied by the installation of a water tank service. The shovel cast over for a distance of 300 feet in three days, reaching Station 1977 plus 40. The steam shovel at Mile 87, between Bird Creek and Indian, encountered difficult material during the first part of the week. After a few days the material became easier to handle, when satisfactory progress was made. The fill was completed to Station 2090 plus 40.

The piledriver at Bird Creek completed driving the north approach trestle, north abutment, north span falsework and south abutment. The wagon road across Bird Creek was completed. The Rainbow Creek bridge was also completed, including the capping. Trains can pass over the structure as soon as steel arrives.

All contractors between Mile 79 and Bird Point have eercted their quarters and started grading. Lander & Co., and Malone & Co. finished their contracts at Mile 90.

Most of the Commission force was engaged in hauling supplies. Practically all supplies for the winter have been distributed. Navigation closed on November 3 and all barges and boats were sent to Anchorage on that date.

The Commission force at Mile 91 was increased to 35 men and the riprap work at that point will be rushed as fast as possible. A very successful blast, moving 4000 cubic yards of rock for riprap, was put off during the week.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

The transferring of the wires from tripods to permanent poles between Campbell and Potter was completed. The holes for poles and guys of the permanent line were completed between Potter and Sheep Creek, and poles were distributed between these points.

The telegraph circuit at Moose Creek and Kings River was cut out and the connections rearranged to make two metallic telephone circuits between Matanuska and Kings River.

The Anchorage Townsite work consisted of replacing inside wire in pipe with duplex, connecting, disconnecting and moving telephones, and of progress on the installation of the new telephone switchboard.

Radio

The work on the new radio station consisted only of installing windows and doors, which have just been received.

Electric Light and Power.

The work consisted of wiring the three new panels of the alternating current switchboard in the power house, line construction for Eska Creek coal mine lighting plant, placing additional lights at docks and tin shop, wiring at the hospital for bell circuits, progress on roundhouse lighting and applying flood lights with necessary wiring to locomotive cranes for night work.

ESKA CREEK AND CHICKALOON MINES.

The shipments from the Eska Creek coal mine last week aggregated 782 short tons. The force included 116 men on the mine payrolls and 5 on the contractors'. The Eska mine power plant construction was completed, and work continued on the high line grade to the site of the cleaning plant. Progress was made on the construction of the pole line and the stringing of wires for the electric circuits. Work was begun on the construction of a house for the dinkey engine.

Contracts have been awarded by the Commission for the construction of several buildings at the Chickaloon coal mine, including an office, dining room, cook's cabin, wash house and hospital. During the week ending November 3 the coal shipments to Anchorage aggregated 61 short tons. A force of 22 men was on the payrolls at the close of the period.

H. M. Clow, of the Maintenance of Way office staff, left for Portland, Oregon, this week to consult an expert oculist. He expects to return to Anchorage in January.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, October 27, 1917, was as follows:

Commissioner's Office	42
Shops and Yards	207
Transportation Service	58
Store and Dock Departments	432
Accounting Department	19
Disbursing Office	8
Townsite Department	28
Employment Bureau and Terminal Mess	16
Hospital Department	18
Harbor Improvement	9
Telegraph and Telephone Department	77
Track, Bridge and Ballast—Main Line	377
Mining Department	138
Locating Party No. 4	15
Turnagain Arm District	540
Matanuska District	31
Talkeetna District	214
	2229
Stationmen and Laborers—All Districts	569
Grand total all employees Anchorage Division	2798

NENANA WATER AND SEWER SYSTEMS.

The contract for installing Nenana's water and sewer systems has been awarded to Craig Redman, whose proposal for the work was the lower of the two submitted. The contract covers the installation of 1200 feet of 12-inch sewer mains and 1235 feet of eight-inch mains, the construction of a sump and pump house ten feet square; also 300 feet of ten-inch water mains and 2420 feet of six-inch mains with eight hydrants. The contract includes, in addition, the clearing and grubbing of alleys covered by the pipe line and the grading of the alleys to the established grade.

The work has already commenced and must be completed within thirty days from the time of awarding the contract.

The water for the mains, which will serve for fire protection and for domestic use, will be supplied by the Commission power plant and will be entirely adequate for the present needs of the town.—Nenana News.

MINE ASSESSMENT LAW SUSPENDED.

[Public Resolution—No. 12—65th Congress.]
[S. J. Res. 78.]

Joint Resolution To suspend the requirements of annual assessment work on mining claims during the years nineteen hundred and seventeen and nineteen hundred and eighteen.

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That in order that labor may be most effectively used in raising and producing those things needed in the prosecution of the present war with Germany, that the provision of section twenty-three hundred and twenty-four of the Revised Statutes of the United States which require on each mining claim located, and until a patent has been issued therefor, not less than $100 worth of labor to be performed or improvements to be made during each year, be, and the same is hereby, suspended during the years nineteen hundred and seventeen and nineteen hundred and eighteen; Provided, That every claimant of any such mining claim in order to obtain the benefits of this resolution shall file or cause to be filed in the office where the location notice or certificate is recorded on or before December thirty-first, of each of the years nineteen hundred and seventeen and nineteen hundred and eighteen, a notice of his desire to hold said mining claim under this resolution: Provided further, That this resolution shall not apply to oil placer locations or claims.

This resolution shall not be deemed to amend or repeal the public resolution entitled "Joint resolution to relieve the owners of mining claims who have been mustered into the military or naval service of the United States as officers or enlisted men from performing assessment work during the terms of such service, approved July seventeenth, nineteen hundred and seventeen.

Approved, October 5, 1917.

Resident Engineers George M. Stanton, G. A. Spangler, and E. L. Edes left on the transport Crook for Seattle, after completing their work in Anchorage Division for the season.

DAILY WEATHER REPORT FOR ANCHORAGE.

DATE	TEMPERATURE		PRECIPITATION			WIND	CONDITION OF HARBOR
	Max.	Min.	Amount	Snowfall (Inches)	Snow on Ground	Average Velocity	
October 24	37	18	none	none	0.5	5.0	Smooth—Open
October 25	35	30	0.16	1.5	1.5	5.4	Smooth—Open.
October 26	37	21	trace	trace	1.5	5.4	Smooth—Open.
October 27	30	0	none	none	1.5	8.0	Heavy swell in afternoon.
October 28	26	0	none	none	1.5	14.5	Heavy swell in afternoon.
October 29*	23	0	none	trace	1.0	10.2	Fairly rough.
October 30	19	11	0.21	9.5	10.5	8.4	Wind ripples.
October 31	24	8	0.07	1.5	9.0	Calm	Slush ice in harbor.
November 1	28	13	none	none	6.0	4.8	Clear of ice.
November 2	23	−5	none	none	6.0	4.2	Little ice.
November 3	19	−3	none	none	6.0	3.6	Small ice floes.
November 4	27	0	none	none	5.5	3.3	Considerable small ice.
November 5	18	−11	none	none	5.5	4.1	Considerable small ice.
November 6	19	−2	none	none	5.5	3.9	Considerable small ice.

*Slight earthquake shock at 6.10 p. m.

YOUNG MAN, THINK OF YOUR FUTURE.

The young man who doesn't see the need of saving money; who thinks it is a manly thing to spend freely; that money is only meant to spend, might do well to digest the following facts as taken from the Government census statistics arranged and presented by the president of the American Society for Thrift, a society organized by some representative business men who see a real danger to our nation in the American tendency to wastefulness.

Sixty-five of every 100 persons dying in this country have absolutely no estate; they die penniless. Of the remaining 34 persons, 25 never accumulate more than $1300 in their lifetime, and die with less than that. Only 9 persons in 100 have more than $5000 when they die.

Only 2 per cent of the whole population may be classed as "well-to-do." The other 98 per cent of the people of this country have only their wages from day to day, or are dependent upon relatives or upon charity. Of every 100 persons who reach the age of 65, no fewer than 97 are partly or wholly dependent upon relatives, friends or charity for food, clothing or shelter.

It will be seen from this that thrift is a virtue that needs to be taught the American people. Uncle Sam has started along a good path with the Liberty Loan. He has secured our attention and support through an appeal to patriotism. Now, we can all see for ourselves how simple and valuable is a systematic plan of saving money.

It is folly to hope that chance or luck will bring you fortune in your later years. The boy who squanders his money in careless living has just 9 chances in 100 of ever accumulating $5000 or more. If he is to be one of the 9 he must begin very early to save.

With the ability to save will come the ability to assume and successfully meet other responsibilities, which will be found to constitute the first steps on the stairway of success.

TURRET CROWN DAMAGED BY GALE.

News has been received that the British steamer Turret Crown, which sailed October 6 from San Francisco for delivery to her new owners, the Oriental Navigation Company of Paris, for service in the Atlantic, has put into Salina Cruz, Mexico, severely damaged by a gale. It is probable her cargo of rice will have to be discharged before repairs can be made.

The Turret Crown was formerly on the Seattle-Anchorage run as a carrier of freight consigned to the Alaskan Engineering Commission.

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchorage Disbursing Office during the period November 1 to November 7 was $27,049.98, as follows:

Metropolitan Auto Service	$ 79.00
Jim Kucil & Co.	9,914.86
Olaf Wagner & Co.	276.82
Pioneer Laundry	5.22
W. E. Ludy	103.00
Andrew Lindquist & Co.	16,671.08

The total disbursements of the office at Anchorage for the period November 1 to November 7 were $125.943.02. The payment of salaries and wages amounted to $95,070.74; to contractors $27,049.98; for local purchases $2358.33; dock claims $4.00; other expenditures $145.97.

FOREST SERVICE RECOMMENDS OFFICERS FOR FOREST BATTALIONS.

It is announced by the Forest Service that it has been able to comply in full with the request of the War Department for assistance in securing qualified lumbermen and foresters to serve as officers for the forest battalions which are to comprise a part of the American overseas forces. Three hundred and nine men have been recommended for commissions in the grades of major, captain. first lieutenant, and second lieutenant. Of these, two-thirds are practical lumbermen or sawmill operators and one-third are trained foresters with long woods experience. Some of the lumbermen who were recommended have also had theoretical training in forestry and many of the foresters have had experience in logging or sawmilling.

In the selection of qualified lumbermen the Forest Service has had the close cooperation of a subcommittee of the Lumber Committee of the Council of National Defense and of fourteen committees of lumbermen in different parts of the country. Almost every man selected was interviewed by a lumbermen's committee or by the Forest Service officials. Many private foresters and forest schools have assisted in finding technical foresters suitable for commissions. All of the men recommended have, by successful experience, shown themselves capable of handling some important phase of lumbering, sawmill, or technical forest work, according to officials of the Forest Service. All have proved by experience their qualities of leadership and their ability to handle men in large numbers.

Every timber region of the United States has contributed its share of the men who have been nominated for officers and it is believed that every class of lumbering, from the smallest portable mill operation to the largest and most up-to-date plant, is represented. Among those selected are men experienced in logging and sawing every merchantable wood growing in this country.

The age limits set in the beginning required that all officers of the forest battalions should be thirty-one years of age, or older. Because of the difficulty of finding men suitable for lieutenants, the age limit for this grade was later lowered to twenty-five years. The bulk of the men recommended as lieutenants range in age from twenty-five to thirty-five, as captains from thirty to forty, and as majors from forty to fifty.

Men who have been recommended have been notified that all further action as regards physical examination, the issuance of commissions, and the order in which the successful applicants will be called for service rests with the War Department.

CARIBOU PLENTIFUL AT FAIRBANKS.

Sunday was evidently an off day with the caribou, from the number killed, says the Weekly Alaskan (Fairbanks) of October 15. Five caribou were shot from autos along the trail by Dr. Whitney, Bill Handley and Frank Herpick within one and one-half hours after leaving the city.

Sam Godfrey, who has been hunting in the mountains near Munson's, brought home the limited number yesterday, and two operators at Salcha brought in five in a few hours. It is unusual for caribou to run so near the city as they are this year.

Mr. and Mrs. Sherrand killed five within twenty-five miles of town.

ALASKA RAILROAD RECORD

Volume II. ANCHORAGE, ALASKA, TUESDAY, NOVEMBER 20, 1917. No. 2

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

THANKSGIVING DAY PROCLAMATION.

TERRITORY OF ALASKA,
EXECUTIVE DEPARTMENT.

By the Governor.

The President of the United States following the national custom of more than half a century, has designated Thursday, November 29, 1917, as a day of thanksgiving and prayer. The year now drawing to a close has been fraught with momentous consequences for this nation. We have entered the great war in behalf of those principles of liberty, freedom and democracy which have been so beneficent in the life of our country. In this, our Government has been guided by a supreme desire to make the world a safe place for the exercise of those immutable principles which under God have placed the United States in the front rank of civilization.

Our people are being called upon to make great personal sacrifices and the demand for personal service and effort will largely increase as time passes, but the spirit of unity and unfaltering purpose which actuates them will lead to ultimate and triumphant victory.

Now therefore, I, J. F. A. Strong, Governor of the Territory of Alaska, do hereby proclaim Thursday, November 29, as Thanksgiving Day, and while the people of this great republic are facing tremendous responsibilities and their devotion to its institutions is being put to the test, and though sorrows manifold may visit us as a result of the war, it is most fitting that the people of this Territory should give thanks to him "Who doeth all things well."

And blessed with plenty ourselves, let us unite in praise of almighty God for the many favors that have been vouchsafed us as a people, while especially remembering those nations with whom our own is allied, and whose peoples are making the greatest sacrifices in this struggle for humanity and civilization.

Given under my hand and the seal of the Territory of Alaska, in Juneau, the capital, this twelfth day of November in the year of our Lord one thousand nineteen hundred and seventeen, and of the independence of the United States the one hundred and forty-second.

J. F. A. STRONG, Governor.

Attest: CHARLES N. DAVIDSON, Ex-Officio Secretary of State.

LARGE ORDER FOR ROLLING STOCK PLACED.

Arrangements are being made by the Commission to acquire a large amount of additional rolling stock and equipment for use of Anchorage Division. An order has been placed with the Panama Canal for 400 Lidgerwood flat cars, three 601-class and three 201-class locomotives and one McCann or Jordan spreader. It is planned to convert 150 of the Lidgerwoods into coal cars, to care for the traffic between the coal fields and tidewater.

The cars ordered from Panama will have to be changed from their present five-foot gauge to that of the Alaska railroad, which is standard, namely 4 feet 8½ inches. If possible, most of the alterations and repairs will be done in the shops of the Panama Canal at Balboa, Canal Zone. The additional equipment and rolling stock will probably reach Anchorage early in the spring, shortly after the opening of navigation.

Pending the completion of steam shovel work in the vicinity of Mile 17, a temporary train schedule has been established on the Alaska Northern Railway, as follows: Trains will leave Seward and Kern Creek on Monday and Thursday mornings at 7 o'clock and will meet at Mile 52 the same day. An engine and crew is being maintained at Kern Creek to care for the southbound freight and passenger traffic.

YOUR THIRD LIBERTY LOAN INSTALLMENT IS DUE ON DECEMBER 15.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending November 10:

MAINTENANCE OF WAY.

Water Service and Plumbing.

Work was started on putting in the steam main to the roundhouse. The frost-proofing of the hydrants around Anchorage Terminal was completed. The installation of the sterilizer at the hospital was completed. Repairs to the return mains under the mess hall were finished.

Bridge and Building Dept.

A small force of carpenters has been engaged placing the windows in the roundhouse. This work is 80 per cent complete. A shelter shed was erected at the scales for the use of the weighmaster. The work on the radio station was completed, except for putting on the battens. Work was started on placing storm sashes on the Government cottages.

Tracklaying and Surfacing.

Extra Gang No. 4, working on Turnagain Arm, laid track from Station 2460 to 2420. This work has been seriously delayed on account of lack of labor. Painting was completed at the Wasilla depot and the building is now ready for occupancy. The section gang at the Terminal continued laying tracks from the turntable to the roundhouse.

Mechanical Department.

The two new Priest snow flangers and the two new snow plows are 95 per cent completed. Pipe work was done in the power plant in connection with fitting up a new turbine. Some work was done in connection with the construction of new drop pits in the machine shop. Twenty-three cars were light-weighed and stenciled. The installation of the new turbine was completed, and it was placed in operation on November 9.

TURNAGAIN ARM DISTRICT.

The station contractors between Mile 79 and Bird Point have their work opened up and grading is progressing favorably.

The three piledrivers on Bridge No. 18 north of Bird Point are making satisfactory progress. Considerable trouble is experienced in getting piling to these drivers on account of ice. Every effort is being made to complete driving this bridge so as to use it to transport supplies across at an early date as the present trail on the snow slide opposite is dangerous and very difficult to keep open.

The steam shovel working on the south approach to the long trestle, Bridge 18, completed 325 feet of fill to Station 1793 plus 85 during the week. The shovel at Mile 86 completed its work to Station 1980 plus 95 and closed down for the winter on November 8. This shovel moved 47,000 cubic yards of material in 49 working days.

The piledriver at Bird Creek will complete its work there next week. The steam shovel at Mile 86, between Bird Creek and Indian, will complete the work between Stations 2016 and 2089 next week and close down for the winter.

The Rainbow Creek bridge was completed and the decking crew has been transferred to Bridge 18.

Camps 96 and 98 have been abandoned and all the material is being salvaged.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

Poles were set for the permanent line bettween Potter and Mile 98. Installation of the new Anchorage common battery telephone switchboard progressed.

Radio.

Practically all inside carpenter work on the new radio station was completed and the moving of the equipment from the temporary radio quarters to the new station was begun.

Electric Light and Power.

The work consisted of line and power plant construction at Eska Creek coal mine, of hanging 20 KW. transformer, extending primaries and laying conduit at the hospital for furnishing energy to the electric sterilizers, of hanging an additional 15 KW. transformer in the Anchorage townsite and of running service drops.

The new 375 Kva. turbine generating set was first rolled over on the 8th inst. and was placed under load in commercial service on the 9th inst.

TALKEENTA DISTRICT.

(Report for Month of October.)

The end of steel crossed Sheep Creek and entered Talkeetna District on Thursday, October 18, reaching Montana Creek on Friday, October 26. The grading of the roadbed was completed, all bridges decked with native timber, and tracklaying continued with no delays because of unfinished work.

On October 31 all grading contracts, with the exception of four, had been successfully terminated. Work on these four was closed down for the winter.

Piledriver No. 2, driving bridges between Montana Creek and Talkeetna, was laid off on October 25 after driving the bridge across Answer Creek, Station 9487. The crew was transferred to Turnagain Arm District. Piledriver No. 1 continued driving bank protection on Mile 207 (old mileage) and should finish there on Novemebr 3. Piledriver No. 3 continued driving bank protection on Mile 220 and should finish about November 5. Both piledrivers will be laid up after completing the work they are now engaged on, and some of the crews then will be employed at bracing and bulkheading.

The gangs decking bridges between Montana Creek and Talkeetna have been transferred to bank protection work between Miles 207 and 220.

During the month two new contracts were awarded, as follows: Gust Piskulich & Co. for grading between Stations 8920 plus 40 and 8926; Frank Colabufalo & Co. for ditching from Station 8930 to 8940. Both contracts have been completed and settlements forwarded for payment.

A. L. Adair, who was awarded a contract for 60,000 ties in September, started making delivery during the month, and a supplementary contract for 60,000 ties is being arranged. The force employed on the Adair contract consisted of 73 men and 28 horses. These are the only contractors within the Talkeetna District at the date of this report.

On account of exceptionally low water the Susitna River transportation service terminated on October 5. For several days previous river navigation was not altogether safe north of Talkeetna. On October 1 the gasboat Betty M., with Locating Engineer Browne's party aboard, struck

rocks several times, finally springing a leak at a point below Dead Horse. On the following day while descending the river in a rowboat the party again struck rocks repeatedly in the channel, and on one occasion nearly upset in midstream.

During September the loss of a four-horse team by drowning was reported. A part of the wagon and all the harness has since been recovered, having been found one-half mile below Montana Creek.

The crop of potatoes expected to be gathered from the garden in the clearing at Talkeetna was disappointing, only 16,100 pounds being harvested. The turnip crop yielded 2397 pounds. Repeated floods and frequent rains accounted for the poor crops. The produce obtained, however, was of normal size and quality. A large amount of lettuce, radishes, rutabagas and kolrabi was raised from the clearing and distributed to the mess houses of the various camps.

A small log cabin for use of the timekeeper at Montana Creek was erected during October, and construction was begun on a small office building. Both buildings are of a semi-permanent character and will later serve useful to the Maintenance Department.

Before December 1 it is planned to have all camps of the district closed for the winter, with the exception of that at Montana Creek and the corral at Browne's Cache. The camps at Dead Horse and Indian River will be turned over to caretakers, and Talkeetna will be transferred to the Store Department.

Slush ice started running in the Susitna River on October 24 and by the end of the month heavy ice was running, with the shore ice extending into the stream a distance of 20 to 100 feet and of sufficient thickness to permit travelling over the surface the entire distance from Talkeetna to Dead Horse.

There were 265 employees on the payrolls at the close of the month, as follows:

General supervision 4, engineering forces 20, office and clerical 14, foremen and subforemen 7, mechanics and laborers 106, teamsters, packers and corral help 18, mess houses 21, stationmen 1, stationmen's laborers 74.

OCTOBER WEATHER SUMMARY.

Following is a summary of weather data for the month of October, 1917:

	Max.	Min.	Mean Max.	Mean Min.	Daily Mean
Anchorage	62	0	41.48	25.13	33.31
Seward	58	12	45.00	32.00	39.00
Potter Creek	59	4	43.53	28.96	36.25
Matanuska	58	−6	54.25	22.90	38.57
Kings River	64	0	45.90	24.06	34.98
Indian Creek	58	10	43.15	18.20	30.67
Talkeetna	50	4	37.29	28.12	32.70
Dead Horse Hill	60	8	43.41	24.77	34.09
Caswell	58	4	40.77	20.25	30.51

The Anchorage branch of the Boy Scouts has a present active membership of 17. Secretary Kenyon of the Railroad Y. M. C. A. has formed the members into two patrols, and meetings are held every Friday evening at Anchorage Schoolhouse. The boys are being taught first aid, signalling and other rudimentary courses in scout work.

Contribute to the Red Cross War Fund.

NOT BE DRAFTED IN ALASKA UNTIL JAN. 15.

Governor Strong is authority for the statement that the drafting in Alaska is not likely to take place before January 15 next, in a telegram received by the local exemption board. He furnishes other information of interest to all registered men, and his message is herewith published in full:

The attention of all local boards is called to section 5 of the act of May 18, 1917, providing for registration, and to sections 8, 9 and 10 of rules and regulations for local and district boards, the same being pamphlet form No. 13, as it appears that quite a number of persons in Alaska failed to register during the period from July 2 to September 2, and are now applying to local boards for registration.

Local boards are advised that every such person should be registered and his case given a serial number as provided by sections 8, 9 and 10 above mentioned. Before registering any such person the local board must carefully inquire into the faith and circumstance of the case and make records therefor, and require applicant to file affidavit setting forth the faith. If satisfied from the statements and affidavits that the person did not willfully fail to register within the required period, the board may then permit him to go, after making proper record of his post office address if he is going outside the jurisdiction of the board. If the board is not satisfied from the showing and affidavit that the person did not unwillfuly fail to register within the period, the board should see that complaint is lodged with the United States commissioner, and that the person is arrested and proceedings against him taken as a slacker under section 5 of the act of May 18.

The divisional boards have no authority to register, but should refer all cases to proper local boards, referring also to second paragraph of page 2 of compiled rulings No. 2, issued by the provost marshal general, and bearing form No. 24. Boards are advised that where a person desires to go to a foreign country prior to the time the drafting takes place in Alaska, he should be required by local boards to file an application and affidavit, setting forth the facts and necessity, and the applicant must engage to keep himself in touch with his local board and must also agree in writing to return promptly if called, and it is suggested that wherever possible permits be not granted for an absence beyond June 30 of next year. Neither divisional nor local boards have any authority to issue passports, these being issued only by the State Department at Washington. For the information of all boards it is here stated that the drafting in Alaska will not likely occur before January 15 next, depending upon the mail service.

NOTICE.

Copies of current magazines are constantly disappearing from the Anchorage Reading Room, and one of the reference books has been missing for several weeks. If the practice is not stopped, it will be necssary to keep all books and magazines locked up.

The reference books and magazines are intended solely for the use of readers within the building and under no circumstances are to be carried away. More than 100 volumes of current fiction are contained in the circulating library, and these books may be had upon request to Secretary Kenyon. A nominal charge of 10 cents per volume is made for rental.

AGRICULTURAL DEVELOPMENT TRIBUTARY TO GOVERNMENT RAILROAD IN ALASKA.

By ANDREW CHRISTENSEN, Manager Land and Industrial Department, Alaskan Engineering Commission.

(Continued from last week.)

At the instance of the farmers of the Matanuska Valley, the last Alaska Legislature passed a law authorizing the incorporation of farmers' associations. In pursuance of the provisions of that act, the Matanuska farmers organized a corporation under the name of the "Matanuska Farmers' Cooperative Produce Association." The object of the organization was the establishment of economical marketing methods and the standardization of the produce of the farm. The Alaskan Engineering Commission has encouraged the association by providing, under liberal lease, a warm storage building at Matanuska, capable of storing 500 tons of potatoes and similar vegetables. The storage is centrally located and permits the farmers of Matanuska and vicinity to winter their produce at low cost and to fill promptly all orders received from the merchants of the surrounding country contiguous to the railroad.

Farmers storing produce are issued warehouse receipts by the association, which are acceptable as collateral for loans by the banks up to 25 per cent of the market value of the crops stored. This enables the members to realize without delay sufficient sums in cash to meet any pressing obligations. Another warm storage of 20 tons capacity has been established by the association at Anchorage to care for the orders of the merchants of that place.

Market for Local Produce.

Until recently the merchants of Anchorage and other towns of Cook Inlet placed their orders for vegetables with the commission dealers of the States, usually those in Seattle. It is only during the last year that the necessity for a closer cooperation between the local merchant and farmer has been recognized. Early in 1916 the Land and Industrial Department of the Alaskan Engineering Commission initiated a movement to promote the consumption of locally-raised produce. As there was no assurance that the farmers could supply in full all local demands, a considerable amount of vegetables was imported by the merchants. This year, however, when it was found there would be sufficient local produce to care for all needs active agitation was again started by the Department in favor of purchasing only locally-raised vegetables. With this end in view, a mass meeting of business men and citizens of Anchorage was called on September 15, at which time the importance of patronizing the home farmer exclusively was earnestly urged. As a result the following resolution was unaimously adopted and signed:

> "We, the undersigned, hereby agree and pledge ourselves to purchase and use locally raised products, such as potatoes, turnips, cabbage, rutabagas, carrots, beets, lettuce and other products of that kind, and of which there is raised a sufficient supply to meet the local demand, and that we will not at any time in the future use, purchase or import any such products from the States.
>
> "We agree to do all that we can within our power to get others to use the locally grown products and that we will discourage anyone from importing these products.
>
> "We further agree that we will not patronize or deal with any person who violates this agreement."

After the meeting the resolution was circulated throughout the town of Anchorage and signed generally. There is every indication that the pledge will be kept and that no produce will be imported in future when a sufficient supply may be obtained at home. It is estimated that at least $200,000 will be saved each year to Cook Inlet by patronizing the farmers of this section. Heretofore this substantial sum has been remitted each year to the States, and no benefit accrued to the residents of Alaska. With this money now spent at home the local farmer will be enabled to purchase his stock and machinery and otherwise improve his homestead, and the local merchant will likewise be benefitted by an increased trade from the farmer.

Shortly after the mass meeting of September 15 the Farmers' Association and the principal merchants of Anchorage signed an agreement whereby the merchants contracted to purchase all their agricultural produce from the association exclusively. The purchase price of potatoes was fixed at that time at the rate of $60 per ton f. o. b. Matanuska, the merchants pledging themselves to retail potatoes at 4 cents per pound by the sack and 5 cents per pound in lots less than one sack or crate.

The local newspapers are at present lending efficient aid by urging the residents of Cook Inlet to purchase their supplies of potatoes without delay, and in quantities of not less than one sack. Display slogans to use the Matanuska potatoes only are printed in prominent positions in the papers and editorials are written at frequent intervals emphasing the importance of buying at home. Most of the farmers are at present hard pressed for ready money and are in need of cash to pay their debts and provide for their winter wants. Their situation is being relieved, in gratifying measure, as a result of the agitation in favor of home products.

