

# ALASKA RAILROAD RECORD



VOL. IV. ANCHORAGE, ALASKA, TUESDAY, JANUARY 6, 1920.

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.

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

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

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### BIG RUSH FROM STATES TO ALASKA EXPECTED IN THE SPRING.

For more than twenty years the trend of travel from September 15 to February 15 has been from Alaska to the outside, while this winter the order is reversed and at this time there is a heavier passenger traffic from the outside to Alaska than the other way and the present indications point to the largest movement northward next spring that has been witnessed since the boom days several years ago, according to the Bi-monthly Bulletin, which is published by the Alaska Bureau of Publicity, with headquarters at Juneau.

Regarding the spring rush to Alaska the Bulletin says:

"There is a reason for this condition and it lies in the fact that Alaska is coming back and coming strong. Thousands of Alaskans have gone outside within the past three years and they have not found the smooth "sledding" they hoped for. The flowery beds of ease they expected to find there proved mythical. Valiantly they have endeavored to turn deaf ears to the call of the north, but the call has been so insistent that many are heeding it and that accounts for the present increase in northbound travel. All the old-timers know just what they can do in Alaska and just what Alaska will do for them. They know that the same efforts expended here will yield larger and more satisfactory returns than if expended in the States and, besides, the lure of the north is in their systems and they just naturally yearn to get back. Not only are the old-time Alaskans returning but at no time within nearly a score of years have so many new people been interested in this country as at present. Farmers, mechanics, labor-

ers, professional men and women, stenographers and school teachers of both sexes, clerks and bookkeepers by the hundreds, nurses, housekeepers, cooks—in fact, representatives of all callings and avocations in life—are crowding the mails with letters requesting information concerning Alaska. And Alaska can and will provide for many of them. She has the resources and population is her greatest need."

### MINERAL RESOURCES OF ALASKA ARE SUBJECT OF DETAILED REPORT.

The annual report on mineral resources and production in Alaska for 1919 is now in preparation under the direction of Alfred H. Brooks, of the United States Geological Survey, Department of the Interior. Some of the important features of this report relating to mining development of the mineral production of Alaska can not be collected within less than three or four months after the close of the year, but meanwhile it appears advisable to give prompt publication to preliminary estimates, which are believed to be within 5 per cent of the actual figures.

The winning of some \$20,000 worth of gold from placer mines near Juneau in 1880 marked the beginning of the great mining industry of Alaska, the value of whose total product up to the close of 1919 is \$437,400,000. Alaska's developed mineral deposits are chiefly gold and copper. Hence, her mining industry in 1919 was subject to the same depression that affected gold and copper mining throughout the world. This fact explains in large measure why the value of Alaska's mineral output in 1919 is only about \$18,850,000, while that of 1918 was \$28,254,000.

Alaska's mineral output in 1919 is the smallest made in any year since 1910, and its value is less than half that of the output in 1916 (\$48,600,000). The abnormal production in 1916, chiefly that of three large mines, was due to the high price of copper during the war, which greatly stimulated copper mining. With the fall in price of copper the Alaska copper industry reverted to more normal pre-war conditions. Meanwhile the world-wide depression in gold mining consequent upon high operating costs brought on by the war has seriously crippled the other important Alaska mining industry. As a consequence, the value of the annual output of gold from Alaska declined from \$16,700,000 in 1916 to \$9,000,000 in 1919. The Alaska gold-mining industry is particularly sensitive to present conditions because many of the enterprises were not on a very sound economic basis. Gold

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

production has been kept up for many years by the exploitation of bonanza placers rather than by the systematic development of large deposits of lower grade. The mining of placer gold has been carried on as a gamble rather than a business venture. As the purchasing power of their product was reduced many gold-mining operators have been attracted to other fields, such as oil drilling in the States, in which the chances of large speculative profits were greater than in placer mining. It is especially unfortunate that the only large gold-mining ventures in Alaska were the lode mines near Juneau, where the margin of profit was so small that the increased cost of operations due to the war have imperiled the success of the undertakings.

Alaska still contains large reserves of gold-bearing gravels that can be mined profitably when transportation conditions are improved. No one can foretell whether any more bonanza camps will be found, and therefore the only certain future lies in the development of deposits of lower grade. Therefore the most important event of the year for the future of mining in Alaska was the continuation of the work on the Government railroad and the assurance by congressional action of the money needed to complete the line. It is now certain that in three years there will be a standard-gauge railway connecting tidewater on the Pacific with Fairbanks and navigable waters on the Yukon. To give its full benefit to the mining industry, however, the Alaska Railroad must be connected with mining centers by good wagon roads.

Except for the railroad construction during the year the transportation conditions in Alaska have been worse in 1919 than in any previous year. The coastal steamboat service has been unable to meet the demand for freight and passenger transportation, and the river steamer service on the Yukon and its tributaries has been worse than ever. These conditions have tended to discourage those who were planning new ventures.

Gold .....	\$9,000,000
Copper .....	8,500,000
Silver .....	650,000
Coal .....	350,000
Lead .....	100,000
Tin .....	50,000
Platinum, palladium, quicksilver, petroleum, marble and gypsum .....	200,000
<b>Total .....</b>	<b>\$18,850,000</b>

#### Placer Mining.

During the years of mining Alaska has produced gold to the value of \$311,000,000 and \$218,000,000 of this amount is to be credited to her placer mines. In the following table a comparison is made between the placer mining industry in 1919 and in 1918:

#### Alaska Placer Mining in 1918 and 1919.

	Summer		Winter		Value of output
	Mines	Miners	Mines	Miners	
1919 .....	420	2100	65	275	\$4,790,000
1918 .....	574	3000	153	613	5,900,000
Decrease in					
1919 .....	154	900	88	342	\$1,110,000

A most unfortunate effect of the decline in gold, especially in placer mining, is the discouragement of the prospector. Though many prospectors devote their attention to the search for copper and other minerals, they

as a class are held to their vocation by the hope of finding rich placers which they can develop by individual effort. The loss of 900 men to the placer-mining industry, as shown by the above table, means the loss of an equal number of at least potential prospectors. Many prospectors have been drawn away from Alaska by the high wages and good business opportunities which war conditions have created in the States. It is, indeed, no longer necessary to go to Alaska to obtain high wages. As a consequence probably half, possibly three quarters of the pre-war Alaska prospectors have sought other fields.

Gold dredging continues to hold an important place in Alaska placer mining. In 1919 there were 28 dredges in operation for the whole or part of the season and they produced gold to the value of about \$1,100,000, compared with an output of \$1,425,000 worth of gold by 28 dredges in 1918. Two of these dredges were operated in 1919 in the Fairbanks district two in the Iditarod district, one in the Birch Creek district of the Yukon basin, one in the Georgetown district of the Kuskokwim basin, and the rest on Seward Peninsula. One of the Fairbanks dredges and the Kuskokwim dredge were first operated in 1919 and had successful seasons, showing that dredging can be profitable even under present adverse conditions. This fact and the successful gold dredging in Seward Peninsula during the last fifteen years proves that this type of mining has an important future in Alaska. In nearly every placer-mining district of Alaska there are large areas underlain by auriferous gravels which justify exhaustive prospecting for the purpose of finding dredging ground. The successful use of cold-water thawing in connection with dredging enterprises should give a further stimulus to this form of mining.

The Yukon placer camps are the most isolated of the important Alaskan mining districts and are therefore the places where the cost of mining is highest, so that they are the most sensitive to present economic conditions. This fact is reflected in the comparison of their gold output for 1919 and 1918, made in the subjoined table. Fortunately the loss at the Yukon camps was in part offset by a somewhat greater production of gold at the placer mines on Seward Peninsula.

#### Estimated Value of Placer Gold Output of Yukon Districts,

	1918	1919
Fairbanks .....	\$ 800,000	\$ 770,000
Iditarod .....	1,240,000	725,000
Tolovana .....	875,000	525,000
Ruby .....	400,000	150,000
Circle (Birch Creek) .....	175,000	115,000
Hot Springs .....	150,000	105,000
Koyukuk .....	150,000	100,000
Marshall .....	150,000	100,000
Innoko .....	120,000	60,000
Fortymile .....	75,000	40,000
All others .....	129,000	140,000
	<b>\$4,264,000</b>	<b>\$2,830,000</b>

The placer gold output of the Fairbanks district was produced by about 36 summer mines employing 360 men, and about 20 winter mines, employing 80 men. Drift mining is on the wane at Fairbanks, for in 1918 there were over 40 deep mines and in 1919 there were only 28. As only the deep mines can be operated in the winter, this condition has resulted in a great curtailment of winter operations and has made the labor problem more serious, for it is impossible to have a permanent mining popula-

tion where employment is assured only for the summer. The conditions here, however, are improved now that the camp can be assured of fuel at reasonable cost from the Nenana coal field. The best immediate prospects for the revival of placer mining at Fairbanks is that of exploiting the large reserves of auriferous gravel that can be mined by dredges and steam scrapers. This gravel will be mined by the use of Nenana coal after the general conditions are improved by the establishment of direct rail connection with the coast.

#### Gold Lode Mining.

Eighteen gold-lode mines were operated in Alaska in 1919 and produced gold worth about \$4,100,000. Twenty-five mines were operated in 1918 and produced gold worth \$3,473,000. The increase in 1919 came from the three mines at Juneau, but does not assure the continued prosperity of the lode-mining industry, for these mines at Juneau are working on too small a margin between the value of gold recovered and the cost of operation to make it certain that they will be able to pay the continued increasing expense of mining. The only other large gold-lode mine in Alaska is in the Sitka district, where operations in 1919 were, so far as known, on about the same scale as in 1918.

The most important event of the year bearing on lode mining in Alaska was the development of some large ore bodies in the Stewart River basin of Portland Canal, which marks the southeastern boundary of the Territory. So far as known, the only properties developed sufficiently to prove the value of these bodies are on the Canadian side of the International Boundary, but close to it. The same geologic conditions occur on the Alaska side of the boundary, where metalliferous lodes have long been known to occur and where many claims have been staked. The natural seaboard outlet for the Canadian as well as the American properties in the Stewart River basin is the town of Hyder, on the Alaska side of Portland Canal. The lodes of this district, so far as known, consist of (1) disseminated deposits in fracture zones, and (2) vein filling in well-defined fissures. Excitement has recently been caused by the finding of auriferous lodes carrying high values in silver. Galena, tetrahedrite (gray copper ore), pyragyrite (ruby silver), and native silver, are said to occur in these ores. There is reason to believe that similar deposits may occur in the Alaska part of the Stewart River basin.

The small lode operations in 1919, several of them no more than prospects from which a little ore is being taken are distributed as follows: One each in the Ketchikan, Chitina, and Kenai peninsula districts; five in the Willow Creek district; and six in the Fairbanks district. The most active prospecting and development of gold lodes in 1919 was in the Willow Creek district, which lies adjacent to the railroad, where, however, no property has yet been opened up and equipped on a large scale. There is good reason to believe that lode mining in the Willow Creek district will make substantial gains in 1920. At Fairbanks lode mining and prospecting have almost ceased, the only operations being those of a few owners who continue a little development with the plan of blocking out ore to be mined when the railroad is completed. Incidental to this work a little ore is recovered and milled, and there are many small auriferous lodes in the Fairbanks district which can be profitably exploited when the economic conditions improve. The discovery of an auriferous lode, carrying also copper and silver, on Nixon Fork,

in the Georgetown district of the Kuskokwim, is reported. Some developments have been made on this lode and preparations are under way to mine enough of the ore for a mill test.