Dairy Industry.

From the foregoing it will be observed that farming in Alaska is confined almost entirely to the raising of root vegetables. It is evident, therefore, that unless agriculture becomes more diversified there lurks a grave danger from over-production. The wise farmer of the future will not jeopardize his prosperity by continuing to raise vegetables only, but will, by judicious experiment, enter into other agricultural lines suited to the soil and climate. It has already been demonstrated that hay and certain varieties of grain thrive and mature in the Cook Inlet section which are admirably adapted for the feeding of dairy stock. Oats and barley do well, especially on the well-drained lands. These when cut in the milk stage afford a particularly nutritious food for cattle. Root crops furnish excellent forage for hogs and cattle, turnips yielding abundantly. Native red top grass is to be found in all sections of the country, often attaining a height of five and six feet. When cut at the right stage of development it furnishes excellent hay of high nutritive value.

With the raising of a sufficient supply of forage, stockraising should become an important industry in Cook Inlet. The extremely high freight rates are an absolute bar to stockraising where imported forage must be used. Recent purchases of No. 1 timothy hay by the Alaskan Engineering Commission, in large quantities, cost $34.90 per ton in Seattle; oats $48.80 per ton. The freight rate from Seattle to Anchorage on hay (in double-compressed bales) in less than 50-ton lots is $19 per ton; on oats in similar lots $15.50 per ton. This makes the cost of hay laid down in Anchorage $53.90 per ton, and oats $64.30

per ton. (In more than 50-ton lots the freight rate is about $3.00 cheaper.) It will be seen, therefore, that stock-raising can be made profitable only through the use of locally-raised forage. This has been done to a limited extent, although very few cattle and hogs have been imported owing to the high initial cost of bringing them from the States. Later when the farmers have more land cleared suitable for pasturage and the raising of forage, doubtless more animals will be imported. Two dairy herds in Anchorage supply the town with fresh milk and cream, and some butter has been produced.

Eventually, it is safe to predict, the vast Cook Inlet country will become an important dairy center, but in order that the industry may be properly developed it will be necessary for the Government to lend assistance. This can be accomplished by loaning to the farmers, on reasonable terms, blooded stock for breeding purposes suitable to the climatic conditions. This practice has been followed by the Great Northern and other trans-continental railroads with excellent results. It has brought about a healthy development of the farming industry tributary to these railroads, and the example if followed here should eventually result in providing a substantial tonnage for the Government railroads in Alaska.

Agricultural and Industrial Fairs.

For several years past, until this year, an agricultural fair has been held each fall at Fairbanks. These expositions have proven important factors in advertising locally the practicability of agriculture in the North, and account, in a measure, for the fact that no vegetables are imported into the interior country.

Anchorage held its first agricultural fair on September 3, 4 and 5 last, and the exhibits displayed were far beyond all expectation. The exhibits included all varieties of small grain and vegetables, and every industry of the Cook Inlet section was represented. The displays of precious metals, coal, lime, brick, furs, lumber and fish were very comprehensive, and convincingly advertised the varied resources of the territory contiguous to the railroad. The section devoted to arts and crafts and domestic science was unusually complete, and the baby show featuring Alaska-born babies was not the least attractive. At the close of the fair some of the agricultural exhibits were shipped to Seattle where, through the courtesy of the Chamber of Commerce of that city, they were displayed in the windows of the leading stores. Much favorable comment was elicited in this way and the agricultural possibilities of Alaska were effectively brought to the attention of a large number of the residents of the Pacific Coast. It is planned to make the exposition an annual event and steps have been taken to incorporate under the name of the "Alaska Agricultural Industrial Fair," the designation under which this year's exposition was held. It is proposed to invite all sections of Alaska to participate in the future fairs, and to petition the Alaska Legislature and the United States Congress to lend financial aid to the enterprise.

Difficulties Confronting Farmers.

The farmer in Alaska is confronted with many difficulties not experienced by the agriculturist of the States. Being removed a great distance from the source of all supplies, everything purchased by the Alaskan costs an exorbitant price. Every article, except staple merchandise obtainable at local stores, has to be imported by himself from the Pacific Coast ports, entailing long delays and the expense of high freight charges. His homestead is usually located not far from the railroad, but even when so situated wagon roads must be built in order to transport his crops to market. The cost of building the shortest road often is a greater financial burden than the average farmer can bear, and instances are not infrequent where farmers have been compelled to let their crops rot in the fields for lack of transportation facilities. In places the ground has to be corduroyed across swampy areas, which adds still further to his labor and expense. Despite the vast amount of work done by the Alaska Road Commission, most of the farming section of the Cook Inlet country is even yet almost inaccessible, and the only immediate relief for this condition is to be found through direct aid in road building proferred by the Government to the individual farming sections most needing assistance.

In the older sections of continental United States the farmer has ample markets to absorb all the products of his farm. In Alaska his market his limited, being circumscribed by a small consuming population at home and such high freight rates to points outside that he has no chance whatever to compete. Until the population increases or the freight rates become reasonable he will ever be faced with the bogey of over-production.

Must Develop Other Resources.

It is therefore highly essential that every latent resource of the Territory be developed to the maximum in order that a large consuming population may be attracted to Alaska. Every encouragement possible should be given to the miner, to the capitalist, and the manufacturer. With the advancement of the mining and manufacturing industries will come the fullest profitable development of agriculture. Failing in this, there looms large in the horizon of the farmer in Alaska not only the danger from over-production, but also the menace of seing undone that which he has already accomplished so substantially through his unswerving determination and industry.

BEHRING ROAD NEARS COMPLETION.

Recent reports from Katalla advise that the Alaska Anthracite Railroad, which is being constructed to tap the coal fields at Behring Lake, will be completed this month. According to the same source of information, the port for the railroad will be built on Controller Bay and freight for the town of Katalla will pass through that landing.

It is announced that developments at the coal mines have reached a possible production of 200 tons per day, and that this amount will be available for shipment as soon as the road is finished. The coal is declared to equal in grade that of the best Pennsylvania anthracite.

LOCAL POTATOES FOR FORT GIBBON.

The farmers of the Tanana Valley have partially furnished the post at Fort Gibbon with potatoes for the winter, and the check has been received by the Tanana Valley Agricultural Association for the same. This is the first time that the money for provisions to the fort has been kept in the country. It is said that next year the farmers' association plans to furnish enough potatoes to the fort and telegraph stations to supply the entire demand. The farmers up and down the valley are specializing in potatoes, and great competition for perfection exists.—Alaska Citizen.

SUMMARY OF WORK OF CONGRESS AT EXTRA SESSION BEARING ON EXECUTION OF THE WAR WITH GERMANY.

An official compilation issued by the document room of the House of Representatives shows that out of 91 laws enacted by the extraordinary session of the Sixty-fifth Congress recently adjourned 56 related in one way or another to the national defense and preparation for the prosecution of the war against Germany. Some of these 56 bills relate to minor matters, but all had a bearing in varying degrees upon the efficiency of the national defense.

The extraordinary session sat for 188 days. In the Senate during that time more than 10,000 Army, Navy, and Marine Corps nominations were confirmed. The appropriations for the present fiscal year, including contract authorizations for the same period, reached a total of $21,390,000,000. This total includes $7,000,000,000 in loans to the allies. In round numbers the authorizations of funds appropriated were as follows: Army, $8,911,000,000; Navy, $1,875,000,000; merchant shipping fleet, $1,889,000,000; loans to allies $7,000,000,000; defense fund for the President, $100,000,000; food and fuel control, $173,000,000; soldiers' and sailors' insurance, $176,000,000; interest on bonds and certificates, $200,000,000; civil establishment, $958,000,000; all other expenses, $102,000,000.

Passage of War Resolution.

The war legislation began with the passage by the Senate, April 4, last, and by the House, April 6, of the joint resolution declaring that a state of war existed between the United States and Germany and the approval of the resolution by the President immediately upon its enrollment. The session adjourned on October 6, on which day the President signed various war measures, among them the $5,356,666,016 deficiency appropriation bill.

The various appropriation bills were enacted from time to time throughout the session. The second joint resolution to be passed was that of May 12, under which the German ships in the ports of this country were seized and taken over for the use of the Government. Then followed various resolutions relating to the rights of retired officers when detailed to active duty; to the officers of the Public Health Service serving on coast guard vessels or detailed for duty with the Army or Navy, and the pensionable status of themselves or their dependents; to relieve the owners of mining claims who have entered the service from performing assessment work during the military service.

Selective Service Law.

By way of preparing for additional naval officers, on April 25 an act was approved authorizing one additional midshipman for each Senator, Representative, and Delegate in Congress. On the same day the minimum limit of age for officers of the Naval Reserve on first appointment was increased from 35 to 50 years.

The next war legislation was the selective service law, approved by the President May 18, under which a selected Army of 1,000,000 men was provided for and other legislative features pertaining to the Army enacted. This was followed, on May 22, with legislation to increase the strength of the Navy and the Marine Corps—in the case of the Navy from 87,000 to 150,000, and in the case of the Marine Corps from 17,400 to 30,000. On May 29 an act was approved giving the Interstate Commerce Commission additional power with respect to car service, and on August 8 the act to increase the membership of the commission, and a day later the act authorizing priority of shipments by any common carrier. The war-risk act was amended and enlarged under the act of June 12, which also carried an appropriation of $45,150,000 to insure vessels and their cargoes and the masters, officers and crews.

The Espionage Law.

Two days later, on June 14, the act was approved authorizing the issue to States and Territories and the District of Columbia of rifles and other property for the equipment of organizations of home guards. The espionage bill became a law with the approval of the President on June 15, and provision was made under it to punish acts of interference with foreign relations, the neutrality, and the commerce of the United States; to punish espionage and better enforce the criminal laws of the United States; and for other purposes. On July 2 authority was given the Secretary of War to obtain possession of whatever land might be needed as sites for the construction or prosecution of works for fortifications, coast defenses, and military training camps.

On July 24 the President approved the bill to increase the Signal Corps of the Army and appropriating $640,000,000 for the purchase, manufacture, maintenance, repair, and operation of airships. On October 1 the Aircraft Board bill became a law through Executive approval. Its function is to supervise and direct, under the direction and control of the Secretaries of War and Navy, the development of the aircraft service of the United States.

Under the act of August 10, Congress appropriated $11,346,400 to provide further for the national security and defense by stimulating agriculture and facilitating the distribution of agricultural products. Under the food-control bill approved the same day an appropriation was carried amounting to $162,500,000, to provide for the national security and defense by encouraging the production, conserving the supply, and controlling the distribution of food products and fuel.

The trading-with-the-enemy act, which was adopted late in the session, defines, regulates and punishes trading with the enemy.

One of the last acts of the session was the soldiers' and sailors' insurance bill. It provides a military and naval family allowance, compensation, and insurance fund for the benefit of soldiers and sailors and their families and makes an appropriation for this purpose of $176,250,000. Widows of soldiers of the Civil and Spanish-American Wars are given a monthly pension of $25.

Other legislation of the recent session, of minor character, but relating to the war, includes these laws: Assignment of fleet Naval Reserve to active duty; extension of minority enlistments, naval service; authority for additional officers, Hydrographic Office of the Navy; relating to foreign enlistments in the United States; relating to enlistments in the Naval Reserve Corps; authority for construction of various temporary buildings for department and a permanent annex for the Treasury Department; providing for the repatriation of citizens in the armies of the allies; regulating the use of explosives during the war; for the reimbursement of officers and enlisted men of the Navy for personal property lost while on duty; permitting foreign ships to engage in the coastwise trade during the period of the war for 120 days thereafter; providing for six months' gratuity to dependents of deceased sailors; providing commissions in the Army Staff Corps and removing the age limits of reserve corps officers requiring discharge; extending liquor and immorality sections of Army draft

law to the Navy; prescribing court-martial procedure in the Navy; providing for the appointment of 20 chaplains at large in the Army; prohibiting the publication of inventions of value to the enemy; increasing the commutation price for rations in the Navy to 40 cents.

Dates of Principal Laws.

The principal measures of the Congress became laws by the approval of the President on the following dates: First authorization of issue of Liberty Bonds and loan to the allies, April 24; first appropriation for the support of the Army carrying $273,046,322, May 12; selective draft bill, May 18; increasing the strength of the Navy and Marine Corps, May 22; espionage bill, June 15; appropriation of $3,281,094,000 for the Military and Naval Establishment, June 15; $640,000,000 aircraft bill, July 24; food survey and food control bills, August 10; second Liberty Bond issue and further loans to the allies, September 24; the war tax revenue act, October 3; trading-with-the-enemy act, October 6, soldiers' and sailors' insurance act, October 6; urgent deficiency act carrying $5,356,666,016 for war expenses, the greatest single budget in the history of any Government, October 6.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division, as shown by the payrolls on Saturday, November 3, 1917, was as follows:

Commissioner's Office	39
Shops and Yards	185
Transportation Service	51
Store and Dock Departments	350
Accounting Department	19
Disbursing Office	8
Townsite Department	21
Employment Bureau and Terminal Mess	16
Hospital Department	18
Telegraph and Telephone Department	68
Track, Bridge and Ballast—Main Line	183
Mining Department	150
Locating Party No. 4	5
Turnagain Arm District	543
Matanuska District	19
Talkeetna District	186
	1856
Stationmen and Laborers—All Districts	465
Grand total all employees Anchorage Division	2321

RAILROAD TIME TABLE.

Leave	Anchorage	Arrive
†9.00 a m.	Matanuska, Wasilla, Houston	*11.40 a. m.
*9.00 a. m.	Matanuska, Eska, Chickaloon	†2.30 p. m.
*1.30 p. m.	Campbell, Potter	*3.45 p. m.

*Monday, Wednesday and Friday only.

†Tuesday, Thursday and Saturday only.

DO YOUR BIT.

Pay your Liberty Loan installments PROMPTLY through your bank. The second installment of 18 per cent was due November 15. The third installment of 40 per cent is due December 15, the fourth and last installment of 40 per cent on January 15.

OFFICIAL CIRCULARS.

Anchorage Division.

TRAINS MUST STOP AT YARD CROSSING.

Department of the Interior
Alaskan Engineering Commission.
Anchorage Alaska, November 19, 1917.

Trainmaster's Bulletin No. 47:

TO ALL CONCERNED:

It is noted that all south-bound trains and engines are not making the required stop before proceeding over the crossing in Anchorage yard.

All concerned will see that the indication of this sign is observed.

J. T. CUNNINGHAM, Trainmaster.

CLASS SIGNALS AND MARKERS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, November 19, 1917.

Trainmaster's Bulletin No. 48:

TO ALL CONCERNED:

Your attention is called to the fact that class signals and markers must be properly displayed on all trains.

J. T. CUNNINGHAM, Trainmaster.

PASSES LISTED FOR CANCELLATION.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, November 15, 1917.

Transportation Circular No. 109:

TO ALL CONCERNED:

Annual Pass No. 81 in favor of G. A. Stanton, No. 95 in favor of W. I. Davis, No. 112 in favor of H. F. Gott, former employees of the Engineering Department, were not turned into this office when these employees severed their connection with the service.

If presented for transportation on trains, conductors will lift, collect full fare, and turn into this office with full report.

F. MEARS, Commissioner.

WAGE SCHEDULE CHANGE.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, November 19, 1917.

Supplement No. 17 to Circular No. 184:

TO ALL CONCERNED:

The following rate is authorized for work on this Division:

Helper fireman, power plant ..... $120 per month

F. MEARS, Commissioner.

Charles W. Donnally, special disbursing agent for the Talkeetna District during the past summer, arrived in Anchorage Friday morning and will be stationed in the local disbursing office for the winter. Accompanying him was Mr. Albert Norris, stenographer in the Talkeetna District office, who will leave tomorrow for Seward, where he will be employed for the winter in the office of the district accountant.

OFFICIAL CIRCULARS.

Anchorage Division.

HANDLING REFRIGERATOR CARS.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, November 6, 1917.

Transportation Circular No. 107:

TO ALL CONCERNED:

Effective at once refrigerator cars will be handled in the following manner:

Refrigerator cars arriving at or departing from Anchorage will be inspected by the Mechanical Department which will see that heaters are filled with oil, and heaters burning in all loaded cars. They will also fill with oil and see that heaters are burning in all refrigerator cars held under load in Anchorage yard.

At agency stations, other than Anchorage, the procedure outlined above for the handling of refrigerator cars in Anchorage yard, will be carried out by the agent in charge of the station where the car is left or picked up, and he will inspect the cars, fill the heaters and see that heaters are burning in proper order.

At non-agency stations conductors picking up or setting out refrigerator cars will see that heaters are filled with oil, and heaters burning in all loaded cars.

Conductors will be responsible for the proper care of heaters in refrigerator cars handled by them, and agents will be responsible for the proper care of heaters in refrigerator cars at their stations.

Doors on refrigerator cars must be kept closed, when moving in trains or when cars are left at stations; iron bars or other tools must not be used to pry doors open.

F. MEARS, Commissioner.

ANNUAL PASS LOST.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, November 20, 1917.

Transportation Circular No. 110:

TO ALL CONCERNED:

Annual Pass No. 150 issued to William McInnis has been lost. If presented for transportation conductors will pick up and return to this office, collecting full fare.

F. MEARS, Commissioner.

PROPOSAL FOR BIDS.

Department of the Interior
Alaskan Engineering Commission.
Anchorage, Alaska, November 17, 1917.

Sealed proposals will be received at the office of Engineer Maintenance of Way until 2.00 p. m. November 26, 1917, for the furnishing of 20,000 cross ties, 5,000 telephone poles and 100,000 lineal feet of crib logs. Specifications covering the above items, and other information, may be obtained upon application to Engineer Maintenance of Way. The right is reserved to reject any and all bids.

F. MEARS, Commissioner.

Navigation closed on the lower Yukon river on October 20, when the various craft plying that section of the river were forced by ice conditions to go into winter quarters at Whitehorse and Dawson.

LOTS REPORTED FOR FORFEITURE.

The following lots were reported on November 15 to the Commissioner of the General Land Office for forfeiture for failure to pay street improvements, as per assesssment roll No. 1:

Serial	Block	Lot	Name	Amount Assessment
02650	1	8	Marko Cinkovich	$10.64
02575	63	10	R. W. Silver	6.00
02576	63	11	R. W. Silver	6.00
02577	63	12	R. W. Silver	12.00
02780	67	N½ 7	Roy Williams, assignee (A. F. Stowe, original purchaser)	2.55
02509	69	9	G. A. Getchell	5.10
02513	72	S½ 1	Mrs. Georgia Nation, assignee (T. R. McDonald & C. B. Wark, purchasers.)	2.15
02928	75	7	Tony Semon & Jim Tones, assignee (Eser Wikholm & George H. McMahon, purchasers.)	4.70
02989	75	8	Tony Semon & Jim Tones, assignee (George H. McMahon & Eser Wikholm, purchasers.)	4.25
02529	80	8	Carlin Timmis (Ben N. Weaver, original purchaser.)	2.41
03023	101	4	I. N. Bennett	4.25
03379	106	1	Anton Knceaesyna and Martin Stoealo	4.70
03384	106	9	James Sofoulis	3.50
02695	121	10	A. H. Fischer	10.64

The Alaskan Railroad Townsite Regulations and the applications to purchase the lots involved herein contain the following proviso:

"I further agree that if I, or my successors in interest under this application, shall fail to comply with any regulation or requirement which the Secretary of the Interior, in his discretion, shall make or authorize to be made for the improvement of streets, sidewalks, and alleys, then all rights under this application shall terminate, and a forfeiture thereof may be declared by the Secretary of the Interior, whose finding of fact shall be final."

Circular No. 458 of February 16, 1916, as amended by circular No. 554 of June 22, 1917, governing the procedure for forfeiture of lots under the Alaskan Railroad Townsite Regulations, under paragraph 15, states, as follows:

"If any claimant shall fail to pay any and all assessments as required by the Alaskan Engineering Commission, the case will be reported to the Commissioner of the General Land Office, with a full statement of the proceedings had, for submission to the Secretary of the Interior . . . ."

William Gerig, consulting engineer, left on Saturday morning for Seward, en route to Seattle and the East. Mr. Gerig will spend most of the winter with his family at Memphis, Tenn., returning to Anchorage early next spring to direct the harbor improvements.

Eight bowling clubs have been organized among the employees at Anchorage for a winter tournament on the Y. M. C. A. alleys. The high bowling scores for October were: Pavolich 234, Sullivan 220 and Griffith 214.

ALASKA RAILROAD RECORD

Volume II. ANCHORAGE, ALASKA, TUESDAY, NOVEMBER 27, 1917. No. 3

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

ALASKA RAILROAD EMPLOYEES PURCHASE LIBERTY BONDS TO AMOUNT OF $120,600.

(The Official Bulletin, October 29)

The loyalty, devotion, and patriotism of the employees of the Alaskan Engineering Commission of the Department of the Interior, which is constructing the railroad for Uncle Sam in far-away Alaska, has been manifested in a substantial and hearty way. They have subscribed for $120,600 of the Second Liberty Bond Loan, and even that sum, large in proportion to the number of employees, may be increased.

Endow Wards in French Hospital.

In addition to their subscriptions to the Second Liberty Bond Loan, the employees of the commission, in response to an appeal by Mrs. Franklin K. Lane, chairman of the war relief work for the Department of the Interior with which to endow beds in the Washington hospital at Neuilly, France, contributed voluntarily and enthusiastically $7,025.71—almost sufficient to maintain two wards in the hospital for an entire year. Mrs. Lane explained in her appeal to the employees of the Department of the Interior, including the Alaskan Engineering Commission, that each bed would cost $600 a year, fully equipped and cared for by a surgeon and a nurse. The total amount needed to establish a ward for the boys at the front would be $4,000 a year. Mrs. Lane urged that it be made a "perfect gift." To the end that it should be such a gift, the employees of the Interior Department and the Alaskan Engineering Commission contributed a total sum of more than $10,000—enough to establish and maintain two wards for a year.

Gifts of Baseball Equipment.

As another evidence of the keen interest which these Alaska railroad builders are manifesting in the welfare of the boys at the front, they have sent several sets of baseball equipment to be forwarded to France, and cash contributions are now being made by them to be sent to the bat and ball fund.

The difficulty of communicating to the Alaskan employees the details both of the bond sale and the endowment of the hospital wards scarcely can be appreciated. No sufficiently definite information concerning the bond sale was available prior to the first formal announcement by Secretary McAdoo.

Communicated by Cable.

It was, therefore, communicated by Secretary Lane to the Alaskan employees by cable. Chairman William C. Edes, upon receipt of the cable announcement, issued a patriotic appeal to his men. Their response was prompt and enthusiastic. He cabled to Secretary Lane the result of the Alaskan drive, with assurance of the sincere and whole-hearted patriotism of every employee on the great project.

Commissioner Frederick Mears has received official notification from the War Department of his promotion to the rank of major in the Regular Army.

District Engineer C. R. Breck was a passenger aboard the steamship Mariposa when the vessel was wrecked on the morning of November 18 near Wrangell, while en route to Seattle.

F. S. Ryus, townsite manager of Nenana, left that place on the 16th instant for Anchorage, coming over the trail via Broad Pass. Accompanying him is Mr. L. R. Ebert, instrument man of the Fairbanks District engineering force, who is en route to Seattle.

YOUR THIRD LIBERTY LOAN INSTALLMENT IS DUE ON DECEMBER 15.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending November 17:

MAINTENANCE OF WAY.

Water Service and Plumbing.

The installation of the steam pipe and high pressure testing line from the power plant to the machine shop was 70 per cent completed. The usual maintenance work was performed.

Bridge and Building Department.

Work progressed on the framing of a structure to carry the new shop crane. The windows have all been placed in the machine shop. The installation of storm sashes on the Government cottages was 50 per cent completed. The dock waiting room was altered to make suitable winter quarters for the dock watchmen. Good progress was made on the erection of the 121-foot span at the first crossing of the Chickaloon River. This work was 60 per cent completed. Bridge and Building Gang No. 1, with a small force, was engaged in deepening the well at the water station at Pittman, to secure a more adequate water supply.

Tracklaying and Surfacing.

Extra Gang No. 4 laid steel on Turnagain Arm from Station 2420 to 2333. This work has been delayed on account of the shortage of labor and weather conditions. The usual maintenance work was performed.

Mechanical Department.

The new Priest snow flangers are ready for application. Running repairs were made to engines 221, 224 and 242. Heavy repairs are being made to engines 275 and 247. Repair parts were made for steam shovels Nos. 2 and 7. The construction of the new flue-cleaning machine was 70 per cent completed. Nine cars were light-weighed and stenciled. The usual miscellaneous work was done on shop orders.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

Cross-arms were attached to the poles for a distance of three miles south of Potter and a clearing was made at Sheep Creek to connect the permanent line at that point to the temporary part of the line southward.

The telephone work in the Anchorage townsite consisted of the usual installing, disconnecting and maintaining of telephones and of work on the new central office switchboard, which is now approximately 75 per cent completed.

Radio.

Carpenter work, painting and varnishing have been finished on the new radio station. Concrete foundation for the motor generator was poured. All transmitting and controlling panels were moved from the temporary station in the power house and were installed in the new station. The transmitter was tested and tuned for long waves on the large aerial. All receiving circuits were wired in and instruments wired for telegraph circuits.

Electric Light and Power.

The four motors were installed on the driving wheel lathe in the machine shop and considerable temporary wiring was done at the marine ways to furnish light while placing the floating equipment upon the ways.

The second turbine set having been put into service the preceding week, the Commission was enabled to take on additional commercial load and accordingly 106 new consumers were added to the distribution circuits.

TURNAGAIN ARM DISTRICT.

The contractors on grading work recently awarded between Mile 79 and Bird Point are making very satisfactory progress.

A sawmill is being installed at Mile 83; the machinery is in place and the mill will be operating in a few days.

The steam shovel at Mile 83 making a rock fill to the south approach to the long trestle north of Mile 83 will complete a narrow fill connection with the trestle within a few days, and the shovel will then be closed down for the winter. The three piledrivers on the long trestle are making satisfactory headway, considering ice and weather conditions. An average of three bents per day per driver is being maintained. All piles are being cut and delivered to the drivers by Commission force.

The contractors in the vicinity of Mile 84 to 87 are doing good work. The piledriver at Bird Creek has completed driving and the crew is engaged in decking. The steam shovel at Mile 87, between Bird and Indian creeks, is widening the fill recently damaged by storm, and will close down for the winter in a few days.

The district headquarters at Mile 91 will be completed and ready to occupy when steel arrives. Steel is now at Rainbow, Mile 94.

Thawing weather during the past few days has made the trail practically impassable for sleighs. Turnagain Arm is again free from ice and navigable.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, November 10, 1917, was as follows:

Commissioner's Office	39
Shops and Yards	165
Transportation Service	41
Store and Dock Departments	346
Accounting Department	19
Disbursing Office	8
Townsite Department	20
Employment Bureau and Terminal Mess	15
Hospital Department	17
Telegraph and Telephone Department	59
Track, Bridge and Ballast—Main Line	109
Mining Department	154
Locating Party No. 4	5
Turnagain Arm District	535
Talkeetna District	165
	1697
Stationmen and Laborers—All Districts	463
Grand total all employees Anchorage Division	2160

Mrs. Fenton Cramer, wife of the special disbursing agent of Fairbanks Division, has been named representative of the Red Cross at Nenana.

Contribute to the Red Cross War Fund.

LIBERTY LOAN A DIKE AGAINST AUTOCRACY.

[By Hon. Willard Saulsbury, of Delaware, President pro tempore of the United States Senate.]

The most impressive patriotic picture I have ever seen is a poster by a great French artist advertising the war bonds of his country. A wounded soldier just from the hospital is shown watching men and women paying their savings to the Government for these bonds, and the soldier says: "They also do their part."

A Frenchman told me the story of a sweet-faced old woman when the call came for the people to turn in their gold for the prosecution of the war. A few hundred francs in gold were the savings of her life. She sent them to the Government official to be used in prosecuting the war. These few hundred francs represented her only hope of comfort in extreme old age. She had grandchildren at the front. When the official, upon receiving the money, gave her a Government bond, she said: "I didn't know I was to receive anything for it."

The free peoples of the earth have built a dike across Belgium and northern France with the bodies of their young men of military age. It restrains the ungoverned lust for power, prestige, and territory of what the world has termed the "Royal house of Hohenzollern." If this dike breaks, America is not safe. We are fighting in the cause of humanity, to make the world safe for democracy, and also we are fighting for the right to live peacefully in America, unterrified by passions which should only animate wild beasts.