#### UNITED STATES SHIPPING BOARD MAKES ANNUAL REPORT TO NATIONAL CONGRESS.

The American flag has been restored to 41 of the world's great ocean trade routes, the Shipping Board records in its annual report to congress. Most of the ships are plying transatlantic and South American lanes, the report said, but some of them are in waters where the Stars and Stripes has not been seen on commercial vessels for more than a generation.

Distribution of the Government fleet of 1230 vessels, aggregating 6,791,080 tons, shows 236 vessels in the northern Europe trade. The transatlantic trade is next with 197 ships of 1,204,953 tons engaged in the food relief service and 176 ships with a tonnage of 1,175,614 were still in use by the Army on June 30 last.

Another 188 vessels were engaged in the South American trade; 73 plying to Brazil, 92 to La Plata and 23 to the West Coast of South America. Sixty vessels were making regular sailings to Southern European ports, 14 to Africa, six to India, 77 in the transpacific, 143 to the West Indies, and 44 in the coastwise and New England coal trade.

The total gross revenues for the year were approximately \$500,000,000 as compared with \$30,000,000 for 1918, but no comprehensive statement showing the profit or loss was available.

Expenditures totaled \$2,512,692,002, compared with \$770,694,057 for 1918, \$1,971,367,078 being for ship construction. Next heaviest was for inventory of materials amounting to \$177,734,648 and plant and property expenses were placed at \$167,786,559.

It cost \$62,065,935 to furnish adequate housing accommodations for the employees of 24 shipyards and one turbine plant, 8644 houses, 94 dormitories, three hotels, six boarding houses, 849 apartment houses, stores and other structures, having been built, the report said.

Loans to utility companies on housing projects aggregated over \$955,000.

When the armistice was signed the United States had become the leading shipbuilding nation of the world in tonnage capacity and rapidity of construction, the report said. During the second quarter of 1919, 48 per cent of the world tonnage under construction was in American yards, including 44½ per cent of the world's steel ship construction.

Vessels of 10,000, 12,500 and 15,000 deadweight tons classes will be the most efficient to meet modern trade requirements, the report said, and provision for steaming radius of 13,000 nautical miles has been made in new American ships. The program for the establishment of oil fuel stations calls for tank facilities at St. Thomas, Virgin Islands, Honolulu, Manila, Ponta Delgada, Azores, Bizerta, Tunis and Constantinople.

#### WAR SAVINGS STAMPS.

Start out the New Year by purchasing as many War Savings Stamps as your means will permit. Make it a point to put aside some part of each pay check. War Savings Stamps this month cost \$4.12. Every dollar used to buy War Savings Stamps works a benefit both to you and to Uncle Sam.



## WEEKLY FORCE REPORT.

Mile	Item of work	Purchas- ing	Sup- ply	D I V I S I O N						T'tl	
				Ac- count- ing.	Maint. & Op.	Southern Const' tion	Admin- istration	Northern Maint. & Op.	Const' tion		Admin- istration
	Shops, roundhouse and engine crew....							6	21		27
	Warehouse and yard .....		6						10		16
	Hospital .....							6	5	1	12
	Townsite .....							1		1	2
	Janitors and watchmen .....							13			13
	Power plant and linemen .....							7	3		10
	Mess .....							7			7
	Corral .....							5			5
	Contractors .....							18	18		36
415	Terminal .....							5			5
440	Engineers and storekeeper .....		1						3		4
415-444	Section men .....							22			22
	Contractors .....								7		7
449	Section men .....							3			3
	Contractors .....								30		30
459	Section men .....							9			9
	Carpenters .....								7		7
	Tanana Valley R. R.:										
	General, operation and maintenance .....			2				18		2	22
	Rehabilitation .....								11		11
	Contractors, wood and ties.....							4			4
	Totals .....	14	139	31	553	368	12	192	260	6	1576
	Increase or decrease (-) over last week....	0	8	3	-21	-51	0	-49	45	-2	-67

## RECAPITULATION

Division	Pay Roll	Contractors	Total
Purchasing .....	14		14
Supply .....	139		139
Accounting .....	31		31
Southern .....	878	55	933
Northern .....	299	160	459
Totals .....	1361	215	1576

## Division Notes.

Dan Leech, formerly assistant superintendent of construction of the Southern Division, departed last week for Nenana Canyon in the Northern Division, where he will supervise the heavy construction work to be done at this point.

Three hundred and two short tons of coal were mined at the Eska and Chickaloon coal mines and 122 persons were carried on the payrolls of the two mines, during the week ended December 27, according to the report of Sumner S. Smith, resident mining engineer, in charge of coal mining operations for the Alaskan Engineering Commission. The work at the Eska mine consisted in the continued driving of the Shaw West and the David East tunnels and at the Chickaloon mine in the continued driving of the Second West, the Second East and the No. 5 West tunnels.

An accumulation of frost, covering a belt of about 120 miles, caused considerable interruption to the telegraph and telephone service by breaking down wires and trees during the week ended December 27, according to the report of E. R. McFarland, superintendent of the telegraph and telephone department. This was an unusual condition and is the first time in the history of the de-

partment that the wires have given away before the weight of the frost alone. The switchboard at Kern Creek has been dismantled and is being overhauled with a view of re-installing it at Tunnel. A switching arrangement has been installed in the agent's office at Talkeetna, so that the local telephones there will not be connected with the main line circuits except when in actual use. The radio station located on the bench immediately north of the Anchorage terminal yards, was closed on December 22, for the remainder of the winter season.

## WAR SAVINGS STAMPS ARE POPULAR IN VIRGIN ISLANDS.

Uncle Sam's newest possession, the Virgin Islands, has taken most readily to American ideals, according to news received by the Savings Division of the Treasury Department. The small population of the islands consists largely of the foreign born, yet nearly \$2500 worth of War Savings Stamps has been sold there this year, the per capita purchases comparing most favorably with any of the states of the Union.

The purchases for the island up to the end of August this year averaged \$17.25 for each square mile of the territory purchased from Denmark in 1916. The sales were made through the postoffices of the Islands.

### INTERSTATE COMMERCE COMMISSION INVESTIGATES TRAIN ACCIDENTS.

Seventy-nine train accidents were investigated by the Interstate Commerce Commission during the year ended June 30, 1919, according to the report of the Commission's activities for this period of time. These accidents included 53 collisions, 25 derailments, and one which is classed as a miscellaneous accident. The collisions resulted in 261 deaths and 1083 injuries, the derailments resulted in 55 deaths and 231 injuries, while the one other accident resulted in 20 deaths and 12 injuries, a total of 336 persons killed and 1333 persons injured.

Of the 53 collisions investigated, 28 occurred on lines operated by some form of block signal system, 19 on lines operated by the time table and train order system; six were yard accidents.

Of the 28 collisions occurring on block signal roads, 18 occurred in automatic block signal territory, of which 12 were rear-end collisions, 5 were head-end collisions, and 1 was a side collision.

Eleven of the accidents occurring in automatic block signal territory were due, directly or in part, to the failure of enginemen properly to observe and obey signal indications; in some cases improper performance of duty by flagmen was a contributing cause. In one of the rear-end collisions the primary cause was the failure of a crew to wait a sufficient time after opening a side-track switch before passing out upon the main line. Two of the collisions investigated were caused by lack of proper maintenance of signals. In one of these cases a false clear signal was the primary cause of the accident, while in the other, which occurred on an interurban line, orders had been issued by the dispatcher for train crews to disregard automatic block signals, several of which were not in operative condition and had been out of order for some time. The crews of the trains involved in this accident overlooked a meeting point which was fixed by time table as well as train order. The other collisions which occurred in automatic block signal territory were due to miscellaneous causes.

Of the 10 collisions which occurred in nonautomatic block signal territory, four were rear-end and six were head-end collisions. One was due to improper flagging. In four collisions train orders were involved. In one case the engineman failed to stop and take siding as directed; in another case a train crew failed to obey a wait order; in the third case an operator made an error in copying a train order, and the crew accepted the order, which was incomplete and also contained an erasure and an alteration; and in the other case the operator failed to deliver an order. Two accidents were due to enginemen not operating their trains under proper control in occupied blocks, as required by signal indications; another was due to the failure of an engineman to observe and obey the stop signals of a flagman, another to a runaway due to cars being left on a grade without sufficient number of hand brakes being set, while another was due to a work train occupying the main track without protection.

The six yard accidents investigated consisted of one rear-end collision, four head-end collisions, and one side collision. The most serious of these was a head-end collision between a light-engine moving away from a roundhouse, and a heavily loaded employees' train. It occurred in a dense fog and was the result of both enginemen failing to take proper precautions in view of the prevailing weather conditions. Two of the accidents were the result

of the failure of yard crews to be properly protected while occupying the main track, one resulted from the failure of a switch-tender to hold a train until he knew that the main track was clear, while the other two resulted from the failure of enginemen to operate their trains within yard limits under proper control.

The 19 collisions investigated which occurred on lines operated by the time-table and train-order system consisted of five rear-end collisions, 12 head-end collisions, and two side collisions. All of the rear-end and side collisions were due to failure properly to protect trains by flag. Errors in transmitting, receiving, and fulfilling train orders were responsible for five of the 12 head-end collisions. Of the remaining seven head-end collisions, five were due to trains occupying the main track on the time of superior trains, one to running by meeting point on account of excessive speed, and the other to the failure of a dispatcher to provide a meeting point between two extra trains. Among the accidents due to occupying the main track on the time of a superior train was the most disastrous accident ever investigated by the commission; it resulted in 90 deaths and 180 injuries. A passenger train, inferior by direction, passed from double to single track and collided with the opposing superior train. No train register was maintained at the end of double track, and the conductor, who was busy collecting tickets, thought that a train which had been passed while on the double-track section was the opposing superior train. The engine crew were killed in the collision. Two of the other accidents due to occupying the main track on the time of a superior train were the result of improper identification of trains at meeting points.

### FACTS CONCERNING SALMON INDUSTRY GIVEN BY GOVERNOR OF ALASKA.

A material increase occurred both in quantity and value of products in the salmon industry of Alaska during the year 1918 according to the report of Thomas Riggs, jr., Governor of the Territory. The report in part follows:

"As in previous years, the value of the output was several times that of all other fishery products combined. In 1918, for the first time, salmon were taken commercially to a considerable extent in the Yukon River.

"The principal methods of taking salmon are by gill nets, seines, and pound nets or traps. There were 838 seines in operation, the aggregate length of which was 131,127 fathoms; 4367 gill nets, measuring 472,112 fathoms; and 552 pound nets or traps.

"In 1918 the total number of salmon taken in Alaska was 101,454,688. The take by species was as follows: Coho, or silver, 2,911,681; chum, or keta, 14,160,818; humpback, or ink, 48,316,362; king, or spring, 727,762; red, or sockeye, 35,338,065. The total take in 1917 was 92,600,495, or 8,854,193 less than in 1918. Comparing the take by species, more chums, humpbacks, cohos, and kings were taken in 1918 than in 1917, while the take of reds was greater in 1917.