Our own boys will soon be making the dike stronger. The front waves of Prussian militarism grow less threatening. The French have held, the British are attacking, we must help.

Lafayette's great-grandsons are on the fighting line. Pershing, saluting at the tomb of Lafayette, said in simplest words: "Lafayette, we Americans are here!" The American great-grandsons of Lafayette's friends will soon be in that line. They must have all the comforts, they shall have all the comforts, that we can give, and by swift and hard endeavor we must convince our foes that they must last, saving the boys for America, it may be, in hundreds of thousands. The money those of us unfit for military service contribute will make the boys at the front more comfortable, may save their lives.

Government bonds are the safest security for people's savings. The interest rates are fair, and profits not needed to keep business active should be invested in them. Patriotism and sagacity combine in recommending the new issue of Liberty Bonds.

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchorage Disbursing Office during the period November 15 to November 21 was $2518.72, as follows:

Metropolitan Auto Service	$ 28.07
Ole Senden & Co.	2225.26
C. Roden	264.49

The total disbursements of the office at Anchorage for the period November 15 to November 21 were $42,534.62. The payment of salaries and wages amounted to $39,784.72; to contractors $2518.72; local purchases $52.00; other expenditures $179.18.

AVIATION SCHOOLS PROVING EFFECTIVE.

The War Department authorizes the following:

Maj. Hiram Bingham, of the Aviation Division of the Army, has returned from a tour of inspection and has seen most of his 1,142 kindergarten fliers hard at work in the ground schools now in operation on college campuses throughout the country.

Maj. Bingham is the father of this type of school in the United States, and the course of training adopted has the enthusiastic indorsement of experienced foreign aviators who have seen the work. English and French fliers are thoroughly alive to the importance of theoretical instruction as the first step toward learning to fly. Many of the most serious mistakes made by foreign flotillas at the early part of the present war were due to minimizing the importance of absolute technique in aerial fighting.

As the war progressed, the art of code signaling from the air was developed with the same rapidity that was required in every form of attack and defense. So perfect became the communication between the aviators and the batteries that fire control from the air has now become an exact science.

Most of the aerial observation in modern battles is taken from a height of about 7,000 feet, and the study of accuracy from this height comprises one of the most important and certainly one of the most popular—courses given in our ground schools. The idea is to give the student perched at the top of a ladder the picture of the Belgian battle ground as it would appear to one looking down from a height of 7,000 feet. The student's perch is 16 feet from the ground, and the picture covers a surface of 16 square feet and has been drawn from aviation photography. The cadet works with the key of a radio outfit, which for convenience gives forth visible electric flashes governed by the standard code. The instructor stands at a switchboard from which at will he can flash little electric lights on any part of the map. Taking note of these imaginary explosions, the young aviator ticks off instructions to the "batteries."

It is the idea in modern air fighting that the aviator shall be something far more useful than a mere flying man. The ordinary aviator bears the same relation to an air fighter that a chauffeur bears to the driver of an armored motor car. Before he can even think of fighting the military aviator must know his machine and be as familiar with all the tricks of riding it as the old-fashioned dispatch rider was with his horse.

The up-to-date pilot must know how to groom his machine and to attend to every detail of its inner workings. He must be expert to the point where his machine is only secondary and he can give all his attention to his military problem. In the experience of England it has been found that former officers of Cavalry and Artillery often make the best aviation officers, as an able cavalryman is an expert at reconnaissance and artillerymen are trained in all the subtle tricks of gunfire.

DO YOUR BIT.

Pay your Liberty Loan installments PROMPTLY through your bank. The second installment of 18 per cent was due November 15. The third installment of 40 per cent is due December 15, the fourth and last installment of 40 per cent on January 15.

Seward Division.

Following are the progress reports of the various departments of Seward Division for the week ending November 17:

Construction was begun on the house track, 600 feet in length, to the new Seward depot.

The tunnel at Mile 11¼ is practically completed, except for timbering. Steel has been laid through the tunnel.

The steam shovel at Mile 17 moved approximately 6,000 cubic yards of gravel during the week. The material was used to fill in Bridge No. 36, the north approach to Snow River bridge, and for bringing the track to grade near Mile 16. The work between Miles 43 and 45 is progressing rapidly. With the completion of this work bridges Nos. 62, 63, 64, 65 and 66 will be eliminated. F. Antonnucci & Co. have completed their contract at Mile 45; Lidstrom & Co. will finish within three weeks. The "snowslide cut" at Mile 53½ has been excavated by Anton Nelson & Co., who will be given another contract at Mile 69. Nels Matson & Co., working on the Spencer Glacier diversion dam, are making good headway.

Minor line changes and revisions are being surveyed between Miles 67 and 69. The grading between Miles 71 and 76 consists of widening fills, raising grade and conditioning the roadbed for the laying of track.

Bridge 45 has been practically completed, except for the placing of guard rails. All caps have been placed on the Glacier Creek bridge, No. T45. Owing to weather conditions, the sawmill at Mile 73 has been closed down. About 3700 logs have been cut and will be brought to the mill soon.

Work on the new engine and machine shops at Seward is going ahead rapidly. Trusses have been erected in the machine shop and sheathing placed on the sides. In the engine house the posts have been framed and 50 per cent of the rafters are in place. Excavating and filling at the machine shop have been suspended because of frost.

The Mechanical Department, in addition to the usual routine repairs, completed the assembling of engine 278 and the Marion steam shovel. Piledriver No. 3 was given a complete overhauling.

A contract for 15,000 lineal feet of peeled piling has been awarded to E. W. Wilburn. The cutting area assigned is along the main line, Turnagain Arm.

The total disbursements of the office at Seward for the period November 12 to November 17 were $22,929.47. The payment of salaries and wages amounted to $14,555.09; to contractors $1064.96; local purchases $2761.43; other expenditures $4547.99.

At the close of the week there were 725 employees on the payroll of Seward Division, as follows: Headquarters office 12, engineering 29, shops and yards 51, stores and dock 38, track, grade and ballast 215, bridge and building 53, telephone and telegraph 8, tunnels 31, stationmen 271, stationmen's hired labor 17.

The Eska Creek coal mine shipped during October 3124.53 long tons of coal. The shipments from the Chickaloon mine, recently opened for development, were 61 long tons.

Departments having any extra copies of last week's issue of the RECORD (No. 2) will confer a favor by returning them to the Editorial Department, Anchorage.

ALASKANS WIN COMMISSIONS.

Alaska sent 26 men to the second officers' training camp last August and, it is announced, all have been granted commissions. Among the successful candidates are the following: Edgar T. Hawley, formerly of the Seward office staff, J. C. Luttrell, of the Seward engineering force; J. E. Powrie, general foreman of Anchorage Townsite; and J. T. Westermann, banker of Anchorage.

APPROXIMATE MILEAGE DISTANCES.

Seward to Fairbanks	470.56
Seward to Chickaloon	188.35
Seward to Anchorage	114.35
*Seward to Kern Creek (end of A. N. Ry.)	71.00
*Anchorage to Matanuska	36.32
*Anchorage to Chickaloon (end of branch to coal fields)	74.00
*Anchorage to Montana Creek (end of steel—main line)	94.90
Anchorage to Talkeetna	112.35
Anchorage to Broad Pass	200.18
Anchorage to Nenana	299.48
Anchorage to Fairbanks	356.21
Broad Pass to Nenana	99.30
Broad Pass to Lignite (Nenana coal fields)	49.47
Lignite to Nenana	49.83
Lignite to Fairbanks	106.56
Nenana to Fairbanks	56.73
Tanana Valley Railroad.	
†Fairbanks to Chena Junction	4.1
†Chena Junction to Chena	5.0
†Fairbanks to Happy (junction)	7.3
†Happy to Wood Spur	4.8
†Fairbanks to Chatanika	39.2

*Operating.

†Operating—narrow gauge.

ADDRESSES OF LAND CLAIMANTS WANTED.

Notices sent by the United States Land Office at Juneau to the following parties, stating that applications could be filed for land claimed by them within the Chugach National Forest, have been returned unclaimed:

A. Chisholm, Anchorage, List 6-2002; George Bilman Conaway, Anchorage, List 6-1658; Edward A. Cox, Anchorage, List 6-2003; William D. Elliott, Anchorage, List 6-1985; Sol F. Giles, Roosevelt, List 6-2025; F. Gillis, Anchorage, List 6-2009; Oskar S. Gohr-Anderson, Anchorage, List 6-2019; J. A. Hart, Anchorage, list 6-1899; James Johnson, Anchorage, List 6-1890; Thomas M. Odale, Seldovia, List 6-1585; O. L. Reiseter, Anchorage, List 6-1957; Otto Sala, Anchorage, List 6-1952; Adolph Taunler, Anchorage, List 6-2004; J. F. Tomkins, Anchorage, List 6-2005; W. Weback, Anchorage, List 6-1959.

The above persons should advise the Land Office at Juneau, Alaska, immediately of their present address, in order that they may have an opportunity to file upon the land. If this information is given to the Land and Industrial Department or to the Townsite Office at Anchorage, it will be transmitted to the Juneau Land Office.

An addition to the Commission dining room at the Eska Creek coal mine recently completed provides a total seating capacity for 110 men.

EMPLOYEES OF DEPARTMENT OF INTERIOR CONTRIBUTED $1,766,000 TO LIBERTY LOAN.

Department of the Interior,
Washington, October 30, 1917.

TO THE MEMBERS OF THE INTERIOR DEPARTMENT:

Following is a statement of the subscriptions to the Second Liberty Loan by the employees of the Department of the Interior.

BUREAU	No. Wash. Emp.	No. Subscribers.	Per cent of Subscribers.	Total Wash.	Total Field.	Total Field & Wash.
Secretary's	428	385	89.9	$ 40,950	$123,650*	$164,600
Land	503	395	78.5	46,200	150,000	196,200
Indian	345	323	93.6	69,000	322,300	391,300
Pension	997	797	79,9	128,700	14,650	143,350
Patent	937	778	83.0	127,700	———	127,700
Education	90	70	77.7	15,100	3,200	18,300
Survey	544	478	87.8	132,500	39,350	171,850
Reclamation	93	89	95.6	20,250	145,000	165,250
Mines	424	353	83.2	149,300	164,350	313,650
Parks	17	17	100.0	11,500	15,000	26,500
St. Elizabeth's	154	130	84.4	33,500	———	33,500
Howard University	79	35	44.3	8,900	———	8,900
Freedmen's	30	25	83.3	4,900	———	4,900
Total	4,641	3,875	83.2	$788,500	$977,500	$1,766,000

*Alaskan Engineering Commission.

H. A. MEYER,
Chairman, Liberty Loan Committee for the Department of the Interior.

It is extremely gratifying that over 83 per cent of all the men and women in this Department at Washington have made a loan to the Government and that nearly one million dollars was contributed by those in our various field services throughout all the country from Alaska to Florida.

FRANKLIN K. LANE.

DAILY WEATHER REPORT FOR ANCHORAGE.

DATE	TEMPERATURE Max.	Min.	PRECIPITATION Amount	Snowfall (Inches)	Snow on Ground	WIND Average Velocity	CONDITION OF HARBOR
November 7	19	—3	0.02	0.5	5.0	3.8	Considerable small ice.
November 8	19	11	0.17	1.5	6.0	1.8	Considerable small ice.
November 9	28	6	none	none	5.0	3.3	Considerable small ice.
November 10	20	—4	none	none	5.0	3.6	Ice well off shore.
November 11	26	—4	0.11	3.0	8.0	3.3	Floating ice.
November 12	23	15	none	none	7.5	3.2	Floating ice.
November 13	24	17	0.06	1.5	8.5	5.1	Floating ice.
November 14	28	23	0.13	3.0	9.5	2.5	Filled with ice.
November 15	24	12	0.14	4.5	12.0	4.4	Ice well off shore.
November 16	23	2	none	none	10.5	4.6	Filled with ice.
November 17	24	6	none	none	10.0	4.0	Ice well off shore.
November 18	25	—1	none	none	9.5	4.4	Filled with ice.
November 19	32	21	0.02	none	8.0	2.7	West side clear.
November 20	36	33	0.03	none	7.5	3.0	Ice well scattered.

STATIONMAN INJURED BY SLIDE.

Isaia Fabro, an Italian stationman at Camp 83, Turnagain Arm District, was severely injured by a rock slide on Sunday. Both legs were fractured and he received internal injuries. He was brought to Anchorage Hospital for treatment.

Miss Tecla Frank, stenographer in the Accounting Department at Seward for the past year and a half, left on the steamship Alameda for Seattle, where she expects to spend the winter.

The Seward chapter of the Red Cross meets every afternoon in the Railroad Building. The meetings are open to the public. On Wednesday evening, November 28, the Seward chapter will give a ball to raise funds to be used in buying materials and supplies to be worked up by the women of the local chapter.

OFFICIAL CIRCULARS.

Anchorage Division.

INTERNAL REVENUE TAX.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, November 22, 1917.

Transportation Circular No. 111:

TO ALL CONCERNED:

The following regulations of the Treasury Department have been issued from that office, and will govern in handling Government business over the lines of the Alaskan Engineering Commission:

F. MEARS, Commissioner.

[T. D. 2551]

"Instructions Relative to the Exemption Provided By Sections 502 of the Act of October 3, 1917, from the Tax Imposed Under Section 500 of Said Act, Upon Any Payments for Services Rendered to the United States, or Any State, Territory, or the District of Columbia.

Treasury Department,
Office of Commissioner of Internal Revenue,
Washington, D. C., October 22, 1917.

To collectors of internal revenue and others concerned:

"Section 502 of the Act of October 3, 1917, provides:

"'That no tax shall be imposed under section five hundred upon any payment received for services rendered to the United States, or any State, Territory, or the District of Columbia. The right to exemption under this section shall be evidenced in such manner as the Commissioner of Internal Revenue, with the approval of the Secretary of the Treasury, may by regulation prescribe.'

"All shipments either by freight or express, the charges on which are paid by the United States will be free of the tax imposed by Section 500. Shipments of Government property by Government officers will be made on Government bills of lading.

"Shipments of property belonging to a State, Territory, or the District of Columbia, the charges on which are paid by the State, Territory, or the District of Columbia, will be made free of the tax imposed by Section 500.

"It will be necessary in all cases of shipments made by freight or express, where Government bills of lading are not used, for the officer or employee of the United States, State, Territory, or District of Columbia to satisfy the agent to whom the charges are paid that the service rendered or to be rendered is for the United States, State, Territory, or District of Columbia, as the case may be, and the agent collecting the charges should note on the records of his office the name of the consignor and consignee, and indicate thereon that such shipment covered service rendered the United States, State, Territory, or District of Columbia, as the case may be, and was not subject to the tax.

"Shipments by freight or express of property received by the United States, or any State, Territory, or the District of Columbia are free of the tax imposed by Section 500, provided the United States, or any State, Territory, or the District of Columbia is liable for and pays the transportation charges on such shipments.

"When officers or employees of the United States, or of any State, Territory, or the District of Columbia, travel on transportation requests, the transportation requests will be sufficient evidence that the tickets obtained thereon either for transportation by rail or water, or for seats, berths, or staterooms in parlor cars, sleeping cars, or on vessels, were received from the agent without the payment of the tax imposed by Section 500.

"The agent of the transportation company who issues the ticket should note on the records of his office the number of the Government transportation request. Where travel is made by officers or employees of a State, Territory, or the District of Columbia, upon transportation requests, a notation should be made on the records of agent issuing the ticket so that a verification can be made as in case of Government transportation requests.

"When an officer or employee of the United States, or of a State, Territory, or the District of Columbia is traveling on official business and pays cash for his transportation, or presents a mileage book purchased prior to November 1, 1917, he will give to the agent from whom tickets are obtained for transportation by rail or water, or for seats, berths, or staterooms in parlor cars, sleeping cars, or on vessels, or to the conductor or agent to whom he presents the mileage book, his certificate stating that the service to be rendered from the place named to the place named is on account of official business and not for private purposes. Transportation agents should not accept such certificates unless the officer or employee presenting same shows satisfactory credentials.

"A form of certificate will be furnished by the Treasury Department for the officers and employees of the United States. If officers and employees of the United States are not supplied with these certificates by November 1, 1917, a certificate in the following form should be given transportation agents when the travel is on official business and cash fare is paid, or mileage book is used which was purchased prior to November 1, 1917:

.....(Name of Place)
.....(Date)

"'I certify that the ticket (or tickets) No. ..... Form No. .....: for ..... (state the purpose for which purchased, whether for transportation by rail or water, or for seat, berth, or stateroom in parlor car, sleeping car, or on vessel, or for charges for excess baggage) from ..... to ..... via ..... is on account of official business and not for private purposes, and is exempt from the tax imposed by the Act of October 3, 1917.

.....
(Signature of officer or employee purchasing ticket.)
.....(Title.)
.....
(Department or Establishment.'

"In case a ticket, obtained either on a transportation request or by purchase and not partially used prior to November 1, 1917, is presented for travel on official business on or after November 1, 1917, a certificate made in the form indicated above should be given to the conductor to whom such ticket is first presented.

"All telegraph, telephone or radio messages of officers and employees of the United States, or of a State, Territory, or the District of Columbia, on official business, are exempt from tax and should not be reported in the monthly return of the telegraph, telephone, or radio company. In case of a telegraph or radio message, the officer or employee sending such message should certify

thereon that it is on account of official business and not for private purposes. This certificate may be in the following form:

"'I certify that this message is on official business and not for private purposes.

.....

.....(Title)."'

DANIEL C. ROPER, Commissioner of Internal Revenue.

Approved: OSCAR T. CROSBY, Acting Secretary of the Treasury.

Department of the Interior,
October 27, 1917.

"The foregoing circular issued by the Treasury Department is published for the information and guidance of the officers and employees of this Department.

By order of the Secretary:
E. J. AYERS, Chief Clerk."

EMPLOYMENT PAPERS.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, November 22, 1917.

Circular No. 273:

TO ALL CONCERNED:

Referring to Circular No. 243 covering regulations requiring that employment papers for certain occupations be forwarded to Washington for the approval of the Secretary.

In future when an increase is shown for an employee who takes a position formerly held by another employee, and there is no increase in the payroll involved, it is not necessary that such papers be forwarded to Washington, and the increase may take effect on the date such employee enters upon his new duties.

This will also govern in case of new employees entering the service taking positions made vacant by a former employee, where no increase in the payroll is shown.

F. MEARS, Commissioner.

SWITCH TAKEN UP FOR WINTER.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, November 24, 1917.

Bulletin No. 49:

Effective this date, switch at Fowler's wood spur, Mile 122.6, has been taken up for the winter.

J. T. CUNNINGHAM, Trainmaster.

MEALS FURNISHED EMPLOYEES OF SEWARD DIV.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, November 14, 1917.

Accounting Department Circular No. 55:

TO ALL CONCERNED:

In the future, there will not be any meals furnished employees of the Seward Division by mess houses on the Anchorage Division unless they are paid by Seward meal ticket or 50 cents in cash.

This is necessary on account of the delay in transferring charges between these two Divisions.

Any Seward meal tickets collected by mess houses on this Division, at the end of each month will be charged on camp invoice against Seward Division and the meal tickets attached to substantiate the account, and will be forwarded to this office, which will see that the proper transfer of account is taken care of.

D. B. VAN DERLIP, Chief Accountant.

Approved: F. MEARS, Commissioner.

AN APPEAL TO THE AMERICAN PEOPLE.

The White House,
Washington.

One year ago, in compliance with resolutions passed by the Senate and by the House of Representatives, I appointed days upon which the people of the United States might make such contributions as they felt disposed for the aid of the stricken Armenian and Syrian peoples.

American diplomatic and consular representatives and other American residents recently returned from Western Asia, assure me that many thousands of lives were saved from starvation by the gifts of the American people last winter. They also bring full assurance of the continued effective distribution of relief and report that the suffering and death from exposure and starvation will inevitably be very much greater this winter than last unless the survivors can be helped by further contributions from America.

Reports indicate that of orphans alone there are more than 400,000, besides women and other dependent children, reaching a total of more than 2,000,000 destitute survivors. The situation is so distressing as to make a special appeal to the sympathies of all.

In view of the urgent need I call again upon the people of the United States to make such further contributions as they feel disposed, in their sympathy and generosity for the aid of these suffering peoples. Contributions may be made through the American Red Cross, Washington, D. C., or direct to the American Committee for Armenian and Syrian Relief, Cleveland H. Dodge, treasurer, 1 Madison Avenue, New York City.

October 29, 1917. WOODROW WILSON.

SALE OF CHRISTMAS SEALS URGED BY THE RED CROSS.

The unusual importance of the coming sale of Red Cross Christmas seals is urged in a statement issued by the national headquarters of the American Red Cross. This sale is conducted by the National Association for the Study and Prevention of Tuberculosis, to raise funds for the national, State and local campaigns against this disease. The Red Cross cooperates by furnishing the seals and the prestige of its name.

"While neither the national Red Cross nor its local chapters have any official part in conducting the sale of Red Cross seals," says the statement, "we urge every loyal member of the American Red Cross to do everything in his or her power to help the local committee in charge make this sale a record breaker.

"The association is out after $3,000,000 this year. Let us help them get it."

Game of all kinds is reported unusually scarce this year along the railroad line. Rabbits and ptarmigan are very seldom seen in any part of this section. Two years ago both rabbits and ptarmigan were extremely abundant, the latter appearing in the foothills in conveys of tens of thousands. The reason for the present scarcity is unknown.

Contribute to the Red Cross War Fund.

OFFICIAL CIRCULARS.

Anchorage Division.

MECHANICAL DEPARTMENT COST ACCOUNTING.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, November 26, 1917.

Accounting Department Circular No. 56:

TO ALL CONCERNED:

Commencing January 1, 1918, cost accounting and statistical records will be kept of the operation of locomotives, cars and other equipment in the transportation service.

Effective January 1, 1918, any oil, waste or other supplies furnished, to be used on locomotives only, should be ordered through the office of the Master Mechanic, who will make requisition for, and request shipment or delivery. Any oil, waste, packing, etc., for use on cars only, should also be ordered through the office of Master Mechanic, who will make requisition on store for same and request shipment or delivery; all such charges will be billed against Mechanical Department Clearing Account No. 1000.

Any camps which necessarily get their oil, waste, etc., in barrel or bale lots for use on locomotives, cars, and miscellaneous other work equipment will order such oil direct from the Store Department as heretofore, but it will be necessary for timekeeper to keep daily records to enable him promptly at the close of each month's accounts to charge such oil, waste, etc., as was supplied to locomotives and cars, against the Master Mechanic's Office by department bill, showing gallons oil, pounds waste, and separate the charges against each class of equipment.

It will also be necessary that Mechanical Department Office receive information as promptly as possible showing any and all coal delivered to engineer during each successive month, and each individual case of delivery is required, giving date, engine number, engineer's name, and the number of tons of coal delivered. For this purpose new coal tickets, Form 702, will be available by the first of the year. As soon as the tickets are received all engineers will be supplied with coal ticket book, and no coaling station will deliver coal to any engine without collecting ticket from the engineer; each ticket will show date, station, number of tons of coal delivered, engine number, name of engineer, and is to be signed by the fuel foreman. These tickets, after the necessary information has been recorded for charging out coal supplied to locomotives, will be forwarded promptly to the office of Master Mechanic for his information and file; the charges for coal supplied will be taken care of by the Stores Department in the usual manner.

It will also be necessary, commencing January 1, 1918, that all departments and camps having any labor or material charges of any nature in connection with the repairs of, inspection, lubricating or furnishing of supplies to engines, except narrow gauge engines, bill such charges against the Mechanical Department by department bills as promptly as possible after the close of each month's accounts; also all charges in connection with repairs of, inspection and lubricating of all cars, except narrow gauge station cars. Charges against all locomotives should show date, place, engine number and a short, concise description of work done; charges against all cars should show place work done; date, where consistent; number of car, when possible; and when not possible, the class of car should be shown without fail. Class of car to be described as follows:

1. Business Car A-1.
2. Passenger Cars, coaches, baggage cars, etc., (give individual number where possible.)
3. Tank Cars, numbers 1, 2, 3, 4, etc.
4. Roger Ballast Cars, numbers 100 and 600 series.
5. Panama Flat Cars, numbers 400 and 900 series.
6. Oliver and Western Dump Cars, number 500 series.
7. Seattle Flat Cars, number 700 series.
8. Box Cars, number 800 series.
9. Caboose Cars, number 1000 series.
10. Gondola Cars, number 1200 series.
11. Stock Cars, number 1300 series.
12. Hart Convertible Cars, number 1400 series.
13. Refrigerator Cars, number 1500 series.

(Other series to be added later as put in service.)

All departments concerned will kindly arrange to render all charges and reports promptly, in order that our records may be kept strictly up to date. The information referred to in the above circular is wanted over the entire Division as well as at this terminal.

D. B. VAN DERLIP,
Chief Accountant.

Approved:
F. MEARS.

TRAIN SERVICE TO RAINBOW.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, November 27, 1917.

Trainmaster's Bulletin No. 50:

TO ALL CONCERNED:

Effective November 28, regular train service will be extended from Potter to Rainbow. Speed of all trains between the above two points is not to exceed ten miles per hour.

J. T. CUNNINGHAM, Trainmaster.

The Alaska Loyal League meets for drill every Monday evening at Robarts' Hall. A full attendance is requested.

H. F. Dose, district engineer, is in from Dead Horse. He returns on Thursday to resume his duties.

During the week ending November 17, the Eska Creek coal mine shipped 527 short tons and the Chickaloon mine 38 short tons.

Walter DeLong, general storekeeper of Anchorage Division, returned Wednesday from Seward, where he spent a week on official business.

NORTH TERMINAL BUYS BONDS.

Fairbanks, Nenana and Tanana subscribed $223,500 to the Second Liberty Loan. Subscriptions from Nenana showed 151 purchasers of bonds amounting in total to $40,950. This includes the Commission and townspeople.

The Fairbanks newspapers compliment Mr. G. Fenton Cramer, special disbursing agent at Nenana, for his work in securing subscriptions from Nenana and the surrounding territory. Tanana contributed the sum of $16,350, aside from $25,000 contributed by the soldiers of Fort Gibbon. The school children of Fairbanks took fifty $50 bonds.

ALASKA RAILROAD RECORD

Volume II. ANCHORAGE, ALASKA, TUESDAY, DECEMBER 4, 1917. No. 4

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:
ALASKA RAILROAD RECORD,
Anchorage, Alaska.

SECOND LOT INSTALLMENTS NOW DUE.

Recent advices received by the Land and Industrial Department from the United States Land Office at Juneau indicate that the lot owners of Anchorage have paid about $6000 on the second annual installment due on lots sold at the first sale in Anchorage. The total amount of the annual payments due is between $12,000 and $13,000. The failure of the lot owners to make prompt payment is no doubt owing to the fact that no notices have been received by them from the Land Office at Juneau, such as were sent out last year.

The Land and Industrial Department desires to invite the attention of all lot owners to the fact that the United States Land Office at Juneau will not send notices advising the amount due and that all installment payments must be made promptly. The dates on which the payments are due are shown on the copies of Application to Purchase which were sent to all purchasers by the Land Office, and which contained a notification of the allowance of their applications, and said copies should be consulted in order to determine when payments should be made.

If payments are not remitted promptly when due the lots will be forfeited and re-sold.

SERIAL NUMBERS ASSIGNED REGISTRANTS.

The Anchorage Registration Board has assigned serial numbers to the 2011 men registered under the military conscription act. The drawing of Alaska recruits for service will take place in Washington, D. C., sometime after January 15, it is believed. The result of the drawing will be announced by the War Department by numbers and not by names.

The secretary of the local board announces that it is important that registrants inform themselves of their numbers and report to the board when called. A severe penalty is imposed on persons failing to appear. The names of all registrants have been printed in the local papers and the lists will be posted in conspicuous places throughout the district.

TRAINS RUN SOUTH TO RAINBOW.

Effective November 28, the train south from Anchorage will run through to Rainbow. Transportation will be collected from all passengers hereafter between Potter and Rainbow. The following rates are in effect between Rainbow and the points named: Potter, $0.45; Rabbit, $0.65; Campbell, $0.95; Anchorage, $1.25.

Freight will also be billed to and from Rainbow. A tariff is being issued to cover.

SUNDAY MEAL HOURS.

Effective December 9, only two meals will be served on Sundays at the Anchorage terminal mess house.