"The value of the output of canned salmon in 1918 represented about 95 per cent of the value of the total products of the salmon industry. The investment in the salmon-canning industry amounted to \$63,901,397, of which \$28,971,126 was in southeast Alaska, \$11,960,681 was in central Alaska, and \$22,969,590 in western Alaska. The total investment in 1917 was \$46,865,271, or \$17,036,126 less than in 1918. In each of the three sections mentioned there was a larger investment in the salmon-canning

industry in 1918 than in 1917. The number of persons engaged in 1918 was 26,502, an increase of 3,152 over 1917. The output of canned salmon in 1918 consisted of 6,605,835 cases, valued at \$51,041,949, as compared with 5,947,286 cases in 1917, valued at \$46,304,090. The pack and value according to species in 1918 were as follows: Coho, or silver, 218,958 cases, valued at \$2,004,979; chum, or keta, 1,264,960 cases, valued at \$8,562,872; humpback, or pink, 2,438,954 cases, valued at \$16,068,456; king, or spring, 49,226 cases, valued at \$485,295; red, or sockeye, 2,533,737 cases, valued at \$23,920,347. In 1918 there were operated in the salmon industry 135 canneries as compared with 118 in 1917.

"The mild-cured salmon industry showed a slight increase in production over that of 1917; and with the establishment of normal conditions following the war its former markets in Europe will again be open to this product. With the exception of 40 tierces, all of the 1918 pack came from southeastern Alaska. The number of plants operated was 12 and the total investment in the industry was \$786,342. The number of persons employed was 461. The total product of mild-cured salmon amounted to 3,948 tierces, or 3,158,400 pounds, the value of which was \$607,951. Of this output 3,773 tierces, valued at \$591,602, were of king salmon.

"There was a material increase in the production of pickled salmon, though but 27 salteries were operated as against 37 in 1917, the increase being principally in connection with the operations of cannery companies in western Alaska. The investment in the industry was \$1,362,957 and the number of persons employed was 815. The output consisted of 56,890 barrels, or 11,378,000 pounds, valued at \$1,079,881. In 1917 the output consisted of 36,390 barrels, valued at \$590,497.

#### MEXICO TO BE SCENE OF RAILWAY BUILDING DURING YEAR.

Active construction is soon to be commenced on a new railway line from the City of Zacatecas, capital of the state of the same name, Mexico, southwest to the cities of Jerez, Villanueva, and Tlaltenango. The new line will traverse the rich agricultural region which has been retarded in the past by lack of adequate transportation facilities.

The American Smelting and Refining Company is negotiating with the management of the National Railways of Mexico for the construction of a new railway line to be operated in connection with its extensive mines and smelters in the states of Chihuahua and Durango.

A concession has been granted for the construction of a railway from Mexicali, a town on the boundary line between the United States and Mexico, to the Bay of San Felipe in the Gulf of California, a considerable distance south of the Colorado River.

There is a revival of interest in the completion of the line from Piedras Negras in the state of Coahuila to Mazatlan—now constructed as far as Durango—across the Sierra Madre country, an extension which it is estimated will cost about \$15,000,000. Another important project is the completion of the Southern Pacific Railroad of Mexico so as to constitute a direct connection between the vast system of that company and its connecting roads in the states with the entire west coast of Mexico, including the states of Sonora, Sinaloa, Nayarit, Jalisco and across the Sierra Madre by existing lines to Mexico City. This line was completed from Nogales to Compostela, a point a few miles south of the city of Tepic, before the revolution,

and freight and passenger trains were run regularly to the city named. The surveys of the road were directed to San Marcos, in the northwestern portion of the State of Jalisco, which was a temporary terminus of the line that had been built westward from the city of Guadalajara to connect with the line being built southward from Nogales. While the intervening distance is only a few miles, comparatively speaking, the character of the country is so rugged and difficult that a number of tunnels and much heavy grading are necessary, one tunnel in particular being planned that is two or three miles in length.

A concession has been asked to construct a railway line in the district of Caborca, State of Sonora, and connecting with others already in existence. A geological commission, which has been exploring that region, announces the discovery of deposits of petroleum which it is desired to exploit with the assistance of railway communication, while the miners and agriculturists will also contribute to the capital needed.

Application has been made to the Department of Communications and Public Works for permission to construct a branch line connecting the city of Uruapam, in the State of Michoacan, on the National Railway, with that of Los Reyes, in the same State and located on the direct route to Guadalajara. Several branch lines are also projected. The branch will be 170 kilometers in extent and will open a fertile agricultural section to development.

An American company has asked for permission to construct a line of railway extending from Matamoras directly south to Tampico. It will be in the nature of an extension to the Gulf Coast lines, which at present have their terminus at Brownsville, and will traverse the section watered by the Soto de la Marina River and bordering on the Gulf of Mexico. This region has great natural wealth, but has never been developed because of lack of transportation facilities. Large deposits of petroleum are known to exist in the same locality, which is the purpose of the railway promoters to develop. The new line will also aid materially in the traffic with Tampico, affording a direct line to an outlet at the border.

#### INFORMATION WANTED.

Inquiry was made in a communication to the Alaskan Engineering Commission by Mr. W. F. Trandum of Seattle, Washington, concerning the whereabouts of his cousin Mr. Lars Trandum, who was employed by the Alaskan Engineering Commission up to August 1, 1918, in the capacities of longshoreman, driller, pipefitter and laborer with various extra gangs. Anyone having information regarding the present whereabouts of Mr. Lars Trandum will confer a favor by writing to Mr. W. F. Trandum at 114 West Republican Street, Seattle, Washington.

#### LOCAL NOTICE TO MARINERS.

Department of Commerce, Lighthouse Service,  
Office of 16th Lighthouse District,  
Ketchikan, Alaska, Dec. 16, 1919.

Alaska—West Coast of Prince of Wales island—Tlevak Strait—Tlevak Strait Buoy 1, reported missing December 2, 1919, will be replaced as soon as practicable.

Wrangell Strait—Middle Ground Light, reported extinguished November 25, was relighted December 4, 1919.

By direction of the Commissioner of Lighthouses.

W. C. DIBRELL,  
Superintendent of Lighthouses.

## OFFICIAL CIRCULARS.

## PRICE OF MEALS.

Department of the Interior,  
Alaskan Engineering Commission  
Circular No. 409: Anchorage, Alaska, Dec. 23, 1919.  
Effective January 1, 1920, a charge of one dollar (\$1.00) will be made for each transient meal served at the eating houses of this Commission on the Southern Division, to all persons, employees or others, who do not present meal tickets to cover at time meal is served.  
F. MEARS, Chairman.

## ADDITIONAL INFORMATION WANTED.

Department of the Interior,  
Alaskan Engineering Commission  
Maintenance and Construction Department.  
Circular No. 81: Anchorage, Alaska, Jan. 2, 1920.  
TO ALL CONCERNED:

In accordance with General Circular No. 11, which was published in the Alaska Railroad Record, December 20, 1919, there is being sent to all foremen and timekeepers a mimeograph blank form covering the desired information.

This form must be filled out by you in detail, giving all the information called for, and mailed direct to the Special Disbursing Agent, Anchorage.

As will be noted in the circular, this information is to be furnished by technical men, timekeepers, foremen, or others acting in a supervisory or clerical capacity, but does not apply to mechanics, pumpmen, trackwalkers, etc.

Please be governed accordingly.

F. A. HANSEN,  
Engineer Maintenance and Construction.

## TELEGRAPH AND TELEPHONE LINES.

Department of the Interior,  
Alaskan Engineering Commission  
Telegraph and Telephone Department.  
Anchorage, Alaska, Jan. 1, 1920.

Telegraph and Telephone Circular No. 23:

1. A repair department is being established in Anchorage where disabled instruments will be repaired or salvaged. Foremen, linemen and others will keep on the lookout for surplus instruments, broken or spare parts of telephone or telegraph instruments, electrical switches of all kinds, coils, bells, condensers, etc., carefully pack and ship them to the telegraph and telephone department at Anchorage, advising this office by mail details concerning such shipments. This will also apply to similar electric light and power equipment.

When electrical supplies of the above character are found in the hands of departments other than the telegraph and telephone, and custody is not willingly given, details should be mailed to this office.

2. In case of complete severance of communication between Anchorage and Seward, the operator in charge of the Seward office will assume control of all maintenance and operation in the detached section during such interruption. When such interruption occurs between Anchorage and Chickaloon, the maintenance lineman at Matanuska will take charge north of the break in communications. If north of Matanuska on the mainline, the operator in charge of the telegraph and telephone office at Deadhorse Hill will take charge. Until an operator is installed at Deadhorse Hill, the lineman at Indian will act in these emergencies.

All employees concerned will report to and take in-

structions from the above named sources when interruptions of the nature outlined occur.

3. When breaks occur in any of the wires on permanent line, about six inches of the wire on each side of the break should be forwarded to this office with the trip report. In case of a general wreck, such as a number of trees across the line during a storm, this may be disregarded.

4. In order that a trouble chart being kept in the office of the wire chief may be of value in analyzing sources of interruptions, it is desired that reports of all cases of trouble be accompanied with information showing the mile posts between which they occur. In case of a storm when wires are down in several places, a memorandum should be kept and proper report made after all have been cleared.

5. Employers are cautioned against allowing broken insulators or pieces of wire to lie on trails where dogs are used.

6. No fixtures of any kind will be fastened to any bridges, trestles, or buildings until after special authority has been obtained through this office in each case.

7. All employees of this department are cautioned that a spirit of complete and cheerful cooperation must exist in their relations with each other and with the personnel of other departments of the Alaskan Engineering Commission.

E. R. McFARLAND,  
Superintendent Telegraph and Telephone.

Approved:

F. MEARS, Chairman.

## LIBERTY BONDS AND WAR SAVINGS STAMPS

The population of the United States is estimated at something under 110,000,000 persons.

The United States Treasury therefore is disbursing investment profits averaging \$8 each to every man, woman, and child in the country.

More than 20,000,000 persons were listed at the close of the Victory Loan as holders of war bonds, indicating an average family holding which just tallies with the above figure—some \$200 worth of Liberty or Victory bonds, producing an income of \$8 per year.

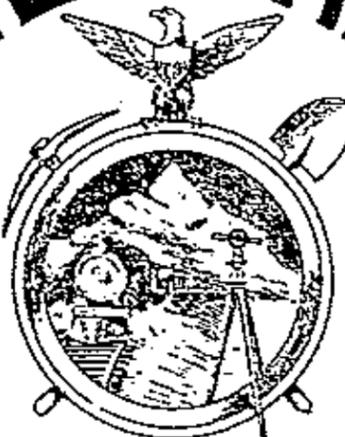
Hundreds of thousands of persons who never saved money before did so through the purchase of Liberty Bonds and War Savings Stamps. As soon as the war ended, this accumulated money burned their pockets like the small boy's first dollar. They began to sell their Liberty Bonds, a very few, proportionately, because they actually needed the money. A very large proportion sold them, at a loss of a few dollars, because they itched to spend the money.

A far too great proportion traded them for stocks which, in many cases, will prove a total loss. Others sold to invest in stocks of the same lack of worth. Because of the pressure of sales from these motives, Liberty bonds have been selling below par, and persons compelled by circumstances to sell have been forced to accept a loss of money they could ill afford. This has been the more regrettable because the depreciation in price was artificial.

What becomes of the Liberty bonds sold below par?

The strong boxes of the wise investor are the answer. He is absorbing more and more of them, knowing that a government security, absolutely loss proof, and bearing four to four and three quarters per cent interest, is a marvellously good investment.

# ALASKA RAILROAD RECORD



VOL. IV. ANCHORAGE, ALASKA, TUESDAY, JANUARY 13, 1920.

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.

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

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

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

### CONSTRUCTION ACTIVITIES ON MAIN LINE NORTH OF TALKEETNA SUBJECT OF REPORT.

A wooden snow plow is being used between the end of steel at Mile 236 and Indian River for the purpose of widening the trail and uncovering the ice between Mile 236 and Mile 241 where the trail at the present time is on the Susitna River, according to the report of F. A. Hansen, engineer of maintenance and construction, in his progress report for the week ended January 3, 1920. The snow is also being cleared from the ice at the Susitna River crossing, located one mile south of Indian River. The present trail is located on the river only when impossible to continue along the high ground above the river.

Eight four-horse teams were used last week between Mile 236 and Indian River. The trail is reported to be in fair traveling condition. The loads being hauled at the present time approximate 7000 pounds to each four-up team.

A temporary camp, consisting of a cook tent, dining tent, bunk tent and a stable constructed of canvas, has been established at the old Indian River camp site and will be used in caring for the men passing through engaged in construction work in the vicinity of the Broad Pass. A temporary tent camp has also been established at Mile 269 and 15 men are employed in constructing bridges and a trail through the Indian River canyon between Mile 269 and Mile 271 $\frac{1}{2}$ .

A four-horse team was taken over the high-line winter trail last week between Mile 269 and Mile 271 $\frac{1}{2}$ . This team was used to break trail between Mile 269 and Hurricane Gulch. Last week double-enders and dog teams only

were used between Mile 269 and Mile 274 $\frac{1}{2}$  and from Mile 274 $\frac{1}{2}$  to Mile 284 dog teams only are in use.

A small tent camp erected by the Secret Locating party at Mile 274 $\frac{1}{2}$  is being used to accommodate ten men who are engaged in performing trail work in that vicinity. A tent has been erected at Mile 281 and will be used as a temporary shelter. A small camp has also been erected at Mile 284 and will be used in housing the men now employed in exploration work in connection with the work of building the Hurricane Gulch bridge. Supplies for these men are being sent forward from Mile 269 by means of dog teams. The trail at this place was reported as being soft during the week ended January 3.

Two miners from Nenana have been sent to the Susitna River Crossing and will sink a shaft at each of the pier sites. All the material needed for the work and the men were reported at the bridge site last week. Peter Cavanaugh, drill foreman, working on the south pier site of the Susitna River bridge, has drilled to a depth of 24 feet and at this depth struck a boulder which necessitated the pulling of the casing. The boulder was then blasted.

Bridge and building gang No. 1, known as the pile driver gang, with Foreman J. P. Park in charge, was moved last week to Mile 245, in which mile his camp has been erected.

### HEAD OF GEOLOGICAL SURVEY REPORTS ON MINING IN ALASKA.

Much of the rich placer ground has been worked out in the Iditarod mining district and its isolation with the consequent difficulty of obtaining labor and the high freight rates has not encouraged the exploitation of the placers of low tenor, according to Dr. Alfred H. Brooks, head of the United States Geological Survey, who discusses the mineral resources of the Territory of Alaska, preparatory to submitting his annual report of mining conditions in the Territory.

In discussing the mineral resources of Alaska for the year 1919 Dr. Brooks says:

"Except for the discovery of another pay streak on Poorman Creek there was no important advance in Ruby district during 1919. Placers were discovered on the Hogatza River, in the Koyukuk district, in 1919, but they have not yet been sufficiently developed to determine their value. Placers are also reported to have been discovered in the Birch Creek basin, tributary to Wild River, and also in the Koyukuk district, though these reports have not been verified. These placers are in inaccessible regions and would have to be very rich to justify their development under present conditions. These reports, however, indicate

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

that not all the Alaska prospectors have become discouraged. The gold production from the Marshall district has been maintained by the output of a few mines working on comparatively rich placers.

"Placer mining in the Fortymile district and in the smaller Yukon districts is being carried on and under present conditions will be continued principally by men who have operated in these regions for a long time, yet no doubt a large percentage of such mining is being done at a loss if the owner charged his own services at present high wages against the cost. The same is true of the Kobuk, the most inaccessible placer camp of Alaska. Such mining will, however, be continued by many who prefer the independence of working their own small mines to the more substantial reward that they might gain by working for others. At least half of the placer mines operated in 1919 were probably of this type and they gave employment, perhaps to 500 or 600 men. The value of their output is estimated to be between \$500,000 and \$600,000.

"The only important operation in the Kuskokwim basin in 1919 was that of the dredge on Candie Creek, which was installed in 1918. Placer mining was, however, continued in a very small way in the Kuskokwim and Goodnews Bay region. In all about 15 or 20 mines were operated in these regions, employing between 60 and 100 men.

"Seward Peninsula was the most prosperous of the Alaska placer-mining regions in 1919. It produced gold to the value of \$1,300,000, compared with \$1,108,000 in 1918. A total of 21 gold dredges were operated in the Seward Peninsula during 1919, distributed as follows: Eight in the Nome district, six in the Council district, four in Solomon district, and one each in Kougarok, Fairhaven, and Port Clarence districts. Three dredges used the so-called "cold water method" of thawing the gravels. In addition to the dredges, about 75 open cut mines and 13 deep placer mines were operated on Seward Peninsula in 1919. About 550 men were employed in placer mining, and about 75 of these were engaged in deep mining during the winter. Tin mining in the peninsula will be described below. Some 20 ounces of platinum were won from the gold placers of the Dime Creek region, in the southeastern part of the Seward Peninsula.

"There were no important developments in placer mining on the Pacific slope of Alaska during 1919. The value of the placer gold output from this region was about \$300,000 in 1919, as compared with \$400,000 in 1918. Hydraulic mining was continued on a considerable scale in the Nizina district of the Copper River basin. The gold output of the Yentna district was less in 1919 than in 1918 because the dredge was not in operation. A hydraulic plant is being installed to furnish power for the dredge. So far as known beach mining at Yakutatka and other places continued on about the same scale as in previous years.

"As has been shown, the general economic conditions that affect Alaska gold mining, and especially placer mining, are world-wide in their influence. The Alaska placer miner has, however, in addition, his own special difficulties, and these relate principally to transportation. With a decrease in placer mining has come a decrease in transportation facilities and an increase in freight rates. The best aid that can be given the miner and prospector is good transportation service by water and land and reasonable freight rates. Of first importance is the completion of the Alaska Railroad, but better and cheaper steamboat service, on both ocean and river, are also imperative. Moreover, if the railroad is to be fully used for the devel-

opment of the resources of the Territory it must be supplemented by trails and wagon roads.

#### Copper Mining.

"Eight copper mines were operated in Alaska in 1919, producing about 44,800,000 pounds of copper valued at \$8,500,000. The production of copper in 1918 was 69,225,000 pounds, valued at \$17,099,000, and came from 17 mines. This curtailment of copper mining was due to the fall in the price of copper and the uncertainty of the market, as a result of which the larger mines decreased their output and many of the small ones were closed down. Throughout the war the small operator has been hampered by lack of shipping to transport his ore and of smelters to reduce it, conditions that have blocked the development of a number of properties and discouraged the copper-mining industry. Largely for these reasons there has been relatively little prospecting for copper during the last few years. Should the price of copper go up many small mines would resume operations and the larger ones increase their output. Under present industrial conditions there is not much likelihood of any great improvement during 1920.

"Most of the prospecting for copper in 1919 was done in the Susitna basin, tributary to the Alaska Railroad. A number of copper lodes of some promise have been found in this region, but they have not been sufficiently developed to prove their value. The availability of the Matanuska coal, which is especially adapted for coking, makes the outlook for a local copper-smelting industry in this region rather hopeful.

"In Southeastern Alaska the Rush and Brown mine was the largest copper producer. Copper was also produced at Salt Chuck Mine better known for its output of palladium. The three large mines Bonanza, Jumbo, and Mether Lode, of the Kennecott group, were the only producing mines of the Chitina district in 1919, though some development work was done on other properties. On Prince William Sound the Beatson-Bonanza and Ellamar copper mines were the only properties worked systematically. Some ore was, however, also produced incidental to development work at the Fidalgo and at the Girdwood, on Latouche Island.

#### WAR SAVINGS STAMPS POPULAR AMONG RAILROAD WORKERS.

Over eight thousand workers employed by the Terminal Division of the Boston and Maine Railroad at Boston have been organized into eighty thrift clubs, each member of which is pledged to save a certain sum each week and invest these savings in War Saving Stamps, Treasury Savings Certificates and other government securities.

R. H. Newcomb of the railroad now is assisting in plans for organizing the employees of the remaining three divisions of the railroad into similar clubs. Every station on the road has within it one or more posters calling the attention of both employees and public to the necessity for saving and sound investment.

Forty new thrift clubs were organized among the workers at the Readville, Mass., Locomotive Repair Shops.

Plans are being perfected by most of the railroad organizations throughout the United States whereby habits of thrift are being stimulated. Heavy sales of war savings stamps are reported in all parts of the country.

### RECORD OF MINERAL PRODUCTION IN UNITED STATES GIVEN FOR 1918.

The Department of the Interior has just issued a preliminary report on the mineral production of the United States during the year 1918 for the purpose of making public as soon as possible the statistics collected by the United States Geological Survey for that year says the Mining and Scientific Press in its issue of October 11, 1919. The statistics given for most of the commodities are final continues the article, which in reviewing the preliminary report of the Department says:

Those for a few are only estimates based on incomplete returns; but on the whole the report gives a fairly complete record of the mineral output of the country during the year. The total value of the minerals produced was about \$5,526,000,000, more than half a billion dollars in excess of the value recorded for 1917, but the total quantity produced was less. The output of fuels was greater than in 1917, though somewhat less anthracite coal was marketed. The increase in the quantity of coal marketed was about 5 per cent, but the increase in value, due to higher prices, was more than 17 per cent. It is significant that though the increase in the quantity of petroleum marketed was only a little more than 4 per cent the increase in value was over 32 per cent.

The value of the metals produced was about 3 per cent greater in 1918 than in 1917. The figures show that less iron ore and steel were produced, but here again values were higher. A little more pig-iron was made, though the quantity shipped was less. Copper and zinc not only in themselves but as the components of brass are perhaps next in importance to iron in the world's industry today, and in 1918 they stood high on the list of war metals. A little more copper but less zinc was produced, and the values of both were lower, that of zinc falling about 25 per cent. The output of the war metals manganese and chromite, used in hardening steel, was greater than in any preceding year. Chromite increased 88 per cent in quantity and 275 per cent in value over 1917, and the increases in manganese ore were 136 and 100 per cent, respectively. Less gold and silver were mined than for many years. Though the price of silver rose from 81 cents per ounce in 1917 nearly to 97 cents in 1918, the increase was not enough to cover the increased cost of mining. The output of building material—clay products, building stone, cement, lime, gypsum—showed a great decline. The domestic production of potash in 1918 was 54,000 tons, an increase of 68 per cent over the output in 1917.

### SECRETARY OF TREASURY WARNS AGAINST HASTY SALE OF GOVERNMENT SECURITIES.

In order that the owners and holders of War Savings Stamps and other Government securities may be warned against the ill-advised sale to unscrupulous dealers, Carter Glass, Secretary of the Treasury, in his annual report, advises the investing public as follows:

"My attention has been directed to the numerous offers made by unscrupulous persons through advertisements and in other ways to buy war-savings certificate stamps, and as a result of such offers I am informed that owners of such securities have suffered material losses which could have been avoided by redemption of the war savings certificate stamps at post offices as provided by law.

"I therefore direct the attention of the public, partic-

ularly such persons as have made offers of the character above mentioned, to the following terms and conditions which are printed on the back of the war-savings certificate of the series of 1918:

"This certificate is of no value except to the owner named hereon, and is not transferable.