Breakfast hours in future on that day will be from 7 a. m. to 9 a. m., and dinner at 4:30 p. m.

E. S. Jaccard, recently promoted from chief draftsman to office engineer, Seward Division, will leave this week on the steamship Victoria for Seattle, en route to San Francisco, where he will spend two months' leave of absence.

Locating Engineer Fred D. Browne leaves this week for his home at San Ysidro, Calif., after completing his work for the season. Mr. Browne intends returning to Anchorage on the first boat next spring.

The office of the Anchorage freight and forwarding agent was moved yesterday from the summer quarters at the dock to the city freight depot.

YOUR THIRD LIBERTY LOAN INSTALLMENT IS DUE ON DECEMBER 15.

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending November 24:

MAINTENANCE OF WAY.

Water Service and Plumbing.

The installation of the steam line and the high pressure testing line from the power plant to the machine shop was completed. Work was started on the installation of a hydrant in the machine shop.

Bridge and Building Department.

Work continued upon the erection of the shop crane at the machine shop. The installation of storm sashes in the Government cottages has been completed. A temporary building was erected to serve as quarters for the agent at Chickaloon. The erection of the 121-foot span at the first crossing of the Chickaloon River was 95 per cent completed. As soon as this work is finished the gang will be reduced to four or five men, and these will start picking up material at various places along the railway. Bridge and Building gang No. 1, working at Houston, has secured an adequate supply of water for the well at that place. This gang will be disbanded within the course of the next few days.

Tracklaying and Surfacing.

Very poor progress was made with the tracklaying on Turnagain Arm. On Wednesday morning a cylinder head of the engine on the tracklaying machine broke, and the laying of steel on Turnagain Arm continued by hand. Steel was laid from Station 2300 to Station 2333, and full-tied, full-spiked and lined.

Mechanical Department.

The new wheel turning lathe is in operation. The construction of the drop pits was 80 per cent completed. Some work was done on the construction of the new flue-cleaning machine. Ten cars were light-weighed and stenciled. Heavy repairs were made to engines 275 and 247. Running repairs were made to engines 221, 225 and 242.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

The stringing of one pair of No. 9 copper clad and one pair of No. 9 iron wires of the permanent line between Potter and Sheep Creek was 95 per cent completed.

The telephone work in Anchorage Townsite consisted of the usual installing and maintaining of telephones and of progress on the installation of the new central office plant.

Radio.

The old aerial at the temporary power house station was dismantled and rebuilt, hoisted to place and connected for short wave use at the new station. Transmitter was tuned for the short wave and minor repairs to equipment were made.

Electric Light and Power.

The principal work consisted of making service connections for new consumers, involving installation of 91 meters. Conduits were installed in the Telegraph & Telephone Building for the power circuits of the new common battery telephone plant, a return call annunciator was installed in the Public School Building, and general maintenance of electric equipment carried ont.

TURNAGAIN ARM DISTRICT.

The sawmill at Mile 83, Bird Point, is completed and has started sawing bridge timbers. As soon as the piledriver in that vicinity is available an additional vertical boiler will be installed.

The steam shovel at Mile 83 is cleaning up and will be closed down for the winter.

One 18-ton locomotive and four-yard car trucks are being used to haul piling from Mile 82 to the end of the trestle at that place, a distance of two miles. Thirty piles are being hauled each trip. The three piledrivers on the long trestle are making satisfactory progress. There remain less than 500 piles to be driven.

Thawing weather during the past week made the trail practically impassable for heavy teaming. A towboat was put in the water at Bird Point and two rafts of piling were hauled to the long trestle at Mile 84. Turnagain Arm has since filled with ice and boating has been suspended for the winter.

The piledriver at Bird Creek is being transferred to Mile 86 to drive a small trestle. The steam shovel at Mile 87 has been closed for the winter.

S. Brudie & Co. completed their contract of reinforcing fills in the vicinity of Rainbow; and V. Picogno & Co. completed their grading work at Bird Creek. Mike Fedail & Co. completed their contract at Mile 90. All contractors along the line are making satisfactory progress.

Seward Division Notes.

The tunnel at Mile 11¼ has been completed. Track has been laid, the roadbed partially ballasted and trains are operating over the new work.

Despite the cold weather the steam shovel at Mile 17 made good progress. The material excavated by the shovel is being used to fill in bridge No. 36 and for ballasting the main line between Miles 12 and 15. The old 56-pound rail at Mile 12 has been replaced with new 70-pound steel. A 90-foot trestle at Mile 15 was completed.

The grading contractors working between Miles 43 and 45 are making satisfactory headway. One of the contractors, F. Antonnucci & Co., finished during the week. The siding at Mile 45 was 50 per cent completed. At Mile 52 a crew is being maintained to keep the road open to traffic. The contractors building a dyke across Spencer Glacier flats, Mile 55, made satisfactory progress during the period. The decking of the Glacier Creek bridge continued. Between Miles 76 and 80 approximately 42,000 cubic yards of material were removed during the month of November.

Coyote holes are being driled between tunnels Nos. 3 and 4 to supply material for the filling in of two small bridges in the vicinity.

At Seward the construction of the combination engine house and machine shop continued satisfactorily. The mechanical forces were engaged in the usual routine repair work and in addition, overhauled the Marion steam shovel.

The following contracts were let: M. Grand & Co., grading between Stations 890 and 916, Mile 70 A. N. Railway; F. Spadafora & Co., grading, between Stations 865 and 890.

There were 678 employees on the payroll at the end of the period, classified as follows: Headquarters office 13,

engineering 28, shops and yards 49, stores and dock 25, track, grade and ballast 195, bridge and building 54, telegraph and telephone 8, tunnels 13, stationmen 263, stationmen's hired labor 30.

The total disbursements of the office at Seward for the period November 21 to 31 were $20,579.38, as follows: Payment of salaries and wages $6815.15; to contractors $200.25; for local purchases $10,566.06; other expenditures $2997.92.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division, as shown by the payrolls on Saturday, November 17, was as follows:

Commissioner's Office	38
Shops and Yards	168
Track, Bridge and Ballast	140
Store Department	258
Steward's Department	16
Transportation Service	30
Disbursing Office	8
Accounting Department	18
Hospital Department	17
Townsite Department	21
Telegraph and Telephone Department	58
Mining Department	157
Locating Party No. 4	2
Turnagain Arm District	544
Talkeetna District	155
	1630
Stationmen and Laborers—All Districts	456
Grand total all employees Anchorage Division	2086

FOUR SONS IN THE WAR.

Secretary Franklin K. Lane, speaking recently before an immense audience in Carnegie Hall, New York, reviewed his trip over the country in behalf of the Liberty Loan campaign. Among other places visited by Mr. Lane was Boise, Idaho. At that place, he said, he visited ex-Governor Hawley, who took him into his library and showed him the pictures of four boys upon the wall, his sons, remarking: "I am left all alone. All those boys have gone into the war."

One of the sons referred to was Edgar T. Hawley, formerly employed in the office of the Alaskan Engineering Commission at Seward.

The employees of Turnagain Arm contributed $400.55 to the Soldiers Tobacco Fund which was started recently by the Anchorage Daily Times. Mrs. Frederick A. Hansen, wife of the district engineer in charge of the construction work between Anchorage and Kern Creek, circulated the subscription lists and was largely responsible for the generous contribution.

During the month of October, the shipments of Alaskan products to the United States proper aggregated a total of $19,453,548. The shipments of gold and silver amounted to $1,607,675.

Contribute to the Red Cross War Fund.

CAPTAIN McFARLAND IN FRANCE.

Capt. E. R. McFarland, Signal Officers' Reserve Corps, formerly superintendent of the Telegraph and Telephone Department at Anchorage, writes from "Somewhere in France" to Accountant C. T. Boyles to forward him an Alaskan winter outfit, including a parka, fur cap, hair seal mittens and other cold-weather clothing not obtainable at the front.

Captain McFarland is unable, on account of the rigorous censorship prevailing, to write at length concerning his experiences along the fighting line, but asserts in his brief letter that wonderful progress is being made by the American foreign contingent. His address is "Amexforce, France, via New York City, U. S. Post Office No. 702."

STOCK SUBSCRIPTIONS FOR FAIR.

Subscriptions of $3,150 have been pledged by residents of Anchorage for stock in the Alaska Fair Association, and steps will be taken at once to incorporate under the laws of the Territory. Permanent officers of the association will be elected and plans will be outlined for the next annual exposition, to be held in Anchorage in the fall of 1918. The Association proposes to purchase 80 acres of land in the South Addition of Anchorage to be used for fair grounds.

Following is a list of the subscribers:

Larson and Wendler, $50; Bank of Alaska, $100; Leopold David, $100; Bank of Anchorage, $100; A. A. Shonbeck, $200; McNally & Maitland, $100; F. I. Reed, $100; Oscar Anderson, $100; Bolte Hardware Company, $100; J. E. O'Reilly, $100; Anchorage Supply Company, $100; Barney Simon, $100; F. M. Boyle, $100; Anchorage Drug Company, $50; F. W. Redwood, $100; Z. J. Loussac, $100; Carrol and Company, $100; Carstens Packing Company, $100; J. E. Robarts, $100; Hotel Parsons, $100; E. E. Kurtz and Company, $100; Polley Brothers, $100; Jaffe & Bayles, $50; Felix Brown, $50; Henry Baxter, $50; H. G. Crocker, $50; Evans & Frantzen, $50; B. C. Nichols, $50; Harry Cribb, $50; Weekly Democrat, $100; Anchorage Publishing Company (Times), $200.

O. A. Kenyon, chairman of the Civilian Relief Committee of the Anchorage Red Cross, reports that 5000 Christmas seals have been distributed for sale among the churches, hotels and business houses of the city. The seals will also be sold by the Boy Scouts.

William U. Hudson, during the past six months employed as clerk in the district engineer's office at Potter Creek, left this week for California. He will resume his studies at the State University in the mechanical engineering college.

Norman Worth, timekeeper at Turnagain Arm, left on Sunday for Seward where he will take a steamer to Seattle to enlist in the aviation corps. Mr. Worth captained the fast Turnagain Arm baseball team last season.

Mrs. Karl Sinclair has been elected secretary of the Anchorage Red Cross Chapter, succeeding Miss O. D. Clark who resigned to take charge of the school at Wasilla.

P. Stanley Watts, formerly in charge of the Anchorage cold storage warehouse, has enlisted in the army and been sent to the Atlantic seaboard.

ONE DANGER OF THE WINTER TRAIL.

At this season of the year many employees of the Alaskan Engineering Commission find it necessary to make long trips over the snow trails in connection with their duties. Most of them are fully aware of the serious dangers entailed, but sometimes the newcomer fails through inexperience to attach sufficient importance to the danger of freezing to death after becoming overheated.

An informing article on the subject appeared in a recent issue of the Valdez Miner, and explains how the Indians guard against the ill effect of their exertions in hunting big game during cold weather. The article follows:

The danger of getting overheated in a cold climate is well understood by the Indians of Alaska. A government official here explains how carefully they guard against the danger of freezing to death in consequence of allowing themselves to become too warm.

On the upper Yukon the old method of moose hunting in early winter was for the Indians to go out on snowshoes after a heavy snowfall in search of fresh trails. When one was found the swiftest runner of the party prepared himself to run down the moose. Stripped of all clothing except a shirt and breeches and carrying a light shotgun loaded with ball, he started off after the animal, while the women and slower runners followed more leisurely.

Sometimes a moose would run eight or ten miles before being overtaken. The runner never stopped until he had overtaken and killed it, and he never stopped then. The cold at that season is very intense. The hunter, heated with his long run, would quickly have frozen to death if he had stopped. For that reason, after killing the moose, he returned to camp at a run, leaving his followers, who were more thickly clothed than he and less heated, to cut up the carcass and drag it home.

These Indians on the upper Yukon hunt other animals besides the moose, and some of them are fearless hunters.

Black bear are found in all the land, except in the barren tundras bordering the Arctic coast. They are usually hunted with bows and arrows but the bravest of the hunters will attack them armed with nothing but a long bladed knife.

In such a case the hunter wraps a blanket about his left arm and hand and with it thus protected thrusts it out for the bear to seize as it rises upon its haunches. Under the guard thus afforded the hunter is enabled to make a fatal thrust.

Alaskan hunters need to be bold, for the peninsula boasts of having a species of bear considered to be the largest in the world. The skull of an old male looks as if the creature belonged to the animal life of a former age, when beasts of gigantic size roamed the earth.

Dr. E. S. Reedy, formerly chief surgeon at headquarters, has been commissioned an officer in the Medical Corps of the Army, according to advices received from Seattle, where he has been engaged in the practice of his profession since leaving Alaska.

George Caldwell, of the Seward Division, has been promoted from assistant superintendent of construction to assistant engineer.

Tracklaying on the Seward Division has advanced in the direction of Anchorage to Mile 73, a point near Virgin Creek.

OFFICIAL CIRCULARS.

Anchorage Division.

RENTAL CHARGE FOR TEAM AND SLEIGH.

Department of the Interior,
Alaskan Engineering Commission
Anchorage, Alaska, November 27, 1917.

Circular No. 274:

TO ALL CONCERNED:

A rate of $6.50 per day is authorized for rental of two-horse team and set of sleighs, in this Division, and a charge of 50c per day for a set of sleighs only.

The rate named above for two-horse team does not include the driver.

F. MEARS, Commissioner.

INFORMATION CONCERNING EMPLOYEES ENTERING MILITARY OR NAVAL SERVICE.

Department of the Interior.
Alaskan Engineering Commission.
Anchorage, Alaska, November 30, 1917.

Circular No. 275:

TO ALL CONCERNED:

The attention of heads of Departments is called to Circular No. 180, dated April 10, 1917, requesting certain statistical information relative to employees of the Commission who have entered or who have severed their connection with the Commission to enter the military or naval service of the United States.

In some instances this information has not been supplied. Effective at once, each Department will report to this office each case coming within the purview of Circular No. 180, giving the above information.

F. MEARS, Commissioner.

MATANUSKA TELEPHONE EXCHANGE.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, December 1, 1917.

Telegraph & Telephone Circular (No. 20):

Effective this date, the office hours of the Matanuska telephone exchange will be from 8 a. m. to 12 noon and from 1 p. m. to 5 p. m. on week days. During all other hours and during Sundays and holidays all connections which cannot be obtained direct on the various lines will be made through the Anchorage exchange.

HERBERT GAYTES, Superintendent.

Approved: F. MEARS, Commissioner.

ANCHORAGE R. R. RESERVE EXTENDED.

On October 8, last, Alaska Railroad and Townsite Withdrawal No. 17 was announced by the President. This withdrawal embraces 80 acres of land situated in the SW and NW quarters of Section 9, T. 13 N., R 3 W. Seward Meridian, and is an extension of the railroad reserve in Anchorage. The purpose of the reservation is to afford additional room for terminal facilities and for storage buildings and warehouses.

The copy of the Order follows:

EXECUTIVE ORDER.

[No. 2728.]

Alaska Railroad and Townsite Withdrawal, No. 17.

Under and pursuant to the provisions of the Act of

Congress approved March 12, 1914 (38 Stat., 305), entitled "An Act to authorize the President of the United States to locate, construct, and operate railroads in the Territory of Alaska, and for other purposes," it is hereby ordered that the following lands be, and the same are hereby, withdrawn from settlement, location, sale, entry or other disposition and reserved for townsite purposes, and for other purposes in connection with the construction and operation of railroad lines under said act and under such regulations as have been or may hereafter be prescribed; Provided, that nothing herein contained shall be held to preclude the use or disposition of any of the timber on said lands, not embraced within a national forest, in accordance with the provisions of Section 11 of the Act of Congress approved May 14, 1898 (30 Stat., 414), when it shall appear to the Secretary of the Interior or to the Alaskan Engineering Commission that the granting of such privileges will not interfere with the purposes for which the withdrawal was made:

Description.

The NW¼ of SW¼ and the SW¼ of NW¼, Sec. 9, T. 13 N., R. 3 W., Seward Meridian, Alaska.

WOODROW WILSON.

FIVE DRAFT CLASSES AND ORDER IN WHICH SELECTIVES WILL BE CALLED TO THE SERVICE.

The Provost Marshal General has authorized the following classification of selectives into five groups, indicating the order in which they will be called to service:

Class I.

1. Single men without dependent relatives.
2. Married man (or widower) with children, who habitually fails to support his family.
3. Married man dependent on wife for support.
4. Married man (or widower) with children, not usefully engaged; family supported by income independent of his labor.
5. Men not included in any other description in this or other classes.
6. Unskilled laborer.

Class II.

1. Married man or father of motherless children, usefully engaged, but family has sufficient income apart from his daily labor to afford reasonably adequate support during his absence.
2. Married man, no children; wife can support herself decently and without hardship.
3. Skilled farm laborer engaged in necessary industrial enterprise.
4. Skilled industrial laborer engaged in necessary agricultural enterprise.

Class III.

1. Man with foster children dependent on daily labor for support.
2. Man with aged, infirm, or invalid parents or grandparents dependent on daily labor for support.
3. Man with brothers and sisters incompetent to support themselves, dependent on daily labor for support.
4. County or municipal officer.
5. Firemen or policemen.
6. Necessary artificers or workmen in arsenals, armories, and navy yards.
7. Necessary customhouse clerk.
8. Persons necessary in transmission of mails.
9. Necessary employees in service of United States.
10. Highly specialized administrative experts.
11. Technical or mechanical experts in industrial enterprise.
12. Highly specialized agricultural expert in agricultural bureau of State or Nation.
13. Assistant or associate manager of necessary industrial enterprise.
14. Assistant or associate manager of necessary agricultural enterprise.

Class IV.

1. Married man with wife (and) or children (or widower with children) dependent on daily labor for support and no other reasonably adequate support available.
2. Mariners in sea service of merchants or citizens in United States.
3. Heads of necessary industrial enterprise.
4. Heads of necessary agricultural enterprises.

Class V.

1. Officers of States or the United States.
2. Regularly or duly ordained ministers.
3. Students of divinity.
4. Persons in military or naval service.
5. Aliens.
6. Alien enemies.
7. Persons morally unfit.
8. Persons physically, permanently, or mentally unfit.
9. Licensed pilots.

FAMOUS KLONDIKE WORKED CLEAN.

With the freezing up of the Klondike and the closing down of the dredges for the winter, the cream of the placer ground of that famous stream is practically cleaned out. The big dredges of the Yukon Gold Company finished the season's work by dredging the entire creek from end to end and also completed dredging Eldorado to 27 above discovery.

These operations take about all of the best of the ground. The once rich dirt is exhausted, or practically so. There is still some pay dirt to be handled, but the biggest part of the job is completed, and part of the dredges will be taken to other sections.

Crews are now engaged in knocking down two of the largest dredges and they will be hauled in during the winter so they can be loaded and shipped to the Outside on one of the first boats next spring. While it is not known where they will be sent, it is thought likely that they may be taken to Murray, Idaho, where one of the company's dredges from here was shipped last June, and which has just been installed and is now working.—The Alaska (Fairbanks) Citizen.

Edward Werner, timekeeper at the Anchorage dock office, has received word that his brother, George, has been assigned to active duty as engineer on a submarine chaser, after a course of instruction of several months at Columbia University, New York.

An ice skating rink has been constructed by the municipal authorities on the vacant lots next to the Anchorage Townsite Office. The rink was opened on Saturday evening and is free to the public.

Miss Blanche Patterson, of the Anchorage Coupon Department, is confined to the hospital by illness.

DEPARTMENT OF THE INTERIOR.

Alaskan Engineering Commission.

Anchorage, Alaska, November 27, 1917.

TRANSPORTATION CIRCULAR NO. 112.

(Supersedes Transportation Circular No. 108, dated November 6, 1917.)

Effective 12.01 a. m. Sunday, December 2, 1917, trains will be operated on the following schedules:

Northbound — MAIN LINE—Rainbow to Anchorage — Southbound

Capacity of passing sidings in car lengths and location of scales, fuel, water, turning and telephone stations.		SECOND CLASS	FIRST CLASS	Distance from Rainbow.	TRANSPORTATION CIRCULAR NO. 112. December 2, 1917. STATIONS	Distance from Anchorage.	FIRST CLASS	SECOND CLASS
		Mixed Leave Tue., Thur., Sat.						Mixed Arrive Tue., Thur., Sat.
24	P	12.15 PM		0.0	RAINBOW	20.9		s 11.15 AM
					7.1			
50	WP	s 1.00		7.1	POTTER	13.8		s 10.30
					8.7			
54	P	f 1.45		15.8	CAMPBELL	5.1		f 9.45
					5.1			
25	OFWYP	s 2.00 PM		20.9	DNR ANCHORAGE	0.0		9.30 AM
		Arrive Tue., Thur., Sat.			(20.9)			Leave Tue., Thur., Sat.
		(1.45)			.....Time over district.....			(1.45)
		11.94			.....Average speed per hour.....			11.94

Northbound — MAIN LINE—Anchorage to Montana — Southbound

Capacity of passing sidings in car lengths and location of scales, fuel, water, turning and telephone stations.		SECOND CLASS		FIRST CLASS	Distance from Anchorage.	TRANSPORTATION CIRCULAR NO. 112. December 2, 1917. STATIONS	Distance from Montana.	FIRST CLASS	SECOND CLASS	
		Mixed Leave Tue., Thur.	Mixed Leave Mon., Wed., Fri.						Mixed Arrive Wed., Fri.	Mixed Arrive Tue., Thur., Sat.
25	OFWYP	9.00 AM	9.00 AM		0.0	DNR ANCHORAGE	94.9		s 11:40 AM	s 2.30 PM
						4.7				
51	P	f 9.36	f 9.36		4.7	WHITNEY	90.2		f 11.26	f 2.00
						7.5				
51	P	f 9.59	f 9.59		12.2	KUNEY	82.7		f 11.03	f 1.38
						9.5				
51	WP	s 10.35	s 10.35		21.7	D BIRCHWOOD	73.2		s 10.35	s 1.10
						5.8				
56	P	f 10.58 AM	f 10.58		27.5	EKLUTNA	67.4		f 9.56	f 12.41
						8.8				
38	WYP	s 12.05 PM	s 11.25 AM		36.3	DR MATANUSKA	58.6		s 9.30	12.15 PM
						9.2				
50	P	s 12.42			45.5	D WASILLA	49.4		s 8.30	
						6.6				
35	WP	f 1.09			52.1	PITTMAN	42.8		f 9.04	
						8.4				
36	YP	s 1.45 PM			60.5	DR HOUSTON	34.4		7.30 AM	
						6.4				
27					66.9	NANCY	28.0			
						4.3				
36					71.2	WILLOW	23.7			
						8.3				
40					79.5	KASHWITNA	15.4			
						8.4				
36					87.9	CASWELL	7.0			
						7.0				
36					94.9	MONTANA	0.0			
		Arrive Tue., Thur.	Arrive Mon., Wed., Fri.			(94.9)			Leave Wed., Fri.	Leave Tue., Thur., Sat.
		(4.45)	(2.25)			.....Time over district.....			(4.10)	(2.15)
		12.21	15.02			.....Average speed per hour.....			14.62	16.13

Northbound trains will stop at road crossing Terminal Yard, Anchorage, to receive passengers.

Northbound — MATANUSKA BRANCH—Matanuska to Chickaloon. — Southbound

TRANSPORTATION CIRCULAR NO. 112.
December 2, 1917.

Capacity of passing sidings in car lengths and location of scales, fuel, water, turning and telephone stations.		SECOND CLASS Mixed Leave Fri. Mon., Wed.,	FIRST CLASS	Distance from Anchorage	STATIONS	Distance from Chickaloon	FIRST CLASS	SECOND CLASS Mixed Arrive Tue., Thur., Sat.
33	WYP	12.05 PM		36.3	DR MATANUSKA	37.7		s 11.40 AM
					6.6			
51	P	s 12.30		42.9	PALMER	31.1		s 11.10
					6.4			
51	WP	s 1.02		49.3	D MOOSE CREEK	24.7		s 10.44
					5.9			
38	P	s 1.25 3.25		55.2	ESKA	18.8		10.15 s 8.28
					3.5			
49	P	f 3.38		58.7	GRANITE	15.3		f 8.18
					1.8			
	P	f 3.46		60.5	KING	13.5		f 8.13
					5.6			
37	P	f 4.08		66.1	CASTLE	7.9		f 7.56
					7.9			
29	PWYP	s 4.45 PM		74.0	DR CHICKALOON	0.0		7.30 AM
		Arrive Mon., Wed., Fri.			(37.7)			Leave Tue., Thur., Sat.
		(4.40)			.....Time over district.....			(4.10)
		7.37			.....Average speed per hour.....			9.06

Northbound — ESKA BRANCH—Eska to Emery. — Southbound

TRANSPORTATION CIRCULAR NO. 112.
December 2, 1917.

Capacity of passing sidings in car lengths and location of scales, fuel, water, turning and telephone stations.		SECOND CLASS Freight Leave Tue., Thur., Sat.	SECOND CLASS Freight Leave Mon., Wed., Fri.	FIRST CLASS	Distance from Anchorage	STATIONS	Distance from Emery	FIRST CLASS	SECOND CLASS Freight Arrive Mon., Wed., Fri.	SECOND CLASS Freight Arrive Tue., Thur., Sat.
38	P	8.35 AM	1.30 PM		55.2	ESKA	2.7		s 3.20 PM	s 10.10 AM
						2.7				
6	PP	s 9.05 AM	s 2.00 PM		57.9	EMERY	0.0		2.50 PM	9.40 AM
		Arrive Tue., Thur., Sat.	Arrive Mon., Wed., Fri.			(2.7)			Leave Mon., Wed., Fri.	Leave Tue., Thur., Sat.
		(0.30)	(0.30)			.....Time over district.....			(0.30)	(0.30)
		5.40	5.40			.....Average speed per hour.....			5.40	5.40

SPECIAL INSTRUCTIONS.

STANDARD CLOCKS
Anchorage (Train Dispatcher's Office)

WATCH INSPECTOR
B. C. Nichols .....Anchorage

BULLETIN BOARDS.
Anchorage (Train Dispatcher's Office)
Matanuska Houston Chickaloon

YARDS
Yards are established at the following stations:
Anchorage Moose Creek
Matanuska Houston Chickaloon

MAIN TRACK LINE UP AT JUNCTIONS.
Junction switch at Matanuska set and locked for Matanuska Branch.
Junction switch at Eska set and locked for passing track at Eska.

ANCHORAGE.
Main line switch at south end Anchorage Yard set for dock track.

EMERY.
North switch Emery set and locked for house track.
Cars left at Emery other than at coal tipple must be set on house track and north of derail.

DERAIL SWITCHES.
Derail switches are located as follows and must be kept in derail position when not in use.

Eska Branch.
1045 feet North of Junction switch at Eska.
225 feet South of the South switch at Emery.
210 feet North of South switch on House track at Emery.

AIR BRAKES.
Conductors will be responsible for the proper handling of retainers by Brakemen.
Pressure retaining valves will be used on all trains between Emery and Eska.
Trainmen will be particular to know that air is cut in on all cars picked up and know that all good order brakes are cut into the train line. Hand brakes must also be used and set on all cars before leaving Emery and must not be released until after train has stopped at Eska.

SPEED RESTRICTIONS.
Maximum speed of any train at any point must not exceed 25 miles per hour.

Trains must reduce speed as follows:	Speed per hour.
Rainbow to Potter	10
Potter to Campbell	15
Over Eagle River Bridge M. P. 127.6	10
M. P. 131 to M. P. 131.5	15
M. P. 133 to M. P. 133.5	15
Birchwood to M. P. 139	20
M. P. 139 to M. P. 140	10
M. P. 143 to M. P. 145.5	20
Over Knik River Bridge M. P. 146.5	20
Over Matanuska River Bridge M. P. 148.4	20
Around 12 degree curve M. P. 154	15
Wasilla to Houston	20
Houston to Montana	8
M P. 36 Matanuska Branch to Chickaloon	10
Eska to Emery	6

Between M. P. 8 and M. P. 16 and between Granite and Chickaloon on Matanuska Branch sharp lookout must be kept for falling rocks.

Trains consisting of more than 20 cars will cut off engine to take water and will also cut off way cars before spotting.

The above schedules are not in effect as time card authorizing the movement of trains, and all trains will continue to run extra as heretofore. However, for the information and guidance of all concerned, the trains covered by this schedule will not leave any station at which time is shown ahead of the designated time.