"The law provides that no one person shall at any one time hold war-savings certificates to an aggregate amount exceeding \$1000.

Certificate.—This certifies that, subject to the terms and conditions printed hereon, the owner named on the back hereof will be entitled to receive on January 1, 1923, in respect of each United States war savings certificate stamp of the series of 1918 then affixed hereto, the amount indicated thereon as then payable, or, at his option, will be entitled to receive at any earlier date, in respect of each such stamp then affixed hereto, the lesser amount indicated in the table printed hereon.

"Treasury Department Circular No. 128, issued December 18, 1918, and referring to war-savings certificate stamps, series of 1919, contains amongst others the following provisions:

"Any owner of a war-savings certificate, series of 1919, at his option, will be entitled to receive, at any time after January 10, 1919, and prior to January 1, 1924, at a money order post office (the office where registered in the case of a registered certificate), upon surrender of his certificate and upon compliance with all other provisions thereof, in respect of each war savings certificate stamp, series of 1919, then affixed to such certificate, the amount indicated in the following table, but no post office shall make any such payment until 10 days after receiving written demand therefor, and such certificate must be surrendered for payment within 60 days after such demand, otherwise the demand will be deemed to be waived and a new demand will be required before payment.

"War-savings certificates, series of 1919, are not transferable and will be payable only to the respective owners named thereon, except in the case of the death or disability of any such owner.

"It shall not be lawful for any one person at any time to hold war savings certificates of any one series to an aggregate amount exceeding \$1000 (maturity value).

"In order that the interests of owners of war-savings certificate stamps of either series may be safeguarded, I hereby notify all persons to refrain from offers to buy war savings stamps or accept same in trade.

"The Post Office Department, cooperating with the Treasury Department, has issued instructions whereby payment will be refused whenever it is apparent that changes have been made in the name of the original owner of any certificates which may be presented to post offices for redemption.

### LOCAL NOTICE TO MARINERS.

Department of Commerce,

Lighthouse Service,

Office of the 16th Lighthouse District,

Ketchikan, Alaska, Dec. 30, 1919.

Alaska—Wrangell Strait-Point Lockwood Rock Float Light 1, reported submerging at certain stages of the tide, will be attended to as soon as practicable.

By direction of the Commissioner of Lighthouses.

W. C. DIBRELL,

Superintendent of Lighthouses.

## WEEKLY FORCE REPORT.

The number of employees of the Alaskan Engineering Commission as shown on the payrolls for the week ended January 8, 1920, was as follows:

Mile	Item of work	Purchas- ing	Sup- ply	D I V I S I O N								T'tl
				Ac- count- ing.	Maint. & Op.	Southern Const'e- tion	Admin- istration	Northern Maint. & Op.	Const'e- tion	Admin- istration		
	Seattle office and Pur. Agent's Reps.	14	....	5	..	....	....	....	....	....	....	19
1	Stores, dock and janitors .....	....	30	....	....	....	....	....	....	....	....	30
	Mess .....	....	3	....	....	....	....	....	....	....	....	3
	Maintenance of equipment .....	....	....	....	30	....	....	....	....	....	....	30
	Hospital .....	....	....	....	....	2	....	....	....	....	....	2
	B. & B. No. 9. cons. Seward dock.....	....	....	....	....	8	....	....	....	....	....	8
	Accounting office .....	....	....	3	....	....	....	....	....	....	....	3
3	Contractors, logs, etc. ....	....	....	....	....	19	....	....	....	....	....	19
40	Mess house .....	....	....	....	2	....	....	....	....	....	....	2
48	B. & B. No. 6. cons. bridge No. 79 .....	....	....	....	....	23	....	....	....	....	....	23
	Contractors .....	....	....	....	....	16	....	....	....	....	....	16
50	Contractors .....	....	....	....	....	13	....	....	....	....	....	13
52	Engineering party .....	....	....	....	....	7	....	....	....	....	....	7
	Steam shovel .....	....	....	....	....	50	....	....	....	....	....	50
56	Steam shovel .....	....	....	....	....	52	....	....	....	....	....	52
	Constructing bridge No. 85 .....	....	....	....	....	28	....	....	....	....	....	28
71	Engineering party .....	....	....	....	....	3	....	....	....	....	....	3
1-114	Operation, road .....	....	....	....	50	....	....	....	....	....	....	50
	Maintenance of way and structures..	....	....	....	65	....	....	....	....	....	....	65
114	Headquarters office .....	....	....	....	....	4	4	....	....	....	....	8
	Bridge Engineer .....	....	....	....	....	1	1	....	....	....	....	2
	Drafting office .....	....	....	....	....	4	....	....	....	....	....	4
	Townsite and land .....	....	....	....	8	....	1	....	....	....	....	9
	Disbursing office .....	....	....	5	....	....	....	....	....	....	....	5
	Accounting office .....	....	....	12	....	....	....	....	....	....	....	12
	Hospital .....	....	....	....	5	6	1	....	....	....	....	12
	Stores .....	....	76	....	....	....	....	....	....	....	....	76
	Operation, road .....	....	....	....	46	....	2	....	....	....	....	48
	Docks and boats .....	....	....	....	3	....	....	....	....	....	....	3
	Power and pumping .....	....	....	....	21	....	....	....	....	....	....	21
	Maintenance, equipment .....	....	....	....	61	....	1	....	....	....	....	65
	Floating .....	....	....	....	8	....	....	....	....	....	....	8
	Framing bridges .....	....	....	....	....	9	....	....	....	....	....	9
114-237	Operation, road .....	....	....	....	18	....	....	....	....	....	....	18
	Maintenance of way and structures..	....	....	....	129	....	1	....	....	....	....	130
172	Mining, Eska .....	....	....	....	83	....	1	....	....	....	....	84
188	Mining, Chickaloon .....	....	....	....	36	....	....	....	....	....	....	36
227	T. & T. crew, cons. line .....	....	....	....	....	9	....	....	....	....	....	9
	Store .....	....	4	....	....	....	....	....	....	....	....	4
236-238	Steam shovel .....	....	....	....	....	46	....	....	....	....	....	46
	B. & B. No. 1, constructing bridges .....	....	....	....	....	17	....	....	....	....	....	17
249	Engineers and general camp .....	....	....	....	....	33	....	....	....	....	....	33
	Contractors .....	....	....	....	....	7	....	....	....	....	....	7
266	General camp .....	....	....	....	....	31	....	....	....	....	....	31
278	Location surveys .....	....	....	....	....	21	....	....	....	....	....	21
	T. & T. crew constructing line.....	....	....	....	....	6	....	....	....	....	....	6
350	Contractors .....	....	....	....	....	....	....	....	4	....	....	4
356	Engineers .....	....	....	....	....	....	....	....	15	....	....	15
	Contractors .....	....	....	....	....	....	....	....	56	....	....	56
358	Engineers and carpenters .....	....	....	....	....	....	....	....	45	....	....	45
	Contractors .....	....	....	....	....	....	....	....	7	....	....	7
358-411	Section men .....	....	....	....	....	....	....	....	40	....	....	40
363	Contractors, coal .....	....	....	....	....	....	....	....	25	....	....	25
374	Salvaging ties and logs .....	....	....	....	....	....	....	....	6	....	....	6
411	Nenana headquarters .....	....	....	4	....	....	....	6	8	2	....	20
	Shops, roundhouse and engine crew..	....	....	....	....	....	....	11	15	....	....	26
	Dock repair .....	....	....	....	....	....	....	....	5	....	....	5
	Warehouse and yard (incl. store).....	....	20	....	....	....	....	....	6	....	....	26

WEEKLY FORCE REPORT.

Mile	Item of work	Purchasing	Supply	D I V I S I O N						Totals	
				Accounting	Maint. & Op.	Southern Const'n	Southern Admin.	Northern Const'n	Northern Admin.		
	Hospital							6	5	1	12
	Townsite							1		1	2
	Janitors and watchmen							12			12
	Power plant, linemen and operators							15			15
	Mess							7			7
	Corral		2					3			5
	Contractors, logs, ties, cordwood							18	18		36
412	Terminal								8		8
437	Engineers and storekeeper		1						3		4
412-447	Section men							27			27
	Contractors							19	18		37
456	Section men							9			9
	Carpenters								5		5
	Tanana Valley R. R.:										
	General			2						2	4
	Operation and maintenance								21		21
	Rehabilitation								13		13
	Contractors, wood and ties							4			4
	Totals	14	145	31	568	415	12	210	251	6	1652
	Increase or decrease (-) over last week	0	6	0	15	47	0	17	-9	0	76

RECAPITULATION

Division	Pay Roll	Contractors	Total
Purchasing	14		14
Supply	145		145
Accounting	31		31
Southern	940	55	995
Northern	298	169	467
Totals	1428	224	1652

CLIMATOLOGICAL DATA, DECEMBER, 1919.

STATIONS	Mile on Railroad	Approximate Elevation, feet	Temperature in Degrees, Fahr.						Precipitation Inches			Number of Days			Prevailing Direction of Wind.			
			Mean Maximum	Mean Minimum	Mean	Highest	Date	Lowest	Date	Greatest Daily Range	Total	Greatest in 24 Hours	Total Snowfall, Inches	Clear		Partly Cloudy	Cloudy	
SEWARD																		
E. L. Sweek, Obs.	0	20	27	18.4	22.7	42	26	-2	20	42	5.75	8.0	2.0	11		20		N
ANCHORAGE																		
D. D. Vint, Obs.	115	40	19.87	11.29	15.58	44	31	-22	16	32	3.49	0.80	29.5	8	7	16		N
MATANUSKA																		
F. E. Rader, Obs.	151	200	15.6	1.1	8.4	42	31	-22	22	22	1.42	0.47	11.75	10	4	17		N
CHICKALOON																		
J. E. Manning, Obs.	188	910	16.3	-1.8	7.25	37	26	-27	21	34			8.0	9		18		N
TALKEETNA																		
J. F. Major, Obs.	227	366	14.26	-1.22	6.54	40	31	-16	16	42			50.5	11	8	12		N
INDIAN RIVER																		
A. F. Stowe, Obs.	266	735	16.45	5.03	10.74	34	31	-36	28	45	3.75	0.86	53.57	14	4	13		NE

### GOVERNMENT OF PERU PLANS ON BUILDING NEW RAILROADS.

The Peruvian Government is at present considering the construction of a railroad which is to reach the region of navigable rivers in the north, affluents of the great Amazon. This will make possible the shipment of goods from Callao on the Pacific to ports on the Amazon, to be transferred thence to steamers bound for Atlantic ports. The new line, starting at a point on the Cerro de Pasco Railroad, which runs from Lima to the Cerro de Pasco copper mines, will tap extensive virgin forests of valuable timber.

The proposal to construct a railway from Callao, the principal port of Peru, to the important rubber center of Iquitos has been revived. The Peruvian Railway Construction Company, organized in Peru February 5, 1919, will construct railways in various parts of the republic.

#### Rumania.

Rumania, with a population of 7,500,000 before the war, was the richest of the Balkan countries. Enlarged by the inclusion of great areas formerly attached to Austria and Russia, but inhabited by Rumanians, she will be potentially one of the powerful nations of Europe. There is little doubt in the minds of most observers that with direct water connections with the United States via the Bosphorus to the port of Constanza she will be a large buyer in the United States. Of 2000 locomotives in Rumania before the war, the Germans took all but 15. Six hundred must be purchased shortly.

#### Asia.

Local railway lines have been under Turkish control during the war and although their rolling stock and roadbeds deteriorated because of lack of care and repairs, their chief difficulty now is to obtain sufficient coal to maintain a more regular and extended service. Some coal has been discovered and mined at Soma and Sokia, but it is of an inferior quality resembling lignite.

Even before the war certain projects had been undertaken to improve the means of communication and transportation in the Empire and to reclaim what was once the most fertile land in the world. To correct the defects of the Bagdad Railway, which was built by the Germans on strategic plans, to serve their military purposes, a branch line was built to Angora and was to be extended to Kaisariye, while others were proposed to Marash and to Urfa along the line that connects Killiz with Nisibin. Here is an arc of green extending from Aleppo to Mosul and reaching to the foot of the Armenian hills which can be made as productive as it was before anarchy banished cultivation from the land. The railroad and security will help to bring it back.

In Upper Syria it will probably be the task of France to build a line from Alexandretta, connecting the Mediterranean in the neighborhood of Antioch, with the Persian Gulf. In Lower Syria the Cairo-to-Bagdad line—the short cut to India—which has already reached Palestine, will one day, under British direction, be completely accomplished. Or another line, perhaps, will be built across the Syrian desert, which will connect Haifa with Basra direct.

### STATISTICS CONCERNING THE FOREST RESERVES IN ALASKA MADE PUBLIC.

Statistics relating to the Tongass and Chugach National Forests located in the Territory of Alaska have been

compiled in the office of Charles H. Flory, supervisor of national forests in the Territory, and have been incorporated in the annual report of Thomas Riggs jr., governor of Alaska.

The report of the Forest Supervisor is as follows:

"The total receipts for the Tongass and Chugach national Forests for the fiscal year ending June 30, 1919, were \$102,813.71. The total cost of administration of the two forests for the same period was \$43,454.14.

"The total number of applications received for forest homesteads on the Tongass Forest is 245, eight of which were received during the past fiscal year. The total number of applications received for lands within the Chugach national forest is 407, only three of which were received during the past fiscal year. Patent survey is made by the Forest Service free of charge for all national forest homesteads just as soon as the applicant has complied with the homestead law.

"On June 1, 1918, an agricultural reconnoissance was begun on the Tongass Forest for the purpose of determining the location and extent of all lands suitable for homestead purposes. This reconnoissance is being continued during the field season of 1919, and such areas as are found more suitable for agricultural than for other purposes will be opened to settlement and entry under the general homestead laws.

"There are at present 580 occupancy permits in effect on the Tongass Forest. These permits cover a variety of uses to which national forest lands are made to serve the needs of the domestic commercial population. Among the many uses are 55 canneries, 69 cabins for which no rental is charged, 4 cold-storage, 24 salteries, 8 sawmills, 1 whaling station, and 7 fox ranches. There are 159 occupancy permits in effect on the Chugach national forest, covering free agricultural uses, canneries, fox ranches, salteries, residences, herring pounds, etc.

"On the Tongass Forest there were a total of 429 timber sales made, covering 42,295,000 board feet of saw timber and piling, and 38,403,000 board feet were actually cut during the fiscal year. On the Chugach there were 93 sales covering 5,349,650 board feet; 6,360,990 board feet of saw timber and piling were cut during the fiscal year. In addition to the timber sold on the Chugach, the Alaskan Engineering Commission cut approximately 5,758,000 board feet under free use. Considerable other free use is granted annually to settlers who are privileged to secure what they need for domestic purposes at such points as are most convenient to them.

"Improvement work has been continued in the completion of the Stikine trail, the street at Warm Springs Bay, the extension of the Hadley-Kasaan trail, to the It mine, and the improvement of a street at Craig. Extensive work is being done by the Alaska Road Commission in cooperative agreement with the Territorial Road Commission at Ketchikan, Petersburg, Portage, and other points, to which the Forest Service is contributing a considerable sum. As funds become available, other minor projects which are needed to improve travel conditions will be completed by the Forest Service, while their proportion of the cost of major projects will be expended under the supervision of the Alaska Road Commission.

"The water power investigations continue under the supervision of Mr. G. H. Confield, United States Geological Survey, in cooperation with the Forest Service. The stream-flow records of the larger potential power projects are now available, covering a period of four years,

which afford reliable data for those interested in the development of water power for mining and manufacturing.

"The area of the Chugach was reduced by 307,800 acres. This elimination was effected through presidential proclamation dated April 16, 1919. The areas eliminated include a strip of land 3 miles deep, from Kachemak Bay to the Kasilof River, and the larger portion of the surveyed land in the vicinity of Anchorage, containing a considerable proportion of land suitable for agricultural purposes, as determined by an extensive reconnaissance survey conducted by the Forest Service.

"To meet the needs of the growing population of southeastern Alaska, several additions were made to existing town sites and a large area at Hyder platted to accommodate settlers in this new mining district. These surveys are made without charge to residents, who are permitted to occupy the land they select within the surveyed limits at a very nominal annual rental. As the needs of these communities within the forest boundaries warrant, streets are laid out and improved through the expenditure of funds derived from the sale of national forest timber.

#### MANY OF THE ALEUTIAN ISLANDS REPORTED RICH IN SULPHUR DEPOSITS.

Many of the Aleutian Islands, that crescentic line of volcanic isles and islets that stretches westward from Alaska Peninsula toward Asia, bear deposits of sulphur of the type called solfataras. Sulphur claims have been located at three places on these islands and on the peninsula, one of them in the crater of Makushin Volcano, on Unalaska Island. This peak, which is about 6000 feet high, is capped by perennial snow and ice and bears glaciers on its slopes down to points about 2500 feet above the sea. The sulphur deposit is the only part of the crater that is permanently free from snow and ice, being kept so by subterranean heat and by the discharge of hot sulphurous vapor, which issues from vents in the rocks with a loud roar. In this crater 10,000 to 15,000 tons of sulphur may be available for mining. Another deposit of sulphur is on Akun Island. It covers 15 to 20 acres and contains about 1200 tons to the acre. Still another is on Stepovak Bay, on the south shore of Alaska Peninsula.

A. G. Maddren, who examined these deposits for the U. S. Geological Survey, examined also the deposits of placer gold in the beach sands on Kodiak Island, where mining has been carried on for 30 years, and where the value of the annual output of gold has ranged from \$3000 to \$10,000. He sketches the geology of the island and describes the beach deposits that contain the gold and their mode of origin, as well as the methods used in mining. Here the sea has done for the gold miner the work that is done inland by streams—it has assorted and concentrated particles of gold, which were derived from the bluffs that border the beach for miles along the island. The storm surf along this coast is powerful enough to move boulders that weigh tons, and the lay of the waves concentrate the fine gold in patches that yield good returns to the miner.

#### PLATINUM METALS MINED IN ALASKA IN 1918 VALUED AT \$36,600.

The output of platinum, palladium, and other metals of the platinum group in Alaska during the year 1918 is esti-

mated by G. C. Martin, of the United States Geological Survey at 284 fine ounces, with a value of \$36,600.

Platinum was recovered from the gold placers of Dime, Bear, and Sweepstakes creeks, and in the Koyuk or Dime Creek district, Seward Peninsula, in larger amounts in the year 1918 than in 1919, and production was reported from Boob Creek, in the Tolstoi district and from Slate Creek in the Copper River district, but in lesser quantities than in 1917. The occurrence of platinum on Albert Creek, in the Nelchina district has been reported, but no production has been made.

One of the most interesting events in connection with Alaska mining during the year 1918 was the recovery of substantial amounts of palladium and of some platinum from the copper ore of the Salt Chuck mine, near Ketchikan.

#### DECEMBER WEATHER FOR ANCHORAGE.

Date	Temperature			Precipitation (inches)			Wind	Day
	Max.	Min.	Range	Rain	Snow			
Dec. 1.....	30	21	9	.....	.....	E	Cldy.	
Dec. 2.....	41	25	16	.70	.....	N	Cldy.	
Dec. 3.....	35	15	20	.....	.....	N	Cldy.	
Dec. 4.....	23	7	16	.....	.....	N	Cldy.	
Dec. 5.....	33	21	12	.23	1.7	NE	Cldy.	
Dec. 6.....	30	13	17	.....	.....	N	Cldy.	
Dec. 7.....	24	10	14	.....	.....	NE	Cldy.	
Dec. 8.....	19	5	14	.....	.....	N	Cldy.	
Dec. 9.....	6	4	2	.....	.....	.....	Clear	
Dec. 10.....	22	4	18	.....	.....	NE	P.Cdy	
Dec. 11.....	12	5	7	.....	.....	NE	P.Cdy	
Dec. 12.....	13	2	11	.....	.....	E	Cldy.	
Dec. 13.....	15	6	9	.....	.....	E	P.Cdy.	
Dec. 14.....	4	-14	18	.....	.....	.....	Clear	
Dec. 15.....	-7	-22	15	.....	.....	.....	Clear	
Dec. 16.....	-3	-22	19	.....	.....	E	Clear	
Dec. 17.....	11	-10	21	.23	7.0	E	Cldy.	
Dec. 18.....	12	6	6	.40	1.2	E	Cldy.	
Dec. 19.....	10	-9	19	.....	.....	.....	Cldy.	
Dec. 20.....	10	-3	13	.01	0.2	.....	Cldy.	
Dec. 21.....	10	-15	25	.....	.....	E	Clear	
Dec. 22.....	-9	-10	1	.....	.....	E	Clear	
Dec. 23.....	20	2	18	.....	.....	NE	Clr.	
Dec. 24.....	22	5	17	.....	.....	N	Clear	
Dec. 25.....	27	20	7	.01	0.2	.....	Cldy.	
Dec. 26.....	27	14	13	.80	16.1	E	Cldy.	
Dec. 27.....	22	8	14	.30	.1	S	P.Cdy.	
Dec. 28.....	16	-16	32	.....	.....	N	P.Cdy.	
Dec. 29.....	29	-1	30	.80	2.8	.....	Cldy.	
Dec. 30.....	30	12	18	.....	.....	SW	P.Cdy	
Dec. 31.....	44	23	21	.01	.2	SE	P.Cdy.	

SUMMARY—Temperature: Mean maximum, 19.87; mean minimum, 11.29; mean, 15.58; maximum, 44, Dec. 31; minimum, -22, Dec. 15 and 16; greatest daily range, 32 degrees, Dec. 28. Precipitation: Total, 3.49 inches; greatest in 24 hours, 0.80, Dec. 26 and 29. Snow: Total snowfall, 20.5 inches; on ground 15th, 5.8 inches; at end of month, 15.8 inches. Number of days with .01 inch or more precipitation, 10; clear, 8; partly cloudy, 7; cloudy, 16.

Buy War Savings Stamps and make your savings count. Invest your Liberty Bond interest in War Savings Stamps and make interest earn interest.

**OFFICIAL CIRCULARS.****WEATHER CONDITIONS TO BE REPORTED.**

Department of the Interior,  
Alaskan Engineering Commission

Maintenance and Construction Department.  
Anchorage, Alaska, Jan. 8, 1920.

Circular No. 1:

TO ALL SECTION FOREMEN,  
SEWARD-ANCHORAGE:

Referring to my circular letter of December 31, 1919, in which a report is requested for any excessive snowfall, or other abnormal weather conditions, to be sent to the undersigned at Mile 52, by telephone; you are hereby instructed to make the same report to my Anchorage office, should weather conditions warrant it.

The foregoing is not to be construed as annulling the instructions contained in my letter of December 31.

C. G. JONES,  
Superintendent of Construction.

**OVERTIME TO BE REPORTED.**

Department of the Interior,  
Alaskan Engineering Commission

Maintenance and Construction Department.