F. MEARS, Commissioner.

EIGHTEEN NATIONS NOW AT WAR WITH GERMANY OR HER ALLIES.

At war with Germany or her allies:

Serbia, Russia, France, Great Britain, Montenegro, Japan, Belgium, Italy, San Marino, Portugal, Roumania, Greece, Cuba, Panama, Siam, Liberia, China, and United States.

Diplomatic relations broken with Germany:

Brazil, Bolivia, Haiti, Honduras, and Nicaragua.

Declarations of war made:

Austria v. Belgium, August 28, 1914.
Austria v. Montenegro, August 9, 1914.
Austria v. Russia, August 6, 1914.
Austria v. Serbia, July 28, 1914.
Bulgaria v. Serbia, October 14, 1915.
China v. Austria, August 14, 1917.
China v. Germany, August 14, 1917.
Cuba v. Germany, April 7, 1917.
France v. Austria, August 12, 1914.
France v. Bulgaria, October 18, 1915.
France v. Germany, August 3, 1914.
Germany v. France, August 3, 1914.
Germany v. Portugal, March 9, 1916.
Germany v. Russia, August 1, 1914.
Great Britain v. Bulgaria, October 16, 1915.
Great Britain v. Austria, August 12, 1914.
Great Britain v. Germany, August 5, 1914.
Great Britain v. Turkey, November 5, 1914.
Greece (provisional government) v. Bulgaria, November 28, 1916.
Greece (provisional government) v. Germany, November 28, 1916.
Greece v. Bulgaria, July 2, 1917.
Greece v. Germany, July 2, 1917.
Italy v. Austria, August 21, 1915.
Italy v. Bulgaria, October 19, 1914.
Italy v. Germany, August 28, 1916.
Japan v. Germany, August 23, 1914.
Liberia v. Germany, August 4, 1917.
Montenegro v. Austria, August 10, 1914.
Panama v. Germany, April 7, 1917.
Roumania v. Austria, August 27, 1916.
Serbia v. Turkey, December 2, 1914.
Siam v. Austria, July 21, 1917.
Siam v. Germany, July 21, 1917.
Turkey v. Allies, November 23, 1914.
Turkey v. Roumania, August 29, 1916.
United States v. Germany, April 6, 1917.

Everett McPhee, of the Anchorage Store Department material yard force, has been officially notified of his appointment as postmaster of Anchorage. Mr. McPhee will assume office as soon as his bond is approved by the government.

Howard Gardner, clerk in charge of Warehouse No. 2, Anchorage, departs this week on leave of 60 days for San Francisco and other Pacific Coast points.

During the week ending November 24 the Eska Creek mine shipped 588 tons of coal. There were 121 employees on the payroll.

Resident Engineers L. C. Porter, F. S. Wilson and George F. Hellesoe, all of Talkeetna District, have completed their work for the season and left for Seattle.

11 FATALITIES IN EVERY 1,000 OF MOBILIZED STRENGTH IN FIGHTING ON WESTERN FRONT

The Committee on Public Information has obtained from official sources the most nearly accurate figures possible on the percentage of fatalities in relation to casualties on the western front. These figures, taken when the casualties were greatest in proportion to mobilized strength and combined with the highest proportion of deaths, show losses due to deaths from wounds and killed in action to be approximately 11 in every 1,000 of mobilized strength.

According to the figures presented by the French High Commissioner in his letter to the Secretary of War, the high-water mark of casualties in the French Army was reached early in the war—at the battles of Charleroi and the Marne. The casualties in that period were 5.41 per cent of the mobilized strength, or 541 men in every 10,000 with the colors.

Military experts in this country agree that the killed in action and died of wounds have never at any time in this war exceeded 20 per cent of the total casualties. This gives a figure of 108.2 fatalities from these causes in every 10,000 mobilized strength, or practically 11 men killed in action or died of wounds for every 1,000 men with the colors.

AN OLD APPEAL.

One of the bravest and most gallant struggles for national liberty in all the history of the world was the war for the independence of the Netherlands against Phillip II of Spain. William of Orange—William the Silent—led his people through years of war to ultimate victory, though he did not live to see that great result. In unselfish devotion to his people and his country, in courage and ability, he stands in the annals of his country as Washington stands in ours. Of him it was said by Motley, the historian, "When he died the little children cried in the streets."

The great and powerful United States arrayed against Germany is in no such condition as was the Netherlands Confederacy arrayed against the power of Spain, yet the Prince of Orange's appeal to the Dutch people to give financial support to the cause of liberty possesses a timely interest when the United States Government is asking the American people to give their financial support to their government in this war for liberty in the world.

The Prince of Orange in his address to the inhabitants of the Netherlands used these words:

"Let not a sum of gold be so dear to you, that for its sake you will sacrifice your lives, your wives, your children, and all your descendants, to the latest generations; that you will bring sin and shame upon yourselves, and destruction upon us who have so heartily striven to assist you. Think what scorn you will incur from foreign nations, what a crime you will commit against the Lord God, what a bloody yoke ye will impose forever upon yourselves and your children, if you now seek for subterfuges; if you now prevent us from taking the field with the troops which we have enlisted. On the other hand, what inexpressible benefits you will confer on your country, if you now help us to rescue that fatherland from the power of our enemies."

T. M. Harr, during the past two years district accountant at Seward, has been appointed chief accountant of Seward Division.

John J. Ryan, of the Seward Store Department, left on the steamer Alaska for a month's visit in the States.

ALASKA RAILROAD RECORD

Volume II. ANCHORAGE, ALASKA, TUESDAY, DECEMBER 11, 1917. No. 5

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

DONATIONS TO NEUILLY HOSPITAL SUFFICIENT TO MAINTAIN 16 BEDS

The recent drive for funds for the support of the American Hospital in Neuilly, France, inaugurated by the War Relief Work Committee of the Department of the Interior, resulted in the collection of more than $10,000,—enough money to maintain sixteen beds for one year, fully equipped and cared for by surgeons and nurses.

The sixteen beds will form a sub-ward and be placed in one large room of the Washington ward of the hospital. Over the door of this room a brass plate bearing the words "Department of the Interior" will be placed. Ten of the sixteen beds will be assigned to Alaska; three of them to be marked "Department of the Interior, Anchorage, Alaska"; two so marked for Nenana, and one each for Seward, Turnagain Arm, Matanuska, Talkeetna and Fairbanks.

It is understood that the citizens of Juneau, through the appeal of Mrs. J. F. A. Strong, wife of the Governor, have contributed enough to support another bed, which will be placed in the Alaska ward and marked "Juneau, Alaska."

LAKE IS NAMED IN HONOR OF DAUGHTER OF SECRETARY LANE.

One of the most picturesque of the many unnamed lakes in the vicinity of the right-of-way of the Alaska Railroad north of Anchorage has been named "Lake Nancy" in honor of the little daughter of the Secretary of the Interior, Franklin K. Lane, and the Alaskan Engineering Commission has caused a sign bearing the new designation to be placed on the shore at a point near the railway track.

The lake abounds in several species of trout and the surrounding country is one of the best sections for the hunter and trapper to be found in Alaska. The sheet of water is about 2½ miles in length, and about one mile across at its maximum width. It is located at Mile 180, about thirty miles northwest of Matanuska.

U. S. GOVERNMENT PRESENTS SCHOOL BUILDING TO ANCHORAGE

The Anchorage public school building, which was erected at a cost of $45,104.82 by the Alaskan Engineering Commission, has been formally presented to the local school board as a donation by the United States Government.

The cost of construction of the building, which is a modern three-story frame structure, and fully equipped, as well as all maintenance charges to date, will be paid for from the funds received by the Government from the sale of lots within Anchorage Townsite, under the provisions of the Act of Congress of April 17, 1917. (Public—No. 2—65th Congress), and under this law the building is presented to the public of Anchorage without cost.

With the passing of the ownership and control of the school-building to the local board, the Alaskan Engineering Commission will no longer assume responsibility for any expenses in connection with its maintenance and repairs. Hereafter such charges will devolve upon the taxpayers of Anchorage.

J. G. Watts, jr., manager of Anchorage Townsite, leaves tomorrow for Seward where he will take a steamer for Seattle, from there going to Idaho to visit relatives for several weeks. Mr. Watts expects to return to Anchorage late in February.

H. Painter has been appointed wharfinger of the Seward dock, replacing D. E. Large, resigned.

YOUR THIRD LIBERTY LOAN INSTALLMENT IS DUE ON DECEMBER 15.

STATEMENT OF ALL RECEIPTS AND DISBURSEMENTS OF ANCHORAGE TOWNSITE.

By J. G. WATTS

Manager of Anchorage Townsite.

The following statement, which will probably be of interest to assessment payers in the Townsite of Anchorage, is published for the information of all concerned. This statement is to show the cost of all work done on the Townsite from the beginning to the present time, and collections made against it.

The maintenance for the last assessment period, April 1 to September 30, 1917, follows in detail. The assessment for this period will be issued December 11, 1917, and will be due and payable February 11, 1918:

Operation and Maintenance of Townsite, April 1, 1917 to September 30, 1917.

Fire Protection.

Inspection, electric wiring, etc.		$ 116.53
Salaries, fire department		2,461.99
Maintenance of team		296.70
Maintenance of equipment		91.26
Maintenance of buildings and grounds		65.12
Maintenance of fire hydrants (includes charge of $5.00 per month per hydrant for water service		977.20
Burning brush, outskirts of Townsite		400.50
Total for period		$4,409.30

Sanitation.

Inspection, plumbing, cess-pools, etc.		$ 440.56
Garbage disposal		2,535.57
Maintenance of sewers		25.00
Total for period		$3,001.13
Credit—Plumbing inspection fees		190.25
Net total for period		$2,810.88

Maintenance Streets and Sidewalks.

General maintenance of streets (includes repairs to streets and roads, regravelling, sprinkling, cleaning, etc.		$2,673.82
Street signs (first cost)		41.85
Maintenance of ball park		38.89
Maintenance of sidewalks		355.13
Clearing snow		28.42
Total for period		$3,138.11

General Office Expense.

Salaries assessable (includes accountant, 50 per cent of stenographer, timekeeper, janitor, remaining salaries borne by Alaskan Engineering Commission		$2,480.26
Stationery and supplies		580.97
Fuel, light and telephone		129.03
Maintenance of buildings and grounds		4.33
Total for period		$3,195.49
Credit—Charged to construction work		1,353.10
Net total for period		$1,842.39
Total operation and maintenance to be recovered by assessment for period April 1, 1917 to September 30, 1917		$12,200.68

Practically on Same Ratio.

The maintenance for the assesment period immediately preceding the one shown is on practically the same ratio. In the first period, from the beginning of the town to September 30, 1916, it will be noticed from the next statement that nearly 75 per cent of the total amount was for general office expense and administration, and general engineering and surveying. The items for fire protection, sanitation and maintenance of streets and sidewalks comparatively were very small. This was due chiefly to the fact that during this period the distribution of accounts was not kept with the same degree of accuracy as has been the case the last year. A great many changes which rightfully belonged under the other headings were charged against general office expense and administration, thus bringing it to a large sum. General engineering and surveying for over a year has been charged against the work directly affected, so that this item has disappeared entirely. It will be noticed that in the three assessment periods, the item of general office expense has been constantly reduced while the other activities have been increased. This is due to a general rectifying of accounts, bringing each individual charge as near as possible against the exact activity to which it should be charged. The item as it now remains cannot be reduced much further, and will probably continue to stand at about this figure.

Total Cost of Maintenance and Operation of Townsite from August, 1915 to September 30, 1917.

General Office Expense and Administration.

August, 1915 to Sept. 30, 1916	$7,202.30	
Oct. 1, 1916 to March 31 ,1917	4,591.57	
April 1, 1917 to Sept. 30, 1917	1,842.39	$13,636.26

General Engineering and Surveying.

August, 1915 to Sept. 30, 1916	$3,102.45	$ 3,102.45

Fire Protection.

August, 1915 to Sept. 30, 1916	$ 882.28	
Oct. 1, 1916 to March 31, 1917	3,282.86	
April 1, 1917 to Sept. 30, 1917	4,409.30	$ 8,574.44

Sanitation.

August, 1915 to Sept. 30, 1916	$1,324.97	
Oct. 1, 1916 to March 31, 1917	1,843.45	
April 1, 1917 to Sept. 30, 1917	2,810.88	$ 5,979.30

Maintenance of Streets and Walks

August, 1915 to Sept. 30, 1916	$ 699.30	
Oct. 1. 1916 to March 31, 1917	387.41	
April 1, 1917 to Sept. 30, 1917	3,138.11	$ 4,224.82
		$35,517.27

No Material Change Expected.

The total operating and maintenance charge of the Townsite, exclusive of the waterworks, from October 1, 1916 to September 30, 1917, which is assessed against the property in the town, amounted to $22,305.97. This will represent approximately the annual operating charge of the Townsite. There is no particular reason to believe that this amount will be materially increased or decreased under present conditions. It will, however, be the endeavor of the Townsite Office to cover from time to time more of this charge with fees for direct services performed, as in the case of plumbing inspection fees which were recently established and proved quite successful.

The following statement shows the total amount of

assessments which have been issued or will be issued by the Townsite Office, which will be payable on or before March 1, 1918. The total amount of money payable, including payments already made for that period, will be $93,538.74, which represents the money paid by the town for all improvements, maintenance and operation for a period of slightly over two years ,or approximately $47,000 per year. This amount will compare very favorably with the annual taxes in other Alaskan towns. Approximately 60 per cent of this money has been expended in permanent improvements.

Total Assessments Issued Up to January 1, 1918, Showing Amounts Due and Payable Before March 1, 1918 and Condition of Collections to October 30, 1917.

Roll No.	Nature of Work.	Total Amount	Date Due	Amt. Paid 10-30-17	Amount Unpaid 10-30-17
1	Clearing, grubbing and gravelling prior to Jan. 1, 1916	$ 9,815.08	11-21-16	$ 9,765.05	$ 50.03
2	Clearing, grubbing, gravelling Jan. 1, 1916 to Nov. 1, 1916	2,845.87	1-22-17	2,591.07	251.80
3	Sidewalks, street improvements to December 1, 1916	14,855.21	2-23-17	12,910.80	1,944.41
101	Maintenance and operation of Townsite, Aug. 1915 to Sept. 30, 1916	13,561.71	2-23-17	12,783.06	778.65
4	Installation of Water Mains	7,791.79	5- 1-17	6,091.99	1,699.80
102	Maintenance and operation of Townsite, Oct. 1, 1916 to Mar. 31, 1917	10,167.74	7-23-17	8,504.13	1,663.63
5	Construction of Sewer	4,208.64	12-15-17	304.21	
6	Construction of Walks and Street Improvements	11,987.06	2-11-18		
7	Construction of Concrete Sidewalks	4,126.28	2-11-18		
8	Installation of Water Mains	1,978.68	2-11-18		
103	Maintenance and operation of Townsite April 1, 1917 to Sept. 30, 1917	12,200.68	2-11-18		
		$93,538.74		$52,950.31	
	Deferred Payments.				
4	Installation Water Mains				$ 23,375.37
5	Construction of Sewers				12,625.92
7	Construction concrete walks				3,547.36
8	Installation Water Mains, 1917				3,957.36
	Grand Total Assessed				$137,044.75

Statement as to Water Supply Plant.

The following statement of the operation and maintenance of the water supply plant from January 1 to October 31, 1917 by months is submitted herewith to show the necessity of the recent increase made in water rates. It will be noticed that the Alaskan Engineering Commission has not only paid for its own water, but has lost approximately $3.000 in the past year in the operation of the plant. The total amount of this loss to date is over $9,000. This was incurred chiefly because of the lack of revenue during the first year of operation and early in this year. Under the old rates the plant was practically breaking even in September and October of this year, but for a period of eighteen months it was operated at a heavy loss, there being comparatively no revenue at all. It was the aim of the Townsite Office primarily to get water to the people in town in order to prevent epidemics of disease which might be caused by the use of wells or springs. The matter of placing the plant on a paying basis at that stage was considered of secondary importance, but it manifestly must now be put on a basis not only to pay the operating expenses but to clear up the deficit caused by the first year and one-half of operation. At the new rates, it is hoped to accomplish this in about one and one-half to two years.

1917	Maintenance	Operation	Total Expense	Proportion Chargeable to A. E. C.	Net Expenses	Revenues
January	$1,062.23	$ 868.70	$1,930.93	$708.77	$1,222.16	$ 675.40
February	1,126.17	829.19	1,955.36	709.95	1,155.41	504.55
March	286.32	1,255.96	$1,542.28	550.78	991.55	612.60
April	354.42	1,059.08	1,413.50	474.98	938.52	578.45
May	628.18	1,015.24	1,643.42	459.38	1,184.04	681.80
June	671.42	1,007.71	1,679.13	486.95	1,192.18	964.00
July	239.41	1,348.10	1,587.51	490.96	1,096.55	1,008.35
August	434.26	1,367.77	1,802.03	654.39	1,147.64	1,155.55
September	390.58	1,234.62	1,625.20	571.73	1,053.47	1,091.55
October	365.99	1,562.73	1,928.72	636.08	1,292.64	1,111.10
	$5,558.98	$11,549.10	$17,108.08	$5,833.92	$11,274.16	$8,383.65
Total investment in water supply plant						$62,016.97
Reimbursable by assessments						33,234.40
Net investment by A. E. C., chargeable to private consumers						$29,682.57

(Continued on page 38.)

WEEKLY PROGRESS REPORTS.

Anchorage Division.

Following are the progress reports of the various departments of Anchorage Division for the week ending December 1:

MAINTENANCE OF WAY.

Water Service and Plumbing.

Repairs and minor alterations in the plumbing necessitated in order to keep the pipes from freezing were made in the following Government houses: Nos. 24, 28, 29, 32, 35 and 36. The usual maintenance work was performed.

Bridge and Building Department

Installation of the crane in the machine shop was 75 per cent completed. The falsework at the first crossing of the Chickaloon River has been removed. The bridge and building gang working at this point engaged in tightening up truss rods and finishing the trestle approaches. This work will be completed within the next two or three days.

Tracklaying and Surfacing.

Extra Gang No. 4 laid steel from Station 2300 to 2213. This completes the steel on Turnagain Arm as far as the grading has been completed. A small force will be engaged for a few days in surfacing this track and then this extra gang will be temporarily disbanded. An extra gang has been organized to grade and lay additional tracks at the Eska coal mine.

Mechanical Department.

The construction of new drop pits in the machine shop was 85 per cent completed. The new flue-cleaning machine being constructed for shop use was 90 per cent completed. Heavy repairs are under way on engines Nos. 1, 247, 221 and 275.

TURNAGAIN ARM DISTRICT.

The contractors between Miles 79 and 82 made satisfactory progress. A quantity of glacial clay and muck is being encountered, which causes considerable settlement of fills and will ncessitate putting riprap on the outside to protect the fills from the current.

The sawmill at Mile 83, Bird Point, is doing as well as can be expected considering shortage of steam. It is believed that the addition of another boiler, which will be available in a few days, will remedy that fault.

The three piledrivers on the long trestle are making good headway and driving will be completed within ten days. The piledriver at Mile 86, bridge No. 16, has driven three bents and will complete driving next week.

The commission force at Mile 89 will complete work in that vicinity within two weeks. Steve Leakos & Co., contractors, at Mile 90, will also complete their work in two weeks. The commission force widening the fill at Mile 91 will complete work in about five days. Track can then be laid to Mile 90. Camps 82 and 88 were closed this week.

TELEGRAPH AND TELEPHONE DEPARTMENT.

Telegraph and Telephone.

The permanent line between Potter and Sheep Creek has been completed for the present with one pair of copper clad and one pair of iron wires. The construction crew has been laid off and the outfit cars brought to Anchorage for the winter.

The telephone work in Anchorage Townsite consisted principally of progress on the installation of the new common battery telephone plant.

Radio.

The new radio station has been practically completed, with the exception of a few minor details.

Electric Light and Power.

The work consisted of installing conduit and wiring for lighting and rip track, obsolete storeroom, blacksmith's shop and machine shop, and repairs to locomotive headlighting. The monthly reading of meters, now aggregating 413, was done.

TALKEETNA DISTRICT.

(Report for Month of November.)

During the month the force of this District was reduced considerably. All engineering parties, with the exception of that of Resident Engineer Max Kuney, were disbanded by November 30, having finished their work for the season.

The absence of accommodations between Montana Creek and Matanuska Junction, a distance of 40 miles, made necessary the establishment of temporary arrangements to provide food and shelter for men leaving the District, and the old camp buildings at Miles 174 and 187 were selected for the purpose. During the past men leaving Talkeetna were given food which they prepared themselves at these camps, but recently a boarding and bunk car was set out at Camp 174, and at Camp 187 only are travelers obliged to prepare their own food. A small trail gang repaired the road for winter travel between Houston and Montana Creek.

Browne's Cache was practically shut down. The only Commission employees remaining at the end of the month were teamsters, a blacksmith and helper and kitchen help. Rails and other equipment north of Sheep Creek are being stored for the winter at Talkeetna.

At Montana Creek approximately 800 feet of protection work was completed. This consisted of double rows of piling twelve feet apart with ten feet centers, bulkheaded up on the face and securely braced to the back row. The space between the two rows will be filled with brush and gravel. Fifty per cent of the brush has been placed and gravel will be placed in the spring.

The protection work at Camp 221, which is similar to that at Montana Creek, was not completed during November, as anticipated, owing to the loss of two working days, —one holiday and one day when the wind was too severe to permit outside labor. This construction, with the exception of backfilling and placing of brush, should be finished before December 4.

At Mile 234 several tents have been left standing and placed in charge of a caretaker in order to provide a stopping place for travelers between Talkeetna and Mile 245. Dead Horse Hill camp was closed for the winter on November 22.

On December 1 the force employed within Talkeetna District numbered 165, divided as follows: General supervision 4, engineering 5, office and clerical 9, foremen and subforemen 2, mechanics and laborers 33, teamsters, packers and corral help 11, mess house 7, tie contractor 1, tie contractor's laborers 93.

At Matanuska the thermometer registered 24 degrees below zero on December 1, 2 and 3. Talkeetna reported 27 below on December 3.

Seward Division Notes.

The rehabilitating of the Alaska Northern Railway progressed satisfactorily during the week. Three old bridges, Nos. 34, 35 and 37, were dismantled. New seventy-pound steel was laid from Station 895 to 620 and from Station 660 to 704. Axel Franzon & Co., contractors between Miles 66 and 71, moved 300 yards of material. Four other contractors have been given grading work within this same section. Two have already completed their camps and the other two have commenced excavating. The Bucyrus steam shovel, working at Mile 17, moved 19,460 cubic yards of material during November, which was distributed between Miles 12 and 24.

Nels Matson & Co. made excellent headway with the Spencer Glacier dyke. Track was laid from 1106 to 1110 and a switch was placed at the sawmill. A boiler house and hay shed were constructed at Camp 73 and an addition built to the barn at Mile 71. Wagon bridges were built over Virgin and Glacier creeks and two bridges were replaced on the trail between Miles 76 and 80. Between Kern Creek and Mile 80 the trail is in fair condition for teams. Bridge 145 has been partially driven.

The extra gang unloaded material, maintained track and shoveled snow between Miles 54 and 71, and cleaned off snow for a siding north of the bridge at Kern Creek. The camp at Mile 73 has been closed for the winter.

Work on the combination engine house and machine shop at Seward continued. At the shops the Marion steam shovel was repaired and then shipped to Kern Creek in anticipation of work next spring.

There were 685 employees on Seward Division at the close of the period, as follows: Headquarters office, 14; engineering, 25; shops and yards, 54; stores and dock, 27; track, grade and ballast, 188; telephone and telegraph, 8; bridge and building, 59; stationmen, 279; stationmen's hired laborers, 31.

The total disbursements of the office for the period December 1 to December 7 were $60,998.57; payment of salaries and wages, $33,187.78; to contractors, $6,447.50; local purchases, $20,994.70; other expenditures, $368.59.

The Tanana Valley Railroad, recently purchased by the Alaskan Engineering Commission for the Government, is now operating three trains a week to Chatanika and Gilmore. The road is reported to be in excellent condition for winter traffic.

Chairman William C. Edes left San Francisco, Calif, for Washington, D. C., on December 8, according to telegraphic advice received at headquarters. Mr. Edes will remain in Washington most of the winter.

Walter DeLong, general storekeeper, and A. H. Schaefer, storekeeper, Anchorage Division, left last week on an inspection trip to the camps north of Anchorage.

W. T. C. Smith has resigned his position as accountant at Anchorage Hospital, and has been succeeded by Don S. Griffiths, of the Chief Accountant's Office.

Charles A. Fowlkes, accountant at the Eska coal mine, has received official notification of his appointment as postmaster at that place.

J. L. Taylor, tie inspector, Anchorage Division, will leave for Seattle about December 12. He expects to return before February 1.

OFFICIAL CIRCULARS.

Anchorage Division.

INFORMATION CONCERNING EMPLOYEES ENTERING MILITARY OR NAVAL SERVICE.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, December 6 ,1917.

Circular No. 276:

TO ALL CONCERNED:

This circular supersedes Circular No. 275, dated November 30, 1917.

The attention of heads of Departments is called to Circular No. 190, dated April 10, 1917, requesting certain statistical information relative to employees of the Commission who have entered or who have severed their connection with the Commission to enter the military or naval service of the United States.

In some instances this information has not been supplied. Effective at once, each Department will report to this office each case coming within the purview of Circular No. 190, giving the above information.

F. MEARS, Commissioner.

SELECTIVE SERVICE REGULATIONS.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, December 10, 1917.

Circular No. 277:

TO ALL CONCERNED:

The following cablegram relative to the selective service regulations has been received from Washington, addressed to the undersigned, and is quoted for the information of all concerned:

"Provost Marshal's Office here has sent to the Governor of Alaska copies of the selective service regulations and questionaire blanks for distribution to the local exemption boards, the local board to distribute questionaire blanks to all men subject to draft.

"You have been designated to approve affidavits for exemption of these men subject to draft whose services are indispensable to our work and who are employed on your division. Affidavit is to be executed by the man's immediate superior, to which should be attached your certificate of approval if you concur. The above class of exemption is designated on questionaire blank as 3-i.

"Questionaire blanks in all cases should be filled in and filed with local board within seven days from time local board mails same to registrant. If exemption is to be claimed for registrant under class 3-i and it is impossible to secure approval of supporting affidavit in time to be returned with questionaire blank, it should be stated in letter accompanying questionaire that said affidavit will be filed within a reasonable time, and give reasons for said delay.

"Provost Marshal General states with respect to men on railroad who have come to Alaska since registering with local boards in States that these men immediately notify their local boards of their change in address by telegram at their own expense, in order to avoid embarrassment and penalty of being reported by local boards to War Department as missing. Whereas, if such registrants take immediate steps to notify local boards as to their new address,

(Continued on page 40)

(Continued from page 35.)

Heavy Year in Construction.

The past year has been a heavy year in construction, two costly projects having been completed—sewers and concrete sidewalks. By the completion of these two utilities in addition to those already in operation, Anchorage today is better provided with public utilities and public works than any other city in Alaska, and will compare favorably with the average town of its size in the States.

With the completion of this year's work, it is felt by the Townsite Office that further improvements in the townsite other than local work in outlying districts, which will not amount to a large expenditure, will not be necessary, and that the future will be given over to operation and maintenance only.

The following statements showing the construction costs of work performed during the summer of 1917 are submitted:

Statement of Cost Anchorage Sewer Unit No. 1

	K St. Trunk	Third and Fourth Alley Laterals
Engineering and surveying	$ 187.12	$ 222.47
Excavating and backfilling	1,828.09	5,373.41
Laying pipe	228.43	1,282.69
Manhole construction	1,251.44	1,378.72
Concrete work	217.14	
Distributing Material	297.99	560.23
Pipe, fittings, specials, etc.	2,668.08	7,277.75
Cement	379.61	379.62
Undistributed (lumber, forms, superintendence, etc.)	718.39	359.18
	$7,776.29	$16,834.07
		$7,776.29
Total cost		$24,610.36

Abutting Property Is Assessed.

In the recovery of the money shown on the above statement ,the item of $16,834.07 shown as the cost of the Third and Fourth alley laterals, has been assessed against the property abutting, as Roll No. 5. The item of $7,776.29 it is proposed to pay for from the return of 50 per cent of the purchase money, if there is a sufficient amount of the same returned to cover this item. If not, it must be assessed as a general assessment against the property located on the upper bench of the town.