Anchorage, Alaska, Jan. 13, 1920.

Circular No. 71:

TO ALL SECTION FOREMEN:

You are directed to report all overtime worked during the week, by telephone to the Anchorage Office, every Saturday afternoon; giving dates, number of hours overtime, nature of work, and the circumstances that made same necessary.

C. G. JONES,  
Superintendent of Construction.  
JAS. HANAHAN, Roadmaster.

**REPORT EXCESSIVE SNOWFALL.**

Department of the Interior,  
Alaskan Engineering Commission

Maintenance and Construction Department.

Anchorage, Alaska, Jan. 13, 1920.

Circular No. 72:

TO ALL SECTION FOREMEN,  
ANCHORAGE NORTH:

You are directed to report promptly to the undersigned, at the Anchorage Office, by telephone, any excessive snowfall or other abnormal weather conditions which may occur.

You will give the depth of the snow on the track, velocity and direction of the wind, whether or not drifts are forming in cuts, and if so, location of same.

JAS. HANAHAN, Roadmaster.

**Division Notes.**

The work of constructing the floating dock at Seward is 80 per cent complete.

Hoben & Davis, saw log contractors operating, at Mile

3¼, delivered 3000 feet of logs last week.

The work of providing living quarters for railroad officials in the office building at Seward is progressing satisfactorily.

F. A. Hansen, engineer of maintenance and construction, and J. T. Cunningham, trainmaster, visited Seward on official business during the week.

Traffic on the railroad was temporarily impeded by snowslides at Miles 12, 21½, 43½, 48½, 51 and 54. No damage was reported as a result of the slides.

Col. F. Mears, chairman of the Alaskan Engineering Commission, made an inspection trip over the Government Railroad south of Anchorage during the past week.

Steam shovel No. 1, Engineer Jeffries, loaded and dumped 5304 cubic yards of gravel at bridge No. 85 during the week ended January 3. Steam shovel No. 3, Engineer Killigrew, working in Mile 51¼, loaded and dumped in the same bridge, during the same period of time, 2394 cubic yards.

Six hundred and eight short tons of coal were mined and 120 persons were carried on the payrolls of the coal mines operated by the Alaskan Engineering Commission at Eska and Chickaloon, during the week ended January 3, according to the report of Sumner S. Smith, resident mining engineer.

The work of paralleling the temporary telephone line between Caswell and Deadhorse is complete as far north as Mile 237, according to E. R. McFarland, superintendent of the Telegraph and Telephone Department in his report for the week ended January 3, 1920. The work of stringing the temporary grounded line north of Mile 265 is complete as far as Mile 279, according to the report. During the week reported there were three local telephones connected and four local telephones moved. Two long distanced telephones were also connected. As the result of the snow slide which occurred last week in Mile 73 five spans of wire carried away. The wire interruption between Anchorage and Seward was only of few hours duration.

**LOCAL NOTICE TO MARINERS.**

Department of Commerce,  
Lighthouse Service,  
Office of 16th Lighthouse District,  
Ketchikan, Alaska, Dec. 2, 1919.

Alaska—Stephens Passage, Windham Bay, Windham Bay Narrows ledge buoy 1, reported missing November 25, 1919, will be replaced as soon as practicable.

By direction of the Commissioner of Lighthouses.

W. C. DIBRELL,  
Superintendent of Lighthouses.

**DISBURSEMENTS IN SOUTHERN DIVISION.**

Disbursements in the Southern Division of the Alaskan Engineering Commission for the week ended January 7, 1920, were \$42,588.60. Salaries and wages were \$40,498.65; purchase orders, \$1740.94; compensation, \$158.34; special deposit account, \$15.00; and other expenses, \$175.67.

# ALASKA RAILROAD RECORD



VOL. IV. ANCHORAGE, ALASKA, TUESDAY, JANUARY 20, 1920.

NO. 11

## Alaska Railroad Record

Official Publication of the Alaskan Engineering Commission.

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

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

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

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

### PROGRESS REPORT SUBMITTED BY ENGINEER OF MAINTENANCE AND CONSTRUCTION.

Eight thousand five hundred and sixty-eight cubic yards of gravel were loaded by steam shovel No. 1, working double shift, in Mile 55, Engineers Jeffries and Namur, during the week ended January 17, according to the report of F. A. Hanson, engineer of maintenance and construction, to Col. F. Mears, chairman of the Alaskan Engineering Commission. The material loaded was dumped as filling for bridge No. 85. Three thousand eight hundred and eleven cubic yards of material were cast over by steam shovel No. 2, Engineer McMillan, working in Mile 288 during the week. The shovel was advanced a distance of 825 feet, according to the report. Four thousand one hundred and twenty cubic yards of gravel were loaded during the week by steam shovel No. 3, Engineer Killigrew, working in Mile 52. This material was dumped as filling for bridge No. 85.

The work of erecting concrete forms for bent No. 15 in bridge No. 78 was completed during the week, according to the report. The work of excavating for pier No. 17 is 80 per cent complete, for pier bent No. 18, 80 per cent complete, for pier bent No. 20, 90 per cent complete, and for bent No. 21, 10 per cent complete.

The work of erection of concrete for abutment pier No. 10, in bridge No. 79 is 90 per cent complete. The work of excavating for pier No. 11 in this bridge is 60 per cent complete, for pier No. 12, 40 per cent complete, and for bent No. 8, 30 per cent complete. A temporary trestle is being driven for the north fill approach to bridge No. 79.

The work of driving and capping bent No. 29 in this bridge was completed on January 17.

Divyak & Co., station contractors, working in Mile 48, moved during the week 225 cubic yards of rock. The material was used for filling bridge No. 69.

### ACTIVITIES IN NORTHERN DIVISION REPORTED ON BY ENGINEER IN CHARGE.

The work of clearing of right of way for the Government Railroad in the Northern Division was practically completed during the month of November south from Nenana as far as Mile 357.5, with the total clearing during the month amounting to 13.4 acres, according to the report of F. D. Browne, engineer in charge of the division for the month of November, 1919. The railroad grade was temporarily finished ahead of the track during November as far as Mile 360.6. The grade between Mile 360.7 and Mile 364 was 80 per cent complete, according to the report at the close of work on November 30. Track, however, has been laid along this incomplete section of the road. The fills were occasionally not brought up to grade, and cuts were left narrow in some places in order that the work of laying steel might not be retarded more than necessary. The work of completing the unfinished portion of the grade will be resumed next season, at which time the work can be handled as much less cost for the reason that the material involved is noted as "common" when the frost is out of the ground.

Track on the railroad was extended during the month as far as Mile 360.71, at which point it was held up awaiting the completion of a cut. During the month 2.68 miles of track were laid according to the report. The track between Nenana and Mile 365 was in fair surface during the month. South of Mile 365 no surfacing work was performed so that the track in question is rather rough.

Approximately 1130 long tons of coal were delivered during November from the coal mine located at Mile 366. Of this amount of coal 436 tons were stored in the yard and the balance was consumed by the Alaskan Engineering Commission. In addition to the above deliveries of coal 66.86 tons were delivered to local consumers in the town of Nenana.

### MINING DEPARTMENT MAKES REPORT OF ACTIVITIES FOR MONTH OF DECEMBER.

Two thousand nine hundred and forty-eight short tons of coal were mined at the coal mines at Eska and Chicka-

loon during the month of December, according to the report of the mining department. Of the total tons mined at the two mines 2828 short tons were mined at the Eska mine and 120 short tons at the Chickaloon mine. Eighty-nine persons were employed during the month at the Eska mine and 36 persons at the Chickaloon mine.

At the Eska mine the Shaw West tunnel was driven a distance of 49 feet during the month and the David East a distance of 41 feet, according to the report. The work of prospecting at the Eska mine with the Star drill was temporarily discontinued on December 8.

At the Chickaloon mine the Second West gangway was driven a distance of 57 feet, the Second East gangway a distance of 51 feet and the No. 5 West tunnel a distance of 44 feet.

#### LIST OF GOVERNMENT PUBLICATIONS RELATING TO TERRITORY OF ALASKA.

All these publications can be obtained or consulted in the following ways:

A limited number are delivered to the Director of the Survey, from whom they can be obtained free of charge (except certain maps) on application.

A certain number are delivered to Senators and Representatives in Congress for distribution.

Other copies are deposited with the Superintendent of Documents, Washington, D. C., from whom they can be had at prices slightly above cost. The publications marked with an asterisk (\*) in this list are out of stock at the Survey, but can be purchased from the Superintendent of Documents at the prices stated.

Copies of all Government publications are furnished to the principal public libraries throughout the United States, where they can be consulted by those interested.

The maps whose price is stated are sold by the Geological Survey and not by the Superintendent of Documents. On an order amounting to \$5 or more at the retail price a discount of 40 per cent is allowed.

#### GENERAL.

##### Reports.

\*The geography and geology of Alaska, a summary of existing knowledge, by A. H. Brooks, with a section on climate, by Cleveland Abbe, jr., and a topographic map and description thereof, by R. U. Goode. Professional Paper 45, 1906, 327 pp. No copies available. May be consulted at many public libraries.

\*Placer mining in Alaska in 1904, by A. H. Brooks. In Bulletin 259, 1905, pp. 18-31. 15 cents.

The mining industry in 1905, by A. H. Brooks. In Bulletin 284, 1906, pp. 4-9.

\*The mining industry in 1906, by A. H. Brooks. In Bulletin 314, 1907, pp. 19-39. 30 cents.

\*The mining industry in 1907, by A. H. Brooks. In Bulletin 345, 1908, pp. 30-53. 45 cents.

\*The mining industry in 1908, by A. H. Brooks. In Bulletin 379, 1909, pp. 21-62. 50 cents.

\*The mining industry in 1909, by A. H. Brooks. In Bulletin 442, 1910, pp. 20-46. 40 cents.

The mining industry in 1910, by A. H. Brooks. In Bulletin 480, 1911, pp. 21-42.

\*The mining industry in 1911, by A. H. Brooks. In Bulletin 520, 1912, pp. 19-44. 50 cents.

The mining industry in 1912, by A. H. Brooks. In Bulletin 542, 1913, pp. 18-51.

\*The Alaska mining industry in 1913, by A. H. Brooks. In Bulletin 592, 1914, pp. 45-74. 60 cents.

The Alaskan mining industry in 1914, by A. H. Brooks. In Bulletin 622, 1915, pp. 15-68.

The Alaskan mining industry in 1915, by A. H. Brooks. In Bulletin 642, 1916, pp. 17-72.

The Alaskan mining industry in 1916, by A. H. Brooks. In Bulletin 662, 1917, pp. 11-62.

The Alaskan mining industry in 1917, by G. C. Martin. In Bulletin 692, 1918, pp. 11-42.

Railway routes, by A. H. Brooks. In Bulletin 284, 1906, pp. 10-17.

Railway routes from the Pacific seaboard to Fairbanks, Alaska, by A. H. Brooks. In Bulletin 520, 1912, pp. 45-88.

\*Geologic features of Alaskan metalliferous lodes, by A. H. Brooks. In Bulletin 480, 1911, pp. 43-53.

\*The mineral deposits of Alaska, by A. H. Brooks. In Bulletin 592, 1914, pp. 18-44.

\*The future of gold placer mining in Alaska, by A. H. Brooks. In Bulletin 622, 1915, pp. 69-79.

\*Tin resources of Alaska, by F. L. Hess. In Bulletin 520, 1912, pp. 89-92. 50 cents.