Concrete Sidewalks.

The following is a statement of the cost of the construction of the concrete sidewalks:

Engineering and surveying	$ 178.34
Excavation	885.13
Construction curb and walk (paid to or for contractors	8,947.01
Lumber and nails	369.81
Labor and teaming	302.77
	$10,683.06
Plus 5 per cent for general supervision and accounting	534.15
	$11,217.21

The above cost represents the total cost of 5,011.5 lineal feet of curb, and 6,388.48 cubic yards of walk. The unit costs are: Per lineal foot of curb $ .508911; per square yard of walk $1.356629.

The costs of these walks were assessed against the property abutting, as Roll No. 7.

Statement of Costs of Grading Streets and Constructing Sidewalks Other Than Concrete Walks, Anchorage Townsite, Season of 1917.

Grubbing Street.

Lot 11, Block 116	$ .50
F St., Second St. to Third Alley	36.12
Block 72	8.00
Seventh St., B to East C	112.86
East C St., Fourth Alley to Ninth	170.45

Grading.

Third St., B to C	381.53
C St., Fifth to Ninth	92.32
F St., Third Alley to Eighth	139.66
K St., Third to Eighth	154.52
Fifth St., B to K	475.63
D St., Fourth to Fifth St.	38.17
C St., Fourth to Fifth St.	59.37
F St., First Alley to Third Alley	220.75
Fourth St., K to Brow	37.78
I St., Third to Fifth St.	61.42
H St., Third to Fifth St.	92.81
E St., Fourth to Fifth St.	22.13
Third St., F to I St.	191.12
Fourth and Fifth Sts., B to East C	377.21
East C St., Fourth to Ninth	186.04
L St., Third to Ninth	254.71
Fifth St., L to K	62.65
Sixth St., C to L	244.88
Seventh St., East C to M	413.61
Eighth St., C to N	346.48
H St., Fifth to Eighth	175.80
E St., Fifth to Eighth	162.96
D St., Fifth to Eighth	126.90
I St., Fifth to Eighth	106.28
G St., Third to Fourth	24.60
N St., Eighth to Ninth	54.03
Sixth St., C to East C	113.42
Third St., B to East C	110.27
K St., Eighth to Ninth	41.94
Ninth St., C to L	146.51
M St., Seventh to Ninth	40.10
G St., Sixth to Ninth	77.95
H St., Eighth to Ninth	18.25
F St., Eighth to Ninth	14.25

Sidewalk.

F St., Second to Third	142.96
Third St., F to G	252.77
C St., Fourth to Fifth	207.85
Fourth St., K to Bluff	328.11
K St., Fifth to Sixth	249.70
Second St., E to F	139.48
Third St., A to B	254.88
Third St., B to C	123.04
Seventh St., C to East C	431.67
Fifth Street, E to F	196.56
F St., Fourth to Fifth	198.29
F St., Seventh to Eighth	150.35
H St., Seventh to Eighth	142.14
Sixth St., C to K	1,109.67
C St., Fifth to Sixth	165.62

L St., Fourth to Eighth	318.21
L St., Seventh to Eighth	132.52
I St., Third to Fourth	153.51
Second St., F to G	262.31
Third St., H to I	143.70
D St., Fourth to Fifth	190.60
E St., Sixth to Seventh	17.31
L St., Sixth to Seventh	16.13
K St., Sixth to Seventh, Lot 1	10.24
Third St., A to East C	115.17

Surfacing.

Fourth St., I to K	27.00
L St., Sixth to Seventh	16.87
C St., Fourth to Ninth	182.73
F St., First Alley to Second Alley	18.03

Improvement Special Charge.

Second Alley, G to K	26.07
Grubbing	174.00

The above costs were assessed on Roll No. 6, 5 per cent being added for general supervision and accounting.

Statement Showing Cost of Water Extensions, Season of 1917.

First Alley, D to F Sts.	$1,601.05
Third Alley, East D to East E to Fourth St. Alley..	596.27
Second Alley H to K St.	388.14
Extension at Eighth and N St.	532.52
Eighth Alley D to H St.	2,303.70

The above will be assessed as Roll No. 8.

All asssessments for the season of 1917, with the exception of those for sewers, will be issued December 11, and will be due and payable on or before February 11, 1918.

Summary of Improvements.

The following is a list of improvements which have been made and are now in use in the Townsite as a direct result of expenditures covered in the above statements:

Water mains in operation	6.73 Miles
Sewers in operation	2.07 Miles
Twelve-foot concrete sidewalks with curb	1.12 Miles
Wood and gravel sidewalks	5.66 Miles
Graded streets	10.23 Miles
Grubbed streets	12.2 Miles
Cleared streets	13.9 Miles

In addition, thirty-two blocks were cleared.

Reported to General Land Office.

Lots which were unpaid on November 19, 1917 on Rolls No. 1 and 2 have been reported to the General Land Office for forfeiture; similar action is being taken at the present time on Rolls 3. 4, and 101. All rolls are issued on the following basis:

The net amount of the roll is due sixty days from the date of issue, at which time a penalty of 10 per cent is attached to all overdue payments. Four months after this date any lots upon which the assessments are unpaid are reported to the General Land Office for forfeiture under the regulations governing the sale of townsites along the Alaska Railroad.

F. W. Mitchell, clerk in the office of District Engineer Dose at Talkeetna, arrived in Anchorage Wednesday and will leave for Seattle on the steamer scheduled to sail from Seward December 15. Mr. Mitchell intends visiting relatives in California for a few weeks, after which he will endeavor to enlist in the aviation corps of the Army.

EXPERTS IN PHOTOGRAPHY WANTED BY SIGNAL CORPS FOR SERVICE IN FRANCE.

An appeal to secure the experts in photography necessary for service in France was issued recently by the Signal Corps. The appeal was sent to all newspapers and news syndicates, asking them to release men for work with the American armies news photography,

These men will form photographic development squadrons, working either in small laboratories or in motor lorries closely behind the lines and responsible for the immediate development and printing of all photographs taken by America's air forces. Owing to the importance of speed in Army tactics, plates must be developed, printed, and placed in the hands of the intelligence officer for transmission to headquarters in about 10 minutes from the time they are received from the airplane.

Candidates for this work are asked to write the Signal Corps, Photographic Division, Washington, or to enlist at their nearest recruiting office as in the Signal Corps. There will be a brief period of military training for those accepted, who will become the foundation of the laboratory force the United States Army must build up. This force will be large and opportunities for advancement correspondingly good.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division, as shown by the payrolls on Saturday, November 24, was as follows:

Commissioner's Office	38
Shops and Yards	162
Track, Bridge and Ballast	131
Store Department	197
Steward's Department	16
Transportation Service	30
Disbursing Office	8
Accounting Department	19
Hospital Department	17
Townsite Department	18
Telegraph and Telephone Department	57
Mining Department	158
Locating Party No. 4	2
Turnagain Arm District	520
Talkeetna District	87
	1460
Stationmen and Laborers—All Districts	464
Grand total all employees Anchorage Division	1924

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchorage Disbursing Office during the period November 22 to 30 was $10,223,64, as follows:

Carl Soderburg & Co.	$5,655.87
Pioneer Laundry Company	186.64
Gust Backstrom & Co.	4,381.13

The total disbursements of the office at Anchorage for the period November 22 to 30 were $26,106.60. The payment of salaries and wages amounted to $12,789.29, for local purchases $1525.78, to contractors $10,223.64, other expenditures $1518.19, claims $49.70.

boards will then be in position to exercise proper discretion. Suggest you give due notice to all concerned.

"Above for your guidance."

F. MEARS, Commissioner.

NAMES OF STATIONS ARE CHANGED.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, December 5, 1917.

Transportation Circular No. 113:

TO ALL CONCERNED:

Effective January 1, 1918 the following changes in names of stations will be made:

"Eska," located on Matanuska Branch, will be changed to "Sutton."

"Emery," located on Eska Branch, will be changed to "Eska."

All agents who have card tickets now reading to Eska will forward them to this office on January 1, and all passenger business handled will be charged for only to Sutton.

Kindly be governed accordingly.

F. MEARS, Commissioner.

POWDER DAYS FOR TRAINS.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, December 7, 1917.

Transportation Circular No. 114:

TO ALL CONCERNED:

The following days are assigned as powder days on trains operating out of Anchorage:

For main line points north of Anchorage, and points south of Anchorage, powder will be forwarded on Thursday. For Matanuska Branch points powder will be forwarded on trains leaving Anchorage on Friday. Powder must be delivered at Anchorage depot before 4:00 p. m. on the day previous to shipment.

F. MEARS, Commissioner.

MOOSE CREEK SPUR EXTENDED.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, December 5, 1917.

Trainmaster's Bulletin No. 51:

TO ALL CONCERNED:

The spur at Moose Creek leading to the coal bunkers has been extended one hundred and fifty feet.

J. T. CUNNINGHAM, Trainmaster.

APPLICATIONS FOR HOMESTEAD ENTRIES.

In September, fifteen applications for homesteads were filed in the United States Land Office at Juneau, Alaska, covering lands tributary to the Government railroad. Ten of the applications were for land in the Chugach National Forest, two of the tracts applied for being on the Alaska Northern Railway and eight in the vicinity of Anchorage. The land entered under these applications was recently excluded from the Forest Reserve, the date it was opened to entry having been set for September 29. Three of the other applications filed were for land in the vicinity of Matanuska, one near Wasilla and one two miles north of Moose Creek. During the month three relinquishments were filed in the Junau Land Office, as follows:

Ellery Arthur Libby relinquished the SW¼, W½ SE¼, SW¼ NE¼, SE¼ NW¼ of section 27, T. 16 N., R 3 W., area 320 acres, situated two miles west of Knik, Alaska;

Henry Scharringhausen relinquished the SW¼ of section 35, T. 18 N., R. 1 W., area 160 acres, situated on the Willow Creek wagon road, one and one-half miles northeast of Wasilla;

Evo Leenknecht relinquished the NW¼ SE¼ of section 18 and SW¼ SE¼ of section 19, T. 17 N., R. 1 W., being 80 acres of his 320 acre homestead, about four miles southeast of Wasilla.

During the month of October there were thirteen applications filed in the United States Land Office for homesteads in the vicinity of the Government railroad. Twelve of the applications embraced lands in the Chugach National Forest in the vicinity of Anchorage; the other application was for land on the south side of the Matanuska River, opposite Palmer Station.

F. S. Ryus, townsite manager at Nenana, leaves for Seward tomorrow morning, en route home after a conference with Manager Ghristensen of the Land and Industrial Department. He will return to Nenana via Cordova and Fairbanks.

Contribute to the Red Cross War Fund.

DAILY WEATHER REPORT FOR ANCHORAGE.

DATE	TEMPERATURE		PRECIPITATION			WIND	CONDITION OF HARBOR
	Max.	Min.	Amount	Snowfall (Inches)	Snow on Ground	Average Velocity	
November 21	36	23	trace	trace	7.0	2.3	Ice well scattered
November 22	28	17	0.03	0.5	7.5	3.3	Ice well scatered.
November 23	27	17	0.01	0.3	7.5	3.5	Ice well scattered.
November 24	22	13	none	none	7.5	3.6	Ice well scattered.
November 25	22	8	0.05	2.0	9.5	2.3	Ice well scattered.
November 26	23	5	0.09	2.0	11.0	4.5	Filled with ice.
November 27	20	9	trace	trace	9.0	16.1	Ice blown inshore
November 28	9	3	none	none	8.0	14.4	Ice blown inshore.
November 29	13	4	none	none	7.5	11.7	Ice blown inshore.
November 30	12	–18	none	none	7.5	4.4	Ice blown inshore.
December 1	–5	–15	none	none	7.5	4.5	Filled with small ice.
December 2	10	–5	none	none	7.0	2.9	Filled with small ice.
December 3	0	–15	none	none	7.0	2.7	Filled with small ice.
December 4	6	–16	none	none	7.0	3.2	Considerable open water.

ALASKA RAILROAD RECORD

Volume II. ANCHORAGE, ALASKA, TUESDAY, DECEMBER 18, 1917. No. 6

Alaska Railroad Record.

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

RED CROSS MEMBERSHIP CAMPAIGN.

Governor J. F. A. Strong of Alaska has issued an official proclamation in furtherance of the Alaska Red Cross membership campaign which begins December 16 and continues to the night of December 24. The Governor urges Alaskans to join the great relief organization and to contribute generously to the cause. His proclamation follows:

"The work of the American Red Cross is world-wide, and ever-increasing demands are being made upon it and in order that this great organization shall be enabled to maintain its efficiency and administer to the needs of war and other sufferers, it becomes an imperative necessity that the American people identify themselves more closely with the work of the society by enlisting as members and contributing as generously as may be to the Red Cross fund throughout the duration of the war.

"To this end a campaign to secure membership and funds will be inaugurated December 16, continuing until December 24, when it is believed that many millions will have been added to the Red Cross membership throughout the nation and its funds largely increased.

"In this splendid work for humanity Alaskans must and will do their full share. The stricken, suffering nations of Europe, our allies in the war that is being waged for peace, must be succored and the American Red Cross points the way. Our soldiers and sailors are engaged in the same battle against that modern development of ancient barbarity which has so greatly increased Red Cross activities. 'Conquer that justice may prevail' is the watchword today. This means coordinated effort on the part of the American people.

"Now, therefore, I, J. F. A. Strong, Governor of the Territory of Alaska, do most earnestly urge all of the people of Alaska to lend their aid and support to the Red Cross campaign by enrolling as members and by making as liberal contributions as individual means will permit, remembering that while our young men are offering their lives to their country, a solemn duty rests upon the people of America to make any sacrifice that may be necessary in the cause of humanity and freedom.

"He gives twice who gives quickly. And so 'make this a Red Cross Christmas' indeed."

The campaign for new members of the Anchorage Red Cross chapter has been vigorously inaugurated. Sidney Anderson has been named chairman in charge of the local drive and is receiving enthusiastic support. On the evening of December 24 "Four Minute" speakers will deliver addresses at the motion picture theatres on behalf of the cause, and by the close of the campaign it is expected at least 500 new members will have been enrolled.

REGISTRANTS MUST FURNISH CHANGE OF ADDRESS WITHOUT DELAY.

Governor J. F. A. Strong telegraphed the ALASKA RAILROAD RECORD yesterday the following, with the request that the message be given the widest publicity:

"All registrants who have changed their post office addresses since registering should immediately communicate with the local boards having jurisdiction of their cards, giving present addresses, so questionaires will reach them without delay.

"Registrants are bound by law to keep themselves advised of all proceedings in respect to them and failure to do so may result in their losing the right to claim exemption or discharge."

District Engineers Hansen and Kuney and Roadmaster C. G. Jones left by special train yesterday morning for an inspection trip of the lines north of Anchorage.

COAL LANDS AVAILABLE FOR LEASING.

The Land and Industrial Department is advised by telegram from Herbert A. Meyer, assistant to the Secretary of the Interior, in charge of Alaskan railroad affairs, that Leasing Unit No. 20 has been created in the Matanuska coal field, comprising 760 acres, more particularly described as follows:

S½ SW¼ Sec. 2, S½ SE¼, SE¼ SW¼ Sec. 3, E½ NW¼, NE¼, N½ SE¼ Sec. 10, NW¼, N½ SW¼ Sec. 11, T. 19 N., R. 3 E., S. M.

The Department of the Interior at Washington D. C., will receive applications for lease of this land from December 15, 1917, to January 15, 1918, when they will be advertised for a period of thirty days, in accordance with the leasing regulations.

Some time ago certain residents of California applied for a lease of these lands, but as the area had not been surveyed it could not, under the law, be leased. Immediate action was accordingly taken to have the lands surveyed, and they have now been made available and subject to lease.

The land is located between Eska and Granite creeks, east of Leasing Unit No. 7, which is being operated by the Alaskan Engineering Commission at present.

PENAL ENLISTMENT LAW AMENDED.

[PUBLIC—No. 10—65th CONGRESS]
[H. R. 2893.]

An Act to amend section ten of chapter two of the Criminal Code.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 10 of chapter two of an Act entitled "An Act to codify, revise, and amend the penal laws of the United States," approved March fourth, nineteen hundred and nine, be amended so as to read as follows:

"Sec. 10. Whoever, within the territory or jurisdiction of the United States, enlists or enters himself, or hires or retains another person to enlist or enter himself, or to go beyond the limits or jurisdiction of the United States with intent to be enlisted or entered in the service of any foreign prince, State, colony, district, or people as a soldier or as a marine or seaman on board any vessel of war, letter of marque, or privateer shall be fined not more than $1,000 and imprisoned not more than three years: Provided, That this section shall not apply to citizens or subjects of any country engaged in war with a country with which the United States is at war, unless such citizen or subject of such foreign country shall hire or solicit a citizen of the United States with intent to enlist or enter the service of a foreign country. Enlistments under this proviso shall be under regulations prescribed by the Secretary of War."

Construction of another standard stock car has been authorized by the Commission. The car will be built at the Anchorage shops and will be used to care for the Turnagain traffic. Two stock cars are in operation at present on the main line north. The large number of dog teams traveling between Anchorage and Seward necessitates the construction of another car.

The municipal ice rink is proving very popular with the residents of Anchorage. A club has been formed to supervise the rink and look after its maintenance.

$4,617,532,300 TOTAL OF SECOND LIBERTY LOAN, SUBSCRIBED BY 9,400,000 PERSONS.

The following statement has been issued by Secretary McAdoo:

On October 1, 1917, in Treasury Department Circular No. 90, the following announcement was made: "The Secretary of the Treasury invites subscriptions, at par and accrued interest, from the people of the United States for $3,000,000,000 of United States of America 10-25 year 4 per cent convertible gold bonds of an issue authorized by act of Congress approved September 24, 1917, the right being reserved to allot additional bonds up to one-half the amount of any oversubscription."

I congratulate the American people upon the phenomenal success of the second Liberty loan. The final returns just received from the 12 Federal reserve banks show that the total subscriptions were $4,617,532,300, an oversubscription of $1,617,532,300, or approximately 54 per cent of the amount offered. This is a more gratifying result even than was the first Liberty loan, when $2,000,000,000 of bonds were offered and a subscription of more than $3,000,000,000 was received.

These financial operations, greater in magnitude than ever attempted by any other Government in the world, were not too great for the American people. They not only absorbed readily the full amount of the first and second Liberty loans, but in each instance oversubscribed the loan by more than 50 per cent.

It is an immensely gratifying fact that the second Liberty loan was subscribed for by approximately 9,400,000 men and women of the country. In this number it is estimated that 9,306,000, or 99 per cent, subscribed in amounts ranging from $50 to $50,000, the aggregate of such subscriptions being $2,488,469,350. The fact that such a vast number subscribed for bonds is significant of the widespread interest of the people in the purposes of the war and of their determined support of the Government in all measures required for its vigorous prosecution.

Allotments to Be Made.

In conformity with the original announcement, I shall accept 50 per cent of the oversubscription, making the total issue of the second Liberty loan $3,808,766.150. Allotments will be made as follows:

Subscriptions.

Up to and including $50,000	$2,488,469.350
Over $50,000 up to and including $100,000	359,865,900
Over $100,000 up to and including $200,000	242,220,800
Over $200,000 up to and including $1,000,000	756,586,700
Over $1,000,000 up to and including $8,000,000	470,425,600
Over $8,000,000 up to and including $30,000,000	249,963,950
$50,000,000	50,000,000
Total subscriptions	$4,617,532,300

Allotment.

100 per cent	$2,488,469.350
90 per cent but not less than $50,000 bonds	323,879,600
75 per cent but not less than $90,000 bonds	181,665,800
60 per cent but not less than $150,00 bonds	455,690,300
50 per cent but not less than $600,000 bonds	235,582,300
41.20 per cent but not less than $4,000,000 bonds	103,071,200
40.8152 per cent	20,407,600
Total allotment	$3,808,766,150

Subscription by Districts.

The subscriptions by Federal Reserve districts are as follows:

	Total subscriptions received.	Quota.	Per cent of oversubscription.
Boston	$ 476,950,050	$ 300,000,000	59
New York	1,550,453,450	900,000,000	72
Philadelphia	380,350,250	250,000,000	52
Cleveland	486,106,800	300,000,000	62
Richmond	201,212,500	120,000,000	68
Atlanta	90,695,750	80,000,000	13
Chicago	585,853,350	420,000,000	39
St. Louis	184,280,750	120,000,000	54
Minneapolis	140,932,650	105,000,000	34
Kansas City	150,125,750	120,000,000	25
Dallas	77,899,850	75,000,000	4
San Francisco	292,671,150	210,000,000	39
Total	$4,617,532,300	$3,000,000,000	54

It is to the credit of the country that every Federal Reserve district exceeded its quotum of the $3,000,000,000 of bonds offered. The American people may well felicitate themselves upon this extraordinarily satisfactory result.

It may be asked why I do not accept the full amount of the subscription. The answer is simple; The Government must never alter the basis upon which it offers an issue of bonds after subscriptions are closed. Having announced that only one-half of the oversubscription would be accepted, the Government must, of course, faithfully observe that basis. Whenever loans are offered to the public, the banks and the public adjust themselves both consciously and unconsciously to the basis of the offering, and it would be extremely unwise to alter that basis after the subscriptions have been received.

The success of the Second Liberty Loan, like that of the first, is a distinct triumph for the people of the United States. It not only demonstrates their ability, patriotism, and resources, but augurs the certain success of any future loans that may be offered by the Government.

Thanks Volunteer Workers.

This great loan would have been impossible without the loyal support and cooperation of the people of the country, but even that support could not have been secured except for the indefatigable, unselfish, and earnest work of hundreds of thousands of splendid men and women throughout the United States who threw themselves into the task without reservation.

I wish to thank all these splendid volunteers and patriots, and I particularly wish to thank the bankers of America, the Libery Loan organizations which were formed in every State, city, town, and community in the United States, the women of America who made a distinctive fight for the Liberty Loan through their own organizations throughout the country, the Boy Scouts and Girl Scouts the newspapers and periodicals which gave, as in the first Liberty Loan, the most effective, unselfish, and generous support through their columns and otherwise, the press associations, the business houses, the various patriotic organizations, cooperative and fraternal societies, and other organizations throughout the length and breadth of the land which so generously and earnestly gave their services to the great cause. Thanks are due also to those employers who, in such large numbers, gave the fullest opportunity to their employees to subscribe to the loan upon terms commensurate with their ability to make the required payments.

Soldiers and Sailors.

I should like to make special mention of the soldiers and sailors of America who came forward with subscriptions amounting to more per capita than those received from the civil population. These gallant men are not only giving their services and lives to their country, but are lending their money as well to strengthen the Government in this great war for America's rights and world democracy.

I understand that an impression prevails in some quarters that another offering of Government bonds will be made in the month of January, 1918. I desire to correct this impression. In view of the large oversubscription of the second Liberty Loan, I am glad to be able to state that this will not be necessary.

WEEKLY FORCE REPORT.

Anchorage Division.

The number of employees of the Anchorage Division as shown by the payrolls on Saturday, December 1, 1917, was as follows:

Commissioner's Office	38
Shops and Yards	151
Transportation Service	30
Store and Dock Departments	157
Accounting Department	18
Disbursing Office	8
Townsite Department	15
Steward's Department	16
Hospital Department	17
Telegraph and Telephone Department	48
Track, Bridge and Ballast	93
Turnagain Arm District	448
Locating Party No. 4	2
Talkeetna District	71
Mining Department	157
	1269
Stationmen and Laborers—All Districts	481
Grand total all employees Anchorage Division	1750

NOVEMBER WEATHER SUMMARY.

	Max.	Min.	Mean Max.	Mean Min.	Daily Mean
Anchorage	42	–18	28.23	6.63	14.98
Seward	42	5	30.00	20.00	25.00
Matanuska	34	–14	21.00	3.13	12.06
King River	36	–2	25.20	11.40	18.30
Potter Creek	45	–9	26.06	12.06	19.06
Indian Creek	46	2	34.00	12.50	23.25
Talkeetna	40	–8	25.93	11.00	18.46
Caswell	24	–24	21.00	7.00	14.00
Dead Horse Hill.	38	–7	23.73	10.14	16.93

C. S. F. Marckhoff, levelman, and H. F. Holly, transitman, both employed last season with Locating Engineer Browne's party, have made application to enlist in the Twenty-third Engineering Regiment under Col. E. N. Johnston, who is recruiting at Washington, D. C.

Contribute to the Red Cross Fund.

OFFICIAL CIRCULARS.

Anchorage Division.

AUDIT OF ACCOUNTS OF STATION AGENTS', CONDUCTORS AND TICKET AGENTS.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, December 12, 1917.

General Circular:

TO ALL CONCERNED:

Commencing on January 1, 1918, the audit of all accounts of station agents, ticket agents and conductors, for receipts for freight and passenger business on the Seward Division (Alaska Northern) will be handled by the Accounting Department at Anchorage. Ticket and station agents will forward their reports to the Accounting Department, Anchorage, on the 7th, 14th, 21st and last day of each month. These reports will consist of weekly balance sheet, freight received and forwarded abstract, and other weekly reports as required. Monthly reports will be forwarded at the close of each month. Way bills will accompany freight received abstract.

Conductors will forward their report at the completion of each trip, together with passes and tickets lifted, and duplicate cash fare receipts.

All cash remittances will be forwarded to the Special Disbursing Agent at Seward; for this purpose, Remittance Slip, Form 305, will be used and rendered in duplicate. The duplicate receipt will be O.K.'d as to correctness of remittance and returned to party making remittance. The remittance slip will show two separate items—one will show the revenue figures and the other will show the war tax figures. The Seward Disbursing Agent will forward list of remittances, divided between the revenues and the war taxes, to the Anchorage office, as soon as remittances are received.

Agents will draw requisition for tickets, baggage checks, etc., on Anchorage office.

Conductor's cash fare receipts will be drawn on the Seward office, and all deliveries made by that office will be reported to the Anchorage office.

F. MEARS, Acting Chairman.

WEATHER BUREAU REPORTS.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, December 15, 1917.

Circular No. 278:

TO ALL CONCERNED:

A weather bureau station has been in operation at this terminal since October 1, 1914, in charge of Mr. D. D. Vint, chief draftsman. Several other weather bureau stations have recently been put into service at various points along the line of the railroad.

In order to secure supervision over these weather bureau stations, they will all be put under the jurisdiction of the Land and Industrial Department, where they properly belong, and Mr. Christensen is requested to take over these several stations, systematize their work and issue such rules and regulations, statistical records and preparation of reports as are necessary in the premises.

Mr. Christensen will please submit report to this office at the end of each month, showing the number of stations in operation in this division, together with the names of the men in charge and any other information which may be desirable for purposes of record.

F. MEARS, Commissioner.

ORGANIZATION CHANGES.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, December 17, 1917.

Circular N.o 279:

TO ALL CONCERNED:

On account of completion of work, the following organization changes will be made on the Anchorage Division, effective January 1, 1918.

1. The Talkeetna District is temporarily abolished. All work in that district will close down for the winter, except certain timber contracts which will continue under the Maintenance of Way Department.

2. The Turnagain Arm District will be permanently abolished. The uncompleted construction work on Turnagain Arm, north of Mile 79, will be continued under the Maintenance of Way Department.

3. Mr. F. A. Hansen is appointed Engineer Maintenance of Way, and in that capacity will have jurisdiction over the entire line.

4. The Mechanical Department will be transferred from the Maintenance of Way Department, the Master Mechanic reporting to this office.

5. The Receiving and Forwarding agency will be transferred from the Store Department, and Mr. Temple L. Murphy, the Receiving and Forwarding Agent, will report to this office.

6. The organization at the Marine Ways will be transferred to the office of Consulting Engineer Gerig, but during the absence of Mr. Gerig on leave, Mr. Locke, Port Engineer, will report to this office.

7. The Accounting Department will be transferred to and consolidated with the office of the Examiner of Accounts, the Chief Accountant reporting to Mr. B. H. Barndollar.

8. All sales of coupon books for cash will be made by the Special Disbursing Agent, who will obtain books for this purpose from the Coupon Acountant and render accounts for the same monthly in the prescribed form.

Coupon books for which deduction is to be made on pay rolls will be issued to employees of the General Office by the Coupon Accountant instead of the Chief Timekeeper. The other duties of the Chief Timekeeper's office will be transferred to and made a part of the work of the Disbursing Office. The Chief Timekeeper and his force will report to the Special Disbursing Agent.

9. The Chief Draftsman is transferred from the office of the Bridge Engineer, and will report to this office. He will perform work for all departments.

10. The Bridge Engineer will continue to report to the Chairman's office.

11. The Alaska Railroad Record will be transferred to the Land and Industrial Department, Mr. C. W. Jones, Editor, reporting to Mr. Christensen.

F. MEARS, Commissioner.

HOLIDAY ANNOUNCEMENT.

Department of the Interior.
Alaskan Engineering Commission.
Anchorage, Alaska, December 18, 1917.

Circular No. 280:

TO ALL CONCERNED:

Christmas Day, Tuesday, December 25, 1917, will be observed as a holiday at these headquarters, and so far as practicable in the various districts in this division.

F. MEARS, Commissioner.

HOLIDAY ANNOUNCEMENT.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, December 18, 1917.

Circular No. 281:

TO ALL CONCERNED:

New Year's Day, Tuesday, January 1, 1918, will be observed as a holiday at these headquarters, and so far as practicable in the various districts of this division.

F. MEARS, Commissioner.

PERSONAL.

Thomas Riggs, jr., member of the Commission, has gone to Washington, D. C., on official business.

* * * *

H. L. Hugg, formerly operator at Matanuska, has been appointed station agent at Mile 91.

* * * *

M. L. Peters will act as tie and timber inspector during the absence of J. L. Taylor who is on leave.

* * * *

G. W. Carpenter, master mechanic at Seward, has resigned his position and left for Seattle.

* * * *

Joe G. Ryan, formerly of the Anchorage Store Department clerical staff, has applied for service in the Aviation Corps.

* * * *

Robert S. Temme, of the Anchorage Accounting Department, has returned to his duties after several days' illness.

* * * *

James F. Upchurch, wireless operator at Anchorage, has been discharged from the hospital after undergoing a minor operation.

* * * *

F. T. Young, last season a resident engineer of Matanuska District, has applied for a commission in the civil engineer corps of the U. S. Naval Reserves.

* * * *

A. B. Camp, of the Anchorage Store Department, leaves this week for Seward en route to Seattle. He will apply for active military service with the Twenty-Third Engineers.

* * * *

S. C. Truitt, accountant at Kern Creek, leaves on the steamer Alaska for the States, having resigned his position. He has been succeeded by J. P. Momb, of the Seward Store Department.

* * * *

Fred G. Garrett, formerly superintendent of the Carbondale Coal Company, of Carbondale, Washington, who has been appointed superintendent of the Chickaloon coal mine, arrived last week and has assumed his new duties.

* * * *

W. F. Kubach, of the examiner of accounts staff, left Wednesday for Seward to meet Mrs. Kubach, who is expected to arrive from Seattle after several weeks visiting relatives in Boise, Idaho. They will return to Anchorage over the trail.

* * * *

Charles W. Donnally, special disbursing agent at Dead Horse Hill during the past season, left on Saturday for Seattle, where he will work in the office of Special Disbursing Agent Leslie Cramer. Mr. Donnally has applied for a commission in the Quartermaster's Department of the Army and expects to be called to active service at any time.

EXCURSION TO TURNAGAIN ARM.

About 50 members of the Anchorage Chamber of Commerce and their friends made an excursion on Sunday to Mile 91, the present end of steel on Turnagain Arm. A special train, consisting of two day coaches and an observation car, left Anchorage depot at 9.30 a. m., and returned at 3.30 in the afternoon. It was the first opportunity afforded many of the residents of Anchorage to view the heavy rock construction south of town.

The party was personally conducted by Major Mears and District Engineer Hansen. At Potter Creek the excursionists were served with luncheon at the Commission mess hall. An interesting feature of the trip, probably unique in the annals of railroad transportation in Alaska, was the use by the passeners of an open observation car in midwinter, with the thermometer hovering around 25 degrees below zero.

PROGRESS AT THE COAL FIELDS.

Every effort is being made by the Alaskan Engineering Commission to hurry the production of coal at the two mines at Eska and Chickaloon, but much preliminary development work must be accomplished before a satisfactory tonnage can be attained. The coal measures are being rapidly opened up by the sinking of shafts and driving of crosscuts, and by summer the aggregate output is expected to be greatly enhanced.

The Eska mine shipped 476.25 short tons of coal during the week ended December 8; the mine at Chickaloon 35 short tons. At the former mine 120 men are employed; at the latter 90.

RED CROSS THANKS ANCHORAGE.

In acknowledgment of the receipt of $560 from the Anchorage chapter of the American Red Cross for the purchase of Christmas packages for soldiers, C. D. Stimson, of Seattle, manager for the northwest division of the society, sent Dr. F. M. Boyle, president of the Anchorage chapter, a cablegram congratulating the residents of Anchorage on their generosity. Two hundred dollars was the sum apportioned to this city. The message from Mr. Stimson follows:

"Your contribution of nearly three times your allotment of two hundred dollars for Red Cross Christmas packages for our soldiers and sailors received. This fine spirit of cooperation is most deeply appreciated. It shows that the people of Anchorage are ready to send their messages of good cheer to the boys in our army and navy and to back their messages with substantial generosity. We are very proud of your response to this appeal."

Tanana reports a shortage of fuel this winter, according to press reports. Green wood sells at $10 to $12 per cord, and is said to be scarce even at that price.

LANDS CONTIGUOUS TO ANCHORAGE OPEN TO SETTLEMENT AND ENTRY.

On September 29, a number of tracts of agricultural lands in the Chugach National Forest were thrown open to settlement and entry under the Act of June 11, 1906. The persons at whose request the lands were eliminated from the National Forest were given a perference right to file applications to enter their respective tracts in the United States Land Office at Juneau, Alaska, provided they were qualified to make such homestead entry and exercised their perference right prior to September 29. After this date the lands became subject to settlement and entry by any qualified person.

As a number of tracts have not been filed upon, according to information received from the United States Land Office, a description of all lands in the vicinity of Anchorage that are now open to settlement and entry is furnished below for the benefit of such persons as may desire to file upon the same.

Township 13 N., R. 3 W., S. M.

NW¼, sec. 3; S½ N½, N½ S½, NW¼ NE¼, SW¼ SW¼, sec. 4; SE¼, sec. 11; SW¼, sec. 12; NE¼, sec. 14; N½, S½ NE¼, NW¼ NE¼, SE¼ NW¼, sec. 15; NE¼ NE¼ SE¼, SE¼ SE¼ NE¼, E½ NE¼ SE¼ NE¼, sec. 19; S½ NW¼, N½ SW¼, NW¼ SW¼ NE¼, N½ SW¼ SW¼ NE¼, sec. 20; SW¼, sec. 21; NW¼, sec. 22; NW¼, E½ SW¼, W½ W½ SE¼, sec. 28; W½ SE¼, W½ E½ SE¼, E½ E½ SW ¼, S½ NW ¼ NW¼, NW¼ SW¼, W½ SE¼ NW¼, SW¼ NW¼, W½ NE¼ SW¼, SW¼ NE¼ NW¼, sec. 29; SE¼ SE¼ NE¼, E½ SW¼ NE¼, SW¼ SW¼ NE¼, S½ NW¼ SW¼ NE¼, S½ NE¼ NE¼, SE¼ NW¼ NE¼, NE¼ SW¼, N½ NW¼ SW¼, SE¼ NW¼ SW¼, SW¼ NW¼, W½ SE¼ NW¼, SW¼ NE¼ NW¼, SE¼ SE¼ NW¼, S½ NE¼ SE¼ NW¼, E½ SE¼ NW¼ NW¼, sec. 30; N½ NE¼, sec. 31; N½ NE¼ NW¼, SW¼ NE¼ NW¼, NW¼ NW¼ NE¼, sec. 33.

Township 13 N., R. 4 W., S. M.

SW¼, sec. 25; SE¼, sec. 26; SE¼ NE¼, S½ NE¼ NE¼, sec. 27; NE¼, sec. 35; N½ NE¼ NE¼, sec. 36.

Township 14 N., R. 2 W., S. M.

SE¼, S½ NE¼, SW¼ NW¼, S½ SE¼ NW¼, sec. 18.

Township 14 N., R. 3 W., S. M.

Lot 1, sec. 9; S½ SW¼, S½ NW¼ SW¼, S½ NE¼ SW¼, sec. 10; SW¼ NW¼, N½ NW¼ SW¼, sec. 15; S½ lot 4, S½ N½ lot 4, S½ SW¼ SE¼, S½ N½ SW¼ SE¼, sec. 16; S½ N½ lot 1, lot 2, sec. 20; lot 1 NW¼ NE¼, SW¼ SW¼, S½ NW¼ SW¼, S½ N½ NW¼ SW¼, W½ SE¼, SW¼, SW¼ NE¼ SW¼, S½ NE¼ NE¼ SW¼, sec. 21; NW½ NE¼, NE¼ NW¼, E½ NW¼ NW¼, NE¼ SW¼, NW¼, NW¼ SE¼ NW¼, sec. 28; S½ lot 1, S½ NW¼, S½ NE¼ NW¼, SW¼ NW¼ NE¼, N½ SW¼ NE¼, NW¼ SE¼ NE¼, S½ S½ NE¼, N½ SE¼, E½ NE¼ SW¼, sec. 32; N½, sec. 33; SE¼, sec. 34; S½ SE¼, NW¼ SE¼, W½ NE¼ SE¼, W½ E½ NE¼ SE¼, sec. 35; W½ W½ SW¼ SW¼, sec. 36.

Township 15 N., R. 2 W., S. M.

W½ and W½ E½ lot 4, NW¼ SE¼, lot 3, S½ NE¼ SE¼, S½ N½ NE¼ SE¼, N½ N½ S½ SE¼, N½ S½ N½ S½ SE¼, sec. 12

Township 16 N., R. 1 W., S. M.

Lot 1, E½ SE¼, sec. 23.

MARRIED.

JONES-FARRINGTON—On Monday evening, December 10, at Anchorage, by U. S. Commissioner Leopold David, Mrs. M. A. Farrington to Mr. C. G. Jones, both of Anchorage. Mr. Jones is roadmaster of Anchorage Division.

APPROPRIATIONS OF LAST CONGRESS.

The last United States Congress appropriated twenty-one billion dollars. One can better appreciate what twenty-one billion dollars is if one pauses to think that the total expenditures of this Government from the year 1791 to January 1, 1917, covering a period of one hundred and twenty-six years, including the cost of our past wars and every other item of Government expense, was only a little more than twenty-six billion dollars—but five billions more than was appropriated by the last Congress alone.

CHICKALOON COAL ON EXHIBIT.

Recently a large block of Chickaloon coal was shipped to the Alaska Bureau of the Seattle Chamber of Commerce as an exhibit. The block was encased in a strong box and securely strapped.

Secretary J. L. McPherson, in acknowledging the arrival of the coal at Seattle, reports that the coal was cracked through the middle while en route, but adds "that this is a distinct advantage, as instead of one sample for exhibit purposes the Alaska Bureau now has two." The exhibits will be placed in a prominent position in the display room.

ACETYLENE LIGHT FOR FIRE ISLAND.

The Lighthouse Service of the Department of Commerce has notified the Alaskan Engineering Commission that an acetylene light will be installed at Fire Island, Cook Inlet, as early as practicable next summer, replacing the present oil light at that place.

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchorage Disbursing Office during the period December 1 to December 7 was $27,419.92, as follows:

Ole Holmberg	$ 20.93
S. Brudie & Co.	7,133.45
Andrew Wirum	20.18
Doherty Coal Company	7,513.75
V. Picogno & Co.	12,732.51

Work has been begun on the large quartermaster building to be erected by the Government at Valdez, on McKinley and Alaska streets, opposite the Signal Corps building. The building will contain a stable, a large store room and the upstairs will be devoted to the comforts of the men.

Workmen at Fairbanks are busily engaged in repairing the old coaches of the Tanana Valley Railway and are painting them with the standard color of the Alaskan Engineering Commission. All equipment and the railroad stations are also being fixed up.

A total of 182 dressed reindeer was shipped from Nome on the last trip of the Victoria to the States. With the exception of ten carcasses the entire shipment was destined for Minneapolis.

The total disbursements of the office at Anchorage for the period December 1 to December 7 were $126,075.25. The payment of salaries and wages amounted to $98,431.00; to contractors $27,419.92; other expenditures $223.43.

CONSERVATION OF FOOD STUFFS.

The following telegram from Judge Royal A. Gunnison, federal food administrator for Alaska, relating to the conservation of food stuffs has been received by Andrew Christensen, Manager, Land and Industrial Department of the Alaskan Engineering Commission:

"Herbert Hoover, national food administrator, advises under date of December 6 the circulation of unwarranted and malicious reports in Chicago by parties interested in exploiting the sale of meat, and protesting against wheatless and meatless days as an unnecessary sacrifice by the American people.

"The administrator characterizes all such utterances as foolish and unpatriotic. He says that owing to the critical situation of the world's food today, opposition to Government conservation measures is comparable to opposition to the draft, because failure in saving food means direct and immediate loss of life, aside from a serious interference with our war measures in feeding our allies; that the results from meatless days have for the first time created a sufficient visible supply of meat to allow us to partially comply with the quantities requested by the allies for shipment this month and he urges continued devotion of food conservation.

"Further, that notwithstanding the exportation of the whole of the surplus of the 1917 wheat crop above the normal demand of our own people it was necessary to restrict the export of wheat so as to retain in the United States a sufficient supply to carry our own people until next harvest, and that even with all the conservation made we are still unable to load over 400,000 tons of food stuffs which are urgently required by the allies this month. Give widest publicity."

Some time ago Mr. Christensen was requested by the federal food administrator, through the Food Savings Committee of Juneau, to organize a similar committee in Anchorage, for the purpose of securing food pledges from the people of Anchorage and vicinity. These committees are now organized throughout the United States, and one week was set aside as Food Conservation Week, at which time pledges were secured to the number of ten milllion enrollments. The first conservation week in the States commenced on October 29; at Juneau they commenced one week later, on November 5. Mass meetings were called and public speakers urged definite lines of food conservation, and especially the conservation of meats, sugar, wheat flour and other staple products greatly needed by our allies in Europe.

At Juneau the organization was so well arranged that from two until five o'clock one afternoon they secured three thousand enrolled pledges. One monster mass meeting was held and addresses were made by "four-minute speakers" at all moving picture houses and public gatherings.

Mr. Christensen plans to organize a similar committee in Anchorage and will endeavor to stimulate the interest of the people of this vicinity so they will make at least as good a showing as have the people of Gastineau Channel.

MEAL BOOK LOST.

Meal Book No. 24803, denomination $8.75, issued to Ed. Lynch has been lost. Finder will please leave with A. B. Cummings at Anchorage Mess Hall.

Contribute to the Red Cross fund.

SAVINGS CERTIFICATES AND THRIFT STAMPS WILL HELP FINANCE WAR.

Residents of Anchorage and vicinity will be afforded an opportunity to help the Government finance the war and at the same time practice economy to their own advantage by investing in United States war savings certificate stamps and United States thrift stamps, which have just been issued by the Federal Treasury to the amount of two billion dollars, and will soon be offered for sale by all local banks.

The denominations of the certificate stamps, slightly more than $4 each, and of the thrift stamps, 25 cents each, are so low that they will appeal to persons of all classes and ages. The certificate stamps are expected to prove a substitute for interest bearing savings of other character, and the thrift stamps, among other functions, to take the place of the penny, nickel and dime saving banks of children.

Explanation of Stamps.

In explanation of the certificate stamps and the thrift stamps, the banks here are in receipt of the following communication from James K. Lynch, governor of the federal reserve bank, with headquarters at San Francisco.

"The secretary of the treasury offers two billion dollars of war savings certificate stamps and war thrift stamps.

"The selling price of the certificate stamps for the rest of this month and during January, 1918, is $4.12 each. For February, it will be $4.13, the price increasing 1 cent every month throughout 1918, in December, 1918, the price being $4.23. The maturity value of the certificate stamps January 1, 1923, will be $5, which means a return on the original investment equivalent to interest compounded at 4 per cent.

Twenty-Five Cents Each.

"The thrift stamps will sell for 25 cents each, but do not bear interest. Sixteen thrift stamps are exchangeable for one certificate stamp at the difference between their value of $4 and the current price for the certificate stamp, which difference for the present month would be 12 cents."

A folder has been devised for the certificate stamps. It will contain twenty certificate stamps, and it becomes an obligation of the United States when one or more certificate stamps are attached to it.

A card has been devised to which the thrift stamps will be attached.

Other Sales Agencies.

In addition to banks as agents for the sale of certificate stamps and thrift stamps, the governor of the federal reserve bank announces that responsible commercial houses, corporations, societies, lodges and labor organizations may become agents by securing appointments as such upon application to the local banks.

"Efforts are being made," says the governor of the federal reserve bank, "to interest practically every person in the United States in the certificate stamps or the thrift stamps through national, state, county, district, town and neighborhood organizations."

Supplies of both classes of stamps are expected by the banks here within the next two weeks.

Anchorage Division Notes.

In order to insure the delivery of parcels post and second class mail matter in time for Christmas, Major Mears had the 110 sacks which had accumulated at the Seward Post Office brought to Anchorage on Saturday's train.

The trail between the ends of steel on Turnagain Arm is reported to be in first class condition for the whole twenty miles between Miles 71 and 91. Traffic between Anchorage and Seward is unusually heavy.

B. and B. Gang No. 5 is picking up material and equipment along the railroad north of Anchorage for shipment to the general material yard at headquarters. The crew consists of 11 men.

Two more refrigerator cars are awaiting shipment at the Seattle dock. They will be forwarded to Anchorage on one of the early boats next spring.

Track on the main line south of Anchorage has reached Mile 91, Falls Creek, which will be the southern terminus of track for the winter.

Camp 94 has been abandoned, and Dr. Schaleben, district surgeon, has moved his headquarters to Camp 91, the end of steel, for the winter.

Twenty horses were shipped from Browne's Cache, Camp 203, to headquarters last week. The remaining 20 head will be brought in later.

The steam shovel and three piledrivers at Mile 83, Turnagain Arm, and the piledriver at Mile 86, have been closed down for the winter.

At Eska Creek coal mine an extra gang, consisting of 40 men, is engaged in grading for a car storage yard and extra tracks.

Nineteen additional electric light meters were installed at Anchorage last week, making a total of 491 meters now in service.

The local telephone exchange at Potter has been discontinued and the instruments removed.

Eight telephones on a local circuit have been installed at the Eska Creek coal mine.

The bridge at the first crossing of the Chickaloon River has been completed.

The Turnagain Arm district headquarters have been moved to Anchorage.

Two fire hydrants have been installed at the marine ways.

BETTER MAIL SERVICE FOR ESKA.

The Post Office Department at Washington has issued an order, effective December 8, changing the base of the mail supply for Eska to Anchorage Post Office, instead of Matanuska, as originally announced. The change insures a quicker delivery of mail for the residents of Eska.

Seward Division Notes.

The cargo of 600 tons of 70-pound steel rails recently brought by the steamer Skagway from Seattle has been delivered at Kern Creek. Material for the snowshed at Mile 53½ is being spotted, preparatory to active construction of the structure next spring.

Bridges 64, 65 and 66, near Mile 44, have been filled in by the contractors. At Mile 53 contractors are drilling coyote holes to supply material for filling Bridges Nos. 82 and 83. Four coyote holes will be shot shortly after January 1.

Construction work between Miles 77 and 80 continues despite cold weather. Some delay is experienced through the necessity of removing anchor ice before making roadbed fills.

The Seward Disbursing Office paid out $14,806.61 during the period December 8 to 14. The payment of salaries and wages amounted to $12,258.15.

The Bucyrus steam shovel, which has been at Mile 17, completed its work for the season and has been taken to the machine shop for overhauling.

Trains are still operating from Seward to Mile 71. Five small section crews comprise the maintenance force.

A small extra gang laid a temporary track to the new machine shop, and cleared adjacent right-of-way.

With the filling of Bridge No. 36 the last remaining structure on Twelve Mile Hill has been eliminated.

Hoben and Davis and Stephen Adelmen have each been awarded a contract for 2000 railroad ties.

The steamers Admiral Evans and Victoria are due to arrive in Seward from Seattle December 22.

Sixty per cent of the combination engine house and machine shop has been completed.

The fill across Glacier Creek flats was completed by the contractors last week.

B. A. Bangstrom have been given a small grading contract for work at Mile 9.

There were 618 employees on the payrolls at the close of last week.

A gang renewed the fender piles of the Seward dock during the week.

Crews are at work decking Bridges 144, 145 and 147.

FAIRBANKS DIVISION CONSTRUCTION.

Extreme cold weather has curtailed construction activities on Fairbanks Division. All grading work has been discontinued, with the exception of a section from Mile 373.3 to Mile 374.5 and from Mile 385.7 to 387.5. Some surfacing of track and piledriving is being done out of Happy.

On December 1 track had been laid to Mile 398 on the main line south of Nenana. The grading south to Mile 378 was 95 per cent complete.

ALASKA RAILROAD RECORD

Volume II. ANCHORAGE, ALASKA, TUESDAY, DECEMBER 25, 1917. No. 7

Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

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

Address all Communications:

ALASKA RAILROAD RECORD,

Anchorage, Alaska.

NEW POST OFFICES ESTABLISHED.

The attention of the public, and especially the employees of the Alaskan Engineering Commission, is invited to the fact that there are now post offices at Matanuska, Wasilla, Talkeetna, Palmer and Eska, and that it is the desire of the Post Office Department that these offices be patronized by the people living in their vicinity. The post offices at Matanuska and Wasilla have money order and parcels post facilities. No parcels post, however, can be sent to Talkeetna during the winter.

It seems to be the practice of a large number of people living in the vicinity of these post offices to wait until they come to Anchorage to purchase their postage stamps and other postal supplies. It will greatly facilitate the mail service in this section of the country if this practice is discontinued, and the services of these new post offices fully utilized. The reason for their establishment was the improvement of the mail service, and this can only be accomplished by making use of the facilities offered.

A petition has been filed with the Postmaster General for the establishment of a post office at Chickaloon. In the meantime mail for that office is delivered through the office at Eska and the people living in the vicinity of Chickaloon should, so far as possible, patronize the Eska office until the Chickaloon office is established.

EMPLOYEES ENTERING ARMY OR NAVY TO BE LISTED ON HONOR ROLL.

All employees of the Department of the Interior who resign from the service to enter the Army or Navy will be listed on a Roll of Honor to be posted in the general offices of the department at Washington, D. C.

Mr. Herbert A. Meyer, assistant to Secretary Lane, has requested the Alaskan Engineering Commission to report the names of those joining the colors, in order to make the lists as complete as possible. As soon as any former employee of the Commission joins the military service the Commission should be so informed, together with the data covering branch of service, rank and designation of company, regiment or other subdivision of the Army or Navy.

Harry Jacobs, of the Talkeetna Store Department, and W. C. Matheson, timekeeper at Talkeetna, arrived in Anchorage Wednesday afternoon. The trip over the trail between Talkeetna and Camp 189, the end of steel, a distance of about 50 miles, was unusually severe on account of the extreme cold weather prevailing throughout the section. Messrs. Jacobs and Matheson will leave for Seattle this week and endeavor to enter military service.

Fred T. Mumma, formerly electrical engineer in charge of the electric substations of the C. M. & St. Paul main line, arrived last week to accept the position of superintendent of the Telegraph and Telephone Department, Anchorage Division. Mr. Mumma relieves Mr. Herbert Gaytes, who has resigned to accept a positon in California.

George H. Gamble, formerly purchasing agent's representative at San Francisco, has been transferred to the office of Mr. Herbert A. Meyer, assistant to Secretary Lane, at Washington.

District Engineer Kuney, Maintenance Engineer Hansen and Roadmaster Jones returned to Anchorage Thursday night from an inspection trip of the lines north of Anchorage.

F. W. Blickle, timekeeper at Turnagain Arm, has resigned to enlist in the Quartermaster's Corps in Seattle.

YOUR FOURTH LIBERTY LOAN INSTALLMENT IS DUE ON JANUARY 15.

NEW SELECTIVE SERVICE REGULATIONS.

The new selective service regulations have been made public by the Provost Marshal General. A supply of them will be received by the Governor in a few days and they will be forwarded to local and divisional boards at once for study.

Certain of the regulations went into effect on November 20, while others, notably those which govern the process of selection and classification, will not go into effect until December 15.

Repeal All Preceding Regulations.

The new regulations not only repeal all preceding regulations, but cancel all exemptions and discharges which have been granted by local boards under the present system. This will restore every man to his original status, and the local boards will send a questionnaire to every man who is not in the service.

The completion by the registrant of this document is the first great stage of the new system, and the difficulties which will attend it are fully recognized by the Provost Marshal General, who has begun the mobilization of the legal talent of the country to enable everyone who seeks it to receive aid in the preparation of his questionnaire.

System of Distribution.

Under the new regulations the local boards will send out five per cent of their questionnaires each day for a period covering 20 days. This method of distribution will allow the local boards, with the aid of their legal advisory boards and other volunteers, to instruct, complete and file each day's questionnaire without the confusion and congestion which would attend the effort to require a larger number.

The new regulations also contain a complete set of the forms to be used by the local boards, every form being printed in full, and many are completed to serve as models.

A local board will actually use 19 of the proposed forms. Examinations show that most of these are postal card forms and require but a word or two to complete them, thus simplifying to a large degree the work of the present system which requires approximately 180 complicated forms.

The completion of the questionnaire by the registrant will not require as much work as did the simple claim for dependency under the old system. In it the registrant must make a full statement of all the facts upon which he will rely to secure deferred classification and upon which the local board will be expected to fix his class.

Answers Require Few Words.

If the registrant is a farmer or skilled in any enterprise which is necessary to the public interest, he must state the facts in minute detail; but so skillfully has the questionnaire been designed that every answer is anticipated and requires only in rare instances more than two or three words.

The new regulations are so arranged that information may be found almost at a glance. A complete table of contents is provided, an exhaustive index has been inserted, and each paragraph is brought out in bold-face type making it most accessible to the seeker for information.

One of the noteworthy features of the new regulations is the appointment of an officer as an assistant to the Governor. This officer will be the disbursing officer, and the final affairs of the selective service system will thus be brought into intimate touch with the Provost Marshal General's office in Washington. Among his other duties will be that of keeping all accounts closed in order that the department at Washington may have at any time a statement of the obligations and estimate of future expenses.

Reasons for Classification.

Under part 4, which deals with classification rules and principles, there are clearly laid down the various rules which will govern district and local boards in the classification of registrants, while the reasons for and effect of classification are clearly set out as follows:

"The military needs of the Nation require that there be provided in every community a list of names of men who shall be ready to be called into service at any time. The economic needs of the Nation, while deferring to the paramount military necessity, require that men whose removal would interfere with the civic, family, industrial and agricultural institutions of the Nation shall be taken in the order in which they best can be spared. For this reason the names of all men liable to selection shall be arranged in five classes in the inverse order of their importance to the economic interests of the Nation, which include the maintenance of necessary industry and agriculture and the support of dependents.

"The group of registrants within the jurisdiction of each local board is taken as the unit to be classified. Within each class the order of liability is determined by the drawing, which will assign to every man an order of availability for military service relative to all men not permanently or temporarily exempted or discharged. The effect of classification in class 1 is to render every man so classified presently liable to military service in the order determined by the drawing. The effect of classification in class 2 is to grant a temporary discharge from draft, effective until class 1 in the jurisdiction of the same local board is exhausted. The effect of classification in class 3 is to grant a temporary discharge from draft, effective until classes 1 and 2, in the jurisdiction of the same local board, are exhausted; and similarly, class 4 becomes liable only when classes 1, 2, and 3 are exhausted. The effect of classification in class 5 is to grant exemption or discharge from draft. The term 'deferred classification,' as used in these regulations, is equivalent to the term 'temporary discharge.'"

The volume of the new regulations contains within its two covers every possible source of information which local and district boards should have readily accessible. The master list of the drawing is published in full as well all statutes relating to the selective service law, together with the insurance law, so that local boards, in passing upon questions of dependency, may take into consideration all rights, duties, and obligations of the registrants.

The "master list" mentioned in the preceding paragraph is the one covering the drawing in the States, and does not apply to Alaska registrants. When the drawing is had in Alaska, however, a similar master list covering that drawing will be prepared.

The total disbursements of the office at Anchorage for the period December 15 to December 21 were $11,292.94. The payment of salaries and wages amounted to $4402.52; to contractors $5435.14; for local purchases $1026.09; claims $159.55; other expenditures $269.64.

Contribute to the Red Cross War Fund.

GOVERNOR STRONG NAMES ALASKA TERRITORIAL COUNCIL OF DEFENSE.

Governor J. F. A. Strong has issued the following statement in connection with his appointment of members of the Alaska Territorial Council of Defense:

President Wilson has said, "It is not an army we must train for war; 'tis a nation"; and, in view of the national emergency resulting from carrying on the war with Germany and the necessity of assisting and providing for the national security and defense along lines to which all the people of Alaska are urged to extend their unqualified support and hearty cooperation, I have deemed it advisable to name the Alaska Territorial Council of Defense, to be composed of citizens of incorporated towns and other communities, who, I am assured, will assume cheerfully all the duties to which they may be assigned in the present grave crisis which confronts our common country.

It has been a difficult matter to evolve any plan that will make an organization of this kind at once elastic and effective, in view of the vast extent of the Territory, its scattered and sparse population, and inadequate means of transportation and mail facilities. Its efficiency, however, will depend, in great part, upon the interest in the work that shall be taken by its members, individually and collectively; and the hope is expressed that the Alaska Territorial Council of Defense will be an important factor in solving problems and in meeting issues that will inevitably arise during the continuance of the war; and, indeed, after peace has been effected, the work of readjustment of the changed conditions as a result of the war should command the serious attention of the peoples of all nations, and none more especially than our own.

This is no time to consider politics in any way, and patriotic men and women are eschewing such in their desire to do their best for their country, and it is only those who are utterly disloyal or who have ingrowing minds that confine themselves in these days of peril which confront the nation to the discussion of mere partisan or factional politics and policies; and it is a matter of profound congratulation that there are but few who are in the class that puts party above country and thus lends aid and comfort to the enemy.

The fact that we are far removed from the scenes of war and war preparations and war activities elsewhere should not lessen our interest or our desire to do whatever we can to contribute to the national defense and welfare in a practical and efficient manner. The activities of the various state councils of national defense are many and varied, but chiefly they are the unofficial bodies for performing the work of war in their respective states. They have formed Home Guards to take the place of the militia drafted into federal service. They have added their strength to the movement for stimulating and conserving our supply of food and other necessities; they have coordinated the work of innumerable aid and relief societies; they have extended aid to aliens, helped the recruiting and Liberty Loan campaigns, and tackled the problems of labor supply and industrial mediation; but each council has its own special needs to meet and its own plan of attack. As has been pointed out, the conditions that the Territorial Council of Defense will find in Alaska are such as are not met with elsewhere, but which must be solved in a practical way wherever possible.

Opportunities for service will appear from time to time which are not now dreamed of. The casualty lists from across the seas have already begun to arrive and all the people of this nation are being at last aroused to the importance of the battle that our country is waging to make the world safe for democracy and democracy safe for the world.

We all can aid in bringing about this result. There must be no looking backward. Let us forget all political partisanism for the time being, remembering only that we are expected at all times to do our best and meet and solve every problem as it arises, to the end that our work in the cause of liberty, humanity and freedom shall not be in vain.

In naming the Alaska Territorial Council of Defense, I have endeavored to make it as representative as possible, keenly realizing that in order to make its work effective to any extent, there must be brought to it intelligence, loyalty and a desire to serve. For this purpose, the members of the Council in Juneau will be considered, for the time being at least, or until some further central organization is perfected as the Executive Council for the entire Territory, and the Executive Council will be instructed to communicate with the members of the Council elsewhere throughout the Territory as soon as practicable.

In conclusion, it is expected that all those persons named as members of this Council will accept membership therein and cooperate as fully as possible with the aims and objects for which it has been created.

Following are the members appointed for the towns in the Third Judicial Division of Alaska:

Anchorage District—Felix Brown, F. B. Cannon, Leopold David, Thomas Dwyer, Wm. C. Edes, R. L. Hatcher, Chas. E. Herron, Milo Kelly, Ray C. Larson, A. E. Lathrop, Major F. Mears, J. C. Murphy, Thomas C. Price, A. A. Shonbeck, L. Frank Shaw, J. H. Smith, Julius Thompson, J. L. Waller.

Cordova—A. J. Adams, M. Brock, R. E. Capers, Dr. W. H. Chase, Caleb Corser, Dr. W. W. Council, George Dooley, Geo. C. Hazelet, E. F. Medley, H. I. O'Neill, H. A. Slater, H. G. Steel, M. J. Sullivan.

Katalla—Addison J. Davis, Falcon Joslin, P. L. Peterson, Chas. Veidt, D. H. White, Chas. Willoughby.

McCarthy—F. H. Foster, W. R. Faddis, M. V. Lattin.

Seward—F. L. Ballaine, G. Borgen, T. W. Hawkins, Samuel McDonald, John Noon, L. V. Ray, W. M. Sauers, W. H. Whittlesey, Geo. Sexton.

Valdez—M. Blum, Chas. M. Day, S. A. Hemple, Ray Millard, Geo. J. Love, James Patterson, J. C. Martin, H. B. Selby.

CONTRACT SETTLEMENTS.

The total amount paid to contractors by the Anchorage Disbursing Office during the period December 15 to December 21 was $5435.14, as follows:

Frank E. Lee & Co.	$ 264.16
C. M. Murphy	886.71
A. L. Adair	4150.28
Pioneer Laundry Co.	13.98
Ivor Olson	120.01

Inquiry is made for the present address of Joseph Ammon Fullmer, who was employed last season as section man and laborer at Anchorage. His father is anxious to hear from him.

OFFICIAL CIRCULARS.

Anchorage Division.

APPOINTMENT.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, Dec. 24, 1917.

Circular No. 282:

TO ALL CONCERNED:

Effective January 1, 1918, Mr. Fred T. Mumma is appointed Superintendent Telegraph and Telephone, succeeding Mr. Herbert Gaytes, resigned.

F. MEARS, Commissioner.

CARD PASSES FOR EMPLOYEES.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, Dec. 24, 1917.

Transportation Circular No. 116:

TO HEADS OF DEPARTMENTS:

Heads of Departments are requested to furnish this office at the earliest possible date with a list of the names of employees in their Departments to whom they desire card passes for the year 1918 to be issued.

Card passes should be requested for those employees only whose official duties require them to make frequent trips over the lines of the Commission.

In addition to furnishing the name of the employee, his occupation, the points between which transportation is desired, and the date of expiration of pass should be shown.

F. MEARS, Commissioner.

ANNUAL PASSES EXTENDED.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, Dec. 24, 1917.

Transportation Circular No. 117:

TO ALL CONCERNED:

Annual passes for 1917 are extended to and including January 15, 1918.

F. MEARS, Commissioner.

MINIMUM COAL CAR WEIGHTS.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, Dec. 24, 1917.

Transportation Circular No. 118:

TO ALL CONCERNED:

The following minimum weights will apply on cars listed below, when loaded with coal:

Gondolas, Nos. 707 to 746, 50,000 pounds.
Hart Convertibles, Nos. 1401 to 1430, 50,000 pounds.
Dump Cars, Nos. 501 to 584, 18,000 pounds.
Gondolas, Nos. 1201 to 1213, 80,000 pounds.

The above mentioned minimum weights will be contained in the new equipment register, now being printed.

F. MEARS, Commissioner.

INSTRUCTIONS TO CONDUCTORS.

Department of the Interior,
Alaskan Engineering Commission,
Anchorage, Alaska, December 19, 1917.

Trainmaster's Bulletin (No. 53):

TO ALL CONDUCTORS:

In honoring trip passes which are issued for more than one person, and the total number of persons indicated do not travel on the pass, kindly indicate on the reverse side of the pass "Honored for ..... persons," providing this amount is less than the number called for.

J. T. CUNNINGHAM, Trainmaster.

CONDUCTORS' TONNAGE REPORT.

Department of the Interior,
Alaskan Engineering Commission.
Anchorage, Alaska, December 19, 1917.

Trainmaster's Bulletin (No. 54):

TO ALL CONCERNED:

Effective January 1, 1918, it will be necessary for all conductors to furnish tonnage report in the blank spaces provided therefor on the wheel report, showing the weight of the car and contents, using waybill weight for contents and stencilled weight for light weight of the car. Where stencilled weights are not shown on the car the following tare weights will be used:

Refrigerators	51800	Western and Oliver Dumps	27000
Side Board Flats	32200	Stock	44000
400 and 900 Class Flats	33200	Roger Ballast	32000
700 Class Flats	27600	Caboose	34000
Gondolas	45200	Outfit Cars	44600
Box	36400	Coaches	88000
		Water	68000

In reporting weights they should be shown in hundreds of pounds (not tons). Drop less than 50 pounds and count 50 pounds and over, 100 pounds.

The weight of each car used as a "peddle car" will be assumed to be 10,000 pounds, while the car is in such service.

Two thousand pounds will be allowed for contents or inside equipment of outfit or boarding cars.

Where charges for transportation of livestock is based on a fixed rate per car the following weights for the load will be used:

Cattle, 24,000 pounds; Horses and Mules, 20,000 pounds.

Upon the completion of each trip conductors will insert on Form 213, following Item "K," the number of loaded cars moved and the number of empty cars moved on the trip for which their delay report is made to cover.

J. T. CUNNINGHAM, Trainmaster.

MATANUSKA COAL.

Coal from the Chickaloon mine, in the Matanuska field, has reached Seattle and will be made the subject of exhaustive tests at the University of Washington, says a recent issue of the Seattle Post-Intelligencer. The Chickaloon field contains Matanuska's best, a quality of steam coal equal to the Pocahontas grade, which has been long shipped from the Atlantic Coast for the use of naval vessels on the Pacific.

No commercial mine has been developed in this field, though leases have been made to private parties, who will undertake to get this coal to the coal market next summer. One company, the Matanuska Coal Company, will operate on leasings comprising 1,440 acres. Machinery and equipment have been ordered, and preliminary operations will commence when this material arrives. Doubtless two or three companies will be operating in the Chickaloon field by midsummer of next year.

What influence this high-grade Alaska coal will have on the Pacific Coast markets is conjectural. It is claim-

ed for it that it is of a higher quality than other coast coals, and if sold at even the same price might displace an equal amount of Washington coal. Barge line transportation from Anchorage to the coast ports may be procured at low cost, though the cost of labor and of operation will be greater in Alaska than at Washington mines. The Government's mining operations will be confined to the production of coal for Government needs. Marketed coal will be that mined by private companies, and present prospects indicate that the price in Seattle will be at least that asked for local coal.

Alaska will receive the greatest initial benefit from the Matanuska fields. Coal has been imported largely from British Columbia, and has cost from $12 to $14 per ton. After this winter Alaska consumers will be able to fill their bins at from $5 to $6 per ton, with the best grades, and the Nenana lignite will be marketed at even lower prices. Cheap coal will encourage winter gold mining, gold and copper production, and stimulate the general business of the territory.

PERSONAL.

H. M. Hamill, commercial freight agent, returned to Anchorage Thursday afternoon after several days in Seward on business.

* * * *

Carl W. Moot, foreman of the Telegraph and Telephone Department, has left the service to join the Aviation Corps of the Army.

* * * *

W. F. Kubach returned from Seward on Thursday, accompanied by Mrs. Kubach, who has been visiting in Seattle for several months.

* * * *

Ralph L. Kuney, assistant engineer at Talkeetna during last season, has gone to Seattle, where he will remain until construction opens next spring.

* * * *

U. G. Donston, formerly assistant to the surgeon at Matanuska, has been appointed to a lieutenancy in the medical supply corps at Camp Fremont, California.

* * * *

Edwin L. Werner, timekeeper at the Anchorage dock, leaves on Saturday for his home at Everett, Washington. He will make application to join the Navy after a short visit with his parents.

* * * *

Lieutenant L. R. Moses, formerly dispatcher at Anchorage, has been ordered to report from Monterey, California, to Camp Sherman, Ohio, to the 319th Field Signal Battalion, 83rd Division, U. S. Signal Corps.

* * * *

Lieutenant George L. Beaumont, formerly employed as clerk in the Anchorage Telegraph and Telephone Department, has been transferred from Monterey, Cal., to Camp Devers, Ayer, Mass., having been assigned to the 317th Field Signal Battalion of the 76th Division, U. S. Signal Corps.

Proposals will be received until 2.00 p. m. December 31, 1917, for the laundering of various articles for the Commission hospital, offices, boats, etc., for the period January 1 to December 31, 1918. Further information can be obtained from this office.

F. MEARS, Commissioner.

FOOD ADMINISTRATOR HOOVER ANSWERS CRITICISMS OF SPRECKLES.

Recently President Spreckles, of the Federal Sugar Refining Company of California, made certain statements derogatory to the manner in which the Food Administration was handling the sugar supply of the country. One of the statements attributed to Mr. Spreckles was that the reduction in the price of sugar in the United States had caused a considerable volume of the product to be shipped to Canada, where higher prices could be obtained, thereby furnishing one of the real reasons why sugar was scarce and high in this country.

To offset any impression that might have been created by Mr. Spreckles' statements insinuating that the Food Administration has been stopping the source of supplies, Mr. Herbert Hoover has caused an explanatory telegram to be sent to the food administrators of the various States and Territories. Following is a copy of the message transmitted by Mr. Royal A. Gunnison of Juneau, Federal Food Administrator for Alaska, to Mr. Andrew Christensen of Anchorage, for general publication:

"The following telegram, dated December 16, has been received from Mr. Herbert Hoover, United States Food Administrator. Please give all possible publicity:

" 'Anything I have to say to Mr. Spreckles' statements will be said in due time to the committee. It requires no proof from me to establish that Mr. Spreckles, a leading sugar refiner, is sore at the Food Administration and would like to see it destroyed. Mr. Spreckles' balance sheet will not look as good next year as last, for refiners' profits have been regulated, hence he has reason to feel badly.

" There are other citizens who feel the same way and no doubt can entertain the public by assaulting the Food Administration. The vast majority of the men and women of our business community and of our farmers are sacrificing war profits daily to the Nation's necessities without complaint. We have had two months of partial sugar shortage, October and November, and will have a shortage in December before relief from the new crop. Americans have had 50,000 tons of sugar in these two months. This is 75 per cent of their normal supplies in each month and if cars are available they will have 70 per cent in December.

" 'The car shortage has been most acute in the Northeast, 200 cars today being blocked from that region. This 70 per cent is twice the French ration. In the meantime we have given France a good part of the 30 per cent and are proud of it. We have agreed to draw 10,000 tons for our friends in Canada. I have yet to meet an American who would have it otherwise. As to the Food Administration stopping the source of supplies, the fact that all available supplies have been brought here that ships and cars could bring, and that if it has already been eaten is sufficient answer. If Mr. Spreckles will tell us where there is any sugar today that ships can be obtained to carry or cars can be obtained to deliver, it will be delivered at once with the same resolution that we have requisitioned or distributed over 60 million pounds of embargoed sugar since October 1. In the meantime the 900,000 tons of sugar in Java is as remote as cheese out of the moon, unless we wish to take bread ships from our own soldiers and the allies to provide ourselves with candy.' "

Contribute to the Red Cross War Fund.

DEPARTMENT OF THE INTERIOR.

Alaskan Engineering Commission.

Anchorage, Alaska, December 21, 1917.

TRANSPORTATION CIRCULAR NO. 115.

(Supersedes Transportation Circular No. 112, dated November 27, 1917.)

Effective 12.01 a. m. Tuesday, January 1, 1918, trains will be operated on the following schedules:

Northbound — MAIN LINE—Mile 91 to Anchorage — Southbound

Capacity of passing sidings in car lengths and location of scales, fuel, water, turning and telephone stations.		SECOND CLASS Mixed Leave Mon., Wed. Fri.	FIRST CLASS	Distance from Mile 91.	TRANSPORTATION CIRCULAR NO. 115. January 1, 1918. STATIONS	Distance from Anchorage.	FIRST CLASS	SECOND CLASS Mixed Arrive Mon., Wed. Fri.
6	P	12.45 PM		0.0	DR MILE 91	23.9		s 11.45 AM
					3.0			
24	P	s 1.15		3.0	RAINBOW	20.9		s 11.15
					7.1			
50	WP	s 2.00		10.1	POTTER	13.8		s 10.30
					8.7			
54	P	f 2.45		18.8	CAMPBELL	5.1		f 9.45
					5.1			
25	OFWYP	s 3.00 PM		23.9	DNR ANCHORAGE	0.0		9.30 AM
		Arrive Mon., Wed. Fri.			(23.9)			Leave Mon., Wed. Fri.
		(2.15)			.....Time over district.....			(2.15)
		10.62			.....Average speed per hour.....			10.62

Northbound — MAIN LINE—Anchorage to Montana — Southbound

Capacity of passing sidings in car lengths and location of scales, fuel, water, turning and telephone stations.		SECOND CLASS Mixed Leave Tue., Thur.	SECOND CLASS Mixed Leave Mon., Wed., Fri.	FIRST CLASS	Distance from Anchorage.	TRANSPORTATION CIRCULAR NO. 115. January 1, 1918. STATIONS	Distance from Montana.	FIRST CLASS	SECOND CLASS Mixed Arrive Wed., Fri.	SECOND CLASS Mixed Arrive Tue., Thur., Sat.
25	OFWYP	9.00 AM	9.00 AM		0.0	DNR ANCHORAGE	94.9		s 11:40 AM	s 2.30 PM
						4.7				
51	P	f 9.36	f 9.36		4.7	WHITNEY	90.2		f 11.26	f 2.00
						7.5				
51	P	f 9.59	f 9.59		12.2	KUNEY	82.7		f 11.03	f 1.38
						9.5				
51	WP	s 10.35	s 10.35		21.7	D BIRCHWOOD	73.2		s 10.35	s 1.10
						5.8				
56	P	f 10.58 AM	f 10.58		27.5	EKLUTNA	67.4		f 9.56	f 12.41
						8.8				
33	WYP	s 12.05 PM	s 11.25 AM		36.3	DR MATANUSKA	58.6		s 9.30	12.15 PM
						9.2				
50	P	s 12.42			45.5	D WASILLA	49.4		s 8.30	
						6.6				
35	WP	f 1.09			52.1	PITTMAN	42.8		f 8.04	
						8.4				
36	YP	s 1.45 PM			60.5	DR HOUSTON	34.4		7.30 AM	
						6.4				
27					66.9	NANCY	28.0			
						4.3				
36					71.2	WILLOW	23.7			
						8.3				
40					79.5	KASHWITNA	15.4			
						8.4				
36					87.9	CASWELL	7.0			
						7.0				
36					94.9	MONTANA	0.0			
		Arrive Tue., Thur.	Arrive Mon., Wed., Fri.			(94.9)			Leave Wed., Fri.	Leave Tue., Thur., Sat.
		(4.45)	(2.25)			.....Time over district.....			(4.10)	(2.15)
		12.21	15.02			.....Average speed per hour.....			14.52	16.13

Northbound trains will stop at road crossing Terminal Yard, Anchorage, to receive passengers.

Northbound — MATANUSKA BRANCH—Matanuska to Chickaloon. — Southbound

TRANSPORTATION CIRCULAR NO. 115.
January 1, 1918.

Capacity of passing sidings in car lengths and location of scales, fuel, water, turning and telephone stations.		SECOND CLASS Mixed Leave Mon., Wed., Fri.	FIRST CLASS	Distance from Anchorage	STATIONS	Distance from Chickaloon	FIRST CLASS	SECOND CLASS Mixed Arrive Tue., Thur., Sat.
33	WYP	12.05 PM		36.3	DR MATANUSKA	37.7		s 11.40 AM
					6.6			
51	P	s 12.30		42.9	PALMER	31.1		s 11.10
					6.4			
51	WP	s 1.02		49.3	D MOOSE CREEK	24.7		s 10.44
					5.9			
38	P	s 1.25 3.25		55.2	SUTTON	18.8		10.15 s 8.28
					3.5			
49	P	f 3.38		58.7	GRANITE	15.3		f 8.18
					1.8			
	P	f 3.46		60.5	KING	13.5		f 8.13
					5.6			
37	P	f 4.08		66.1	CASTLE	7.9		f 7.56
					7.9			
29	FWYP	s 4.45 PM		74.0	DR CHICKALOON	0.0		7.30 AM
		Arrive Mon., Wed., Fri.			(37.7)			Leave Tue., Thur., Sat.
		(4.40)			Time over district			(4.10)
		7.57			Average speed per hour			9.05

Northbound — ESKA BRANCH—Sutton to Eska. — Southbound

TRANSPORTATION CIRCULAR NO. 115.
January 1, 1918.

Capacity of passing sidings in car lengths and location of scales, fuel, water, turning and telephone stations.		SECOND CLASS Freight Leave Tue., Thur., Sat.	SECOND CLASS Freight Leave Mon., Wed., Fri.	FIRST CLASS	Distance from Anchorage	STATIONS	Distance from Eska	FIRST CLASS	SECOND CLASS Freight Arrive Mon., Wed., Fri.	SECOND CLASS Freight Arrive Tue., Thur., Sat.
38	P	8.35 AM	1.30 PM		55.2	SUTTON	2.7		s 3.20 PM	s 10.10 AM
						2.7				
6	PP	s 9.05 AM	s 2.00 PM		57.9	ESKA	0.0		2.50 PM	9.40 AM
		Arrive Tue., Thur., Sat.	Arrive Mon., Wed., Fri.			(2.7)			Leave Mon., Wed., Fri.	Leave Tue., Thur., Sat.
		(0.30)	(0.30)			Time over district			(0.30)	(0.30)
		5.40	5.40			Average speed per hour			5.40	5.40

SPECIAL INSTRUCTIONS.

STANDARD CLOCKS
Anchorage (Train Dispatcher's Office)

WATCH INSPECTOR
B. C. Nichols ..... Anchorage

BULLETIN BOARDS.
Anchorage (Train Dispatcher's Office)
Matanuska Houston Chickaloon

YARDS
Yards are established at the following stations:
Anchorage Moose Creek
Matanuska Houston Chickaloon

MAIN TRACK LINE UP AT JUNCTIONS.
Junction switch at Matanuska set and locked for Matanuska Branch.
Junction switch at Sutton set and locked for passing track at Sutton.

ANCHORAGE.
Main line switch at south end Anchorage Yard set for dock track.

ESKA.
North switch Eska set and locked for house track.
Cars left at Eska other than at coal tipple must be set on house track and north of derail.

DERAIL SWITCHES.
Derail switches are located as follows and must be kept in derail position when not in use.

Eska Branch.
1045 feet North of Junction switch at Sutton.
225 feet South of the South switch at Eska.
210 feet North of South switch on House track at Eska.

AIR BRAKES.
Conductors will be responsible for the proper handling of retainers by Brakemen.
Pressure retaining valves will be used on all trains between Eska and Sutton.
Trainmen will be particular to know that air is cut in on all cars picked up and know that all good order brakes are cut into the train line. Hand brakes must also be used and set on all cars before leaving Emery and must not be released until after train has stopped at Eska.

SPEED RESTRICTIONS.
Maximum speed of any train at any point must not exceed 25 miles per hour.

Trains must reduce speed as follows:	Speed per hour.
Mile 91 to Potter	10
Potter to Campbell	15
Over Eagle River Bridge M. P. 127.6	10
M. P. 131 to M. P. 131.5	15
M. P. 133 to M. P. 133.5	15
Birchwood to M. P. 139	20
M. P. 139 to M. P. 140	10
M. P. 143 to M. P. 145.5	20
Over Knik River Bridge M. P. 146.5	20
Over Matanuska River Bridge M. P. 148.4	20
Around 12 degree curve M. P. 154	15
Wasilla to Houston	20
Houston to Montana	8
M P. 36 Matanuska Branch to Chickaloon	10
Sutton to Eska	8

Between M. P. 8 and M. P. 16 and between Granite and Chickaloon on Matanuska Branch sharp lookout must be kept for falling rocks.

Trains consisting of more than 20 cars will cut off engine to take water and will also cut off way cars before spotting.

The above schedules are not in effect as time card authorizing the movement of trains, and all trains will continue to run extra as heretofore. However, for the information and guidance of all concerned, the trains covered by this schedule will not leave any station at which time is shown ahead of the designated time.

F. MEARS, Commissioner.

Anchorage Division Notes.

Camps are being maintained by the Commission at Miles 174 and 187 for the benefit of travelers between the train terminus and the construction territory north of that point. Commission employees only are furnished meals at Camp 174. At Camp 187 both employees and non-employees are accommodated with meals and lodging. Bunks are free to employees and meals 50 cents each, where tickets are not used. Non-employees are charged 75 cents for each meal and for lodging.

The extreme cold weather of the last week has not impeded construction progress along Turnagain Arm to any notable extent. The contract work between Miles 84 and 86 is about 60 per cent completed. Tabaloff & Co., grading contractors at Mile 87, will finish within two weeks, and Steve Leakos & Co. and the Commission grading force at Mile 89 will complete their respective assignments within the same period.

A party of 45 employees of the Talkeetna District arrived in Anchorage on Wednesday's train. Included among the number were about 20 tie cutters who have been working for contractors near Camp 201. These latter, for the most part, came to town to spend the holidays; the others will leave for Seattle to spend the winter.

Two Christmas trees, one for each ward floor, were provided for the thirty patients at Anchorage Hospital on Monday evening. In addition to the distribution of presents for the patients and hospital staff, a musical program was rendered by local talent.

Eighteen section crews comprise the winter track maintenance force of the lines within Anchorage Division. The crews consist of from one to three men, with the exception of that at headquarters which numbers ten men at present.

In keeping with the national policy of conserving food in war time, the Alaskan Engineering Commission will make a special effort to eliminate waste of all kinds at the mess houses at construction terminals and camps.

The Commission is installing a restaurant for the serving of light lunches in the Social Hall at Anchorage. The service will be a la carte. It is planned to have the restaurant open before January 1.

The sawmill at Mile 88, Turnagain Arm, is getting out bridge ties, bridge caps, mill run material and a few stringers. The mill is cutting from 8,000 to 10,000 feet per day.

Two meals only will be served at the Anchorage mess hall on Christmas and New Year's. Breakfast will be served between 8 and 9 a. m., and dinner at 3:30 p. m.

The camp at Potter Creek has been abandoned. A team camp has been established at the end of steel, Camp 91, and all four-horse road teams will be stationed there.

The coal shipments from the Commission's mine at Eska for the week ending December 15 aggregated 482.45 tons. The mine at Chickaloon shipped 114.41 tons.

The commission force at Mile 91 will finish the rip-rap work at that point about December 25.

The new office building at the Chickaloon mine has been completed and is now occupied.

The steamer Admiral Evans was due to arrive at Seward at midnight last night.

Seward Division Notes.

There were 517 employees on the rolls at the close of the week ending December 22, classified as follows: Headquarters office, 13; engineering, 20; shop and yards, 44; stores and dock, 21; track, grade and ballast, 116; bridge and building, 15; telegraph and telephone, 8; stationmen, 253; stationmen's hired laborers, 27.

The grading of the section between Miles 77 and 80 progressed satisfactorily, as did the dyke construction at Spencer Glacier. The decking of the Virgin creek bridge continued. Five station gangs began opening cuts on the reconstruction work from Mile Post 66 to Mile Post 71.

A crew of 15 men are maintaining track between Mile Posts 45 and 56 despite the low temperature. Ice forming in Tunnels Nos. 1 and 3 necessitated its removal by means of dump cars daily. No delays to the traffic of trains have occurred.

The total disbursements of the office at Seward for the period December 15 to December 21 were $2808.30. The payment of salaries and wages amounted to $1473.04; local purchases $54.90; other expenditures $1280.36.

The regular train schedule of three trains a week, on Tuesday, Thursday and Saturday, has been successfully maintained between Seward and Kern Creek.

The contractors between Miles 40 and 45 made fair progress despite the cold weather, which ranged from 20 to 30 below zero.

Nine cars of timbers were delivered at the site of the snowshed to be built early next spring at Mile 53½.

C. H. Bailey & Co. have completed their grading contract between Stations 1252 and 1264.

Severe weather delayed the construction of the new machine shop and engine house.

Fred Johnson & Co. were awarded a grading contract between Stations 3600 and 3620.

Thirty fender piles were driven in the Seward dock during the week.

COAL COMPANY CHANGES NAME.

Manager Walter A. Gompertz makes public announcement that the name of the "Matanuska Coal Company," under which his concern has been operating, has been changed to the "Chickaloon Coal Company," to avoid confusion with another company mining under the same name in the local field.