\*The petroleum fields of the Pacific coast of Alaska, with an account of the Bering River coal deposits, by G. C. Martin. Bulletin 250, 1905, 64 pp. 15 cents.

Alaska coal and its utilization, by A. H. Brooks. Bulletin 442-J, reprinted 1914.

\*The possible use of peat fuel in Alaska, by C. A. Davis. In Bulletin 379, 1919, pp. 63-66. 50 cents.

\*The preparation and use of peat as a fuel, by C. A. Davis. In Bulletin 442, 1910, pp. 101-132. 40 cents.

\*Methods and cost of gravel and placer mining in Alaska, by C. W. Purington. Bulletin 268, 1905, 362 pp. No copies available. (Abstract in Bulletin 259, 1905, pp. 32-46.)

\*Prospecting and mining gold placers in Alaska, by J. P. Hutchins. In Bulletin 345, 1908, pp. 54-77. 45 cents.

\*Geographic dictionary of Alaska, by Marcus Baker; second edition prepared by James McCormick. Bulletin 299, 1906, 690 pp. 50 cents.

Tin mining in Alaska, by H. M. Eakin. In Bulletin 622, 1915, pp. 81-94.

Antimony deposits of Alaska, by A. H. Brooks. Bulletin 649, 1916, 67 pp.

The use of the panoramic camera in topographic surveying, by J. W. Bagley. Bulletin 657, 1917, 88 pp.

The mineral springs of Alaska, by G. A. Waring. Water-Supply Paper 418, 1917, 114 pp.

Alaska's mineral supplies, by A. H. Brooks. Bulletin 666-P, pp. 1-14.

#### Topographic Maps.

Map of Alaska (A) scale 1 : 5,000,000; 1912, by A. H. Brooks. 20 cents retail or 12 cents wholesale.

Map of Alaska (B); scale 1 : 1,500,000; 1915, by A. H. Brooks and R. H. Sargent. 80 cents retail or 48 cents wholesale.

Map of Alaska (C); scale 1 : 12,000,000; 1916. 1 cent retail or five for 3 cents wholesale.

Map of Alaska showing distribution of mineral deposits; scale 1 : 5,000,000; By A. H. Brooks. 20 cents retail or 12 cents wholesale. New editions included in Bulletins 642 and 662.

Index map of Alaska, including list of publications; scale 1 : 5,000,000 by A. H. Brooks. Free.

#### COOK INLET AND SUSITNA REGION.

##### Reports.

\*The petroleum fields of the Pacific coast of Alaska, with an account of the Bering River coal deposits, by G.

- C. Martin. Bulletin 250, 1905, 64 pp. 15 cents.  
 \*Gold Placers of Turnagain Arm, Cook Inlet, by F. H. Moffit. In Bulletin 259, 1905, pp. 90-99. 15 cents.  
 \*Mineral resources of the Kenai Peninsula, Alaska, by F. H. Moffit and R. W. Stone. Bulletin 277, 1906, 80 pp.  
 \*Gold placers of the Mulchatna, by F. J. Katz. In Bulletin 442, 1910, pp. 201-202. 40 cents.  
 \*Geologic reconnaissance in the Matanuska and Talkeetna basins, Alaska, by Sidney Paige and Adolph Knopf. Bulletin 327, 1907, 71 pp.  
 The Mount McKinley region, Alaska, by A. H. Brooks, with descriptions of the igneous rocks and of the Bonnifield and Kantishna districts, by L. M. Prindle. Professional Paper 70, 1911, 234 pp.  
 A geologic reconnaissance of the Iliamna region, Alaska, by G. C. Martin and F. J. Katz. Bulletin 485, 1912, 138 pp.  
 Geology and coal fields of the lower Matanuska Valley, Alaska, by G. C. Martin and F. J. Katz. Bulletin 500, 1912, 98 pp.  
 The Yentna district, Alaska, by S. R. Capps. Bulletin 534, 1913, 75 pp.  
 Gold lodes and placers of the Willow Creek district, by S. R. Capps. In Bulletin 592, 1914, pp. 245-272.  
 Mineral resources of the upper Matanuska and Nelchina valleys, by G. C. Martin and J. B. Mertie, jr. In Bulletin 592, 1914, pp. 273-300.  
 Preliminary report on the Broad Pass region, by F. H. Moffit. In Bulletin 592, 1914, pp. 301-306.  
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 Gold mining in the Willow Creek district, by S. R. Capps. In Bulletin 642, 1916, pp. 195-203.  
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 Mineral resources of the upper Chulitna region, by S. R. Capps. In Bulletin 692, 1919, pp. 207-232.  
 Gold lode mining in the Willow Creek district, by S. R. Capps. In Bulletin 692, 1919, pp. 177-186.  
 Mineral resources of the western Talkeetna Mountains, by S. R. Capps. In Bulletin 692, 1919, pp. 187-205.  
 Platinum-bearing gold placers of Kahlitna Valley, by J. B. Mertie, jr. In Bulletin 692, 1919, pp. 233-264.  
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 Geologic problems at the Matanuska coal mines, by G. C. Martin. In Bulletin 692, 1919, pp. 269-282.  
 In Preparation.  
 The geology of upper Matanuska basin, by G. C. Martin.  
 The western Talkeetna Mountains, Alaska, by S. R. Capps.  
 Chromite of Kenai Peninsula, Alaska, by A. C. Gill.  
 Topographic Maps.  
 Kenai Peninsula, southern portion; scale, 1 : 500,000; compiled. In Bulletin 526. Not issued separately.  
 Matanuska and Talkeetna region, reconnaissance map; scale, 1 : 250,000; by T. G. Gerdine and R. H. Sargent. In \*Bulletin 327. 25 cents. Not issued separately.  
 Lower Matanuska Valley; scale, 1 : 62,500; by R. H. Sargent. In Bulletin 500. Not issued separately.  
 Yentna district, reconnaissance map; scale, 1 : 250,000; by R. W. Porter. Revised edition. In Bulletin 534. Not issued separately.  
 Mount McKinley region, reconnaissance map; scale 1 : 625,000; by D. L. Reaburn. In Professional Paper 70. Not issued separately.  
 Kenai Peninsula, reconnaissance map; scale, 1 : 250,000; by R. H. Sargent, J. W. Bagley, and others. In Bulletin 587. Not issued separately.  
 Moose Pass and vicinity (602C); scale, 1 : 62,500; by J. W. Bagley. In Bulletin 587. Not issued separately.  
 The Willow Creek district; scale, 1 : 62,500; by C. E. Giffin. In Bulletin 607. Not issued separately.  
 The Broad Pass region; scale, 1 : 250,000; by J. W. Bagley. In Bulletin 608. Not issued separately.  
 Lower Matanuska Valley (602A); scale, 1 : 62,500 contour interval, 50 feet; by R. H. Sargent. 10 cents.  
 Nelchina-Susitna region; scale, 1 : 250,000; by J. W. Bagley. In Bulletin 668. Not issued separately.

#### BANKER ADVISES PEOPLE NOT TO SELL LIBERTY BONDS.

"Daily quotations on Liberty Bonds which, at present show them below par, have nothing to do with the maturity value of the bonds and are of no interest to the ordinary bond holder," Governor John U. Calkins of the San Francisco Federal Reserve Bank declares. "The United States Government will redeem every Liberty Bond at its maturity date at face value plus accrued interest."

The reason for the decline in the price of the Government securities is that speculators, anxious to win higher returns on riskier investments, have thrown their Liberty Bonds on the market, while subscribers who in some cases have found difficulty in completing payments, have let go of large blocks of the bonds. The daily quotations on Liberty Bonds reflect the action of these forces which fix market values. Market values, however, have nothing to do with real values.

The San Francisco Chronicle, in the leading article on its financial page, recently said:

"It is well known that large amounts of Liberty Bonds were offered as collaterals for margin accounts by speculators. Many of these accounts were forced to liquidate their collaterals in the recent break in the stock market.

"The exchange of Liberty Bonds for 'wildcat stocks' has taken place on so great a scale as to cause thousands to complain to the authorities. It is safe to say that the persons receiving these bonds have sold them.

"The Christmas custom of exchanging gifts may, to some extent, be called a contributing factor. Never were prices so high and never was the desire to purchase expensive gifts more prevalent. People reason with themselves that there is now no patriotic necessity for keeping their Liberty Bonds so they sell their bonds to buy silks and jewels."

Liquidation of Liberty Bonds by holders of small amounts for the purchase of luxuries has virtually thrown these bonds into our currency system, owing to their negotiability. This has expanded our currency, cheapening the dollar and contributing effectively to raise prices generally.

The man who sells his Liberty Bond now loses money.

## WEEKLY FORCE REPORT.

The number of employees of the Alaskan Engineering Commission as shown on the payrolls for the week ended January 10, 1920, was as follows:

Mile	Item of work	Purchas- ing	Sup- ply	D I V I S I O N						Ttl
				Ac- count- ing.	Maint. & Op.	Southern Const'e- Admin- istration	Northern Maint. & Op.	Southern Const'e- Admin- istration	Northern Maint. & Op.	
	Seattle office and Pur. Agent's Reps.	14	....	5	....	....	....	....	....	19
1	Stores, dock, laborers, janitors, etc...	....	35	....	....	....	....	....	....	35
	Mess .....	....	3	....	....	....	....	....	....	3
	Maintenance of equipment .....	....	....	....	30	....	....	....	....	30
	Hospital .....	....	....	....	....	2	....	....	....	2
	B. & B. No. 9, work on off. bldg.....	....	....	....	....	5	....	....	....	5
	Accounting office .....	....	....	2	....	....	....	....	....	2
3	Ex. gang 1, clearing sawmill site .....	....	....	....	....	5	....	....	....	5
	Contractors, logs, etc. ....	....	....	....	....	19	....	....	....	19
40	Mess house .....	....	....	....	2	....	....	....	....	2
48	B. & B. No. 6, cons. bridge No. 79 .....	....	....	....	....	26	....	....	....	26
52	Engineering party .....	....	....	....	....	6	....	....	....	6
	Steam shovel .....	....	....	....	....	56	....	....	....	56
56	Steam shovel .....	....	....	....	....	60	....	....	....	60
	Constructing bridge No. 85 .....	....	....	....	....	41	....	....	....	41
71	Engineering party .....	....	....	....	....	3	....	....	....	3
1-114	Operation, road .....	....	....	....	47	....	....	....	....	47
	Maintenance of way and structures..	....	....	....	67	....	....	....	....	67
114	Headquarters office .....	....	....	....	....	4	4	....	....	8
	Bridge Engineer .....	....	....	....	....	2	1	....	....	3
	Drafting office .....	....	....	....	....	4	....	....	....	4
	Townsite and land .....	....	....	....	8	....	1	....	....	9
	Disbursing office .....	....	....	5	....	....	....	....	....	5
	Accounting office .....	....	....	12	....	....	....	....	....	12
	Hospital .....	....	....	....	5	6	1	....	....	12
	Stores .....	....	80	....	....	....	....	....	....	80
	Operation, road .....	....	....	....	44	....	2	....	....	46
	Docks and boats .....	....	....	....	3	....	....	....	....	3
	Power and pumping .....	....	....	....	20	....	....	....	....	20
	Maintenance, equipment .....	....	....	....	66	....	1	....	....	67
	Floating .....	....	....	....	8	....	....	....	....	8
	Framing bridges .....	....	....	....	....	9	....	....	....	9
114-237	Operation, road .....	....	....	....	17	....	....	....	....	17
	Maintenance of way and structures..	....	....	....	128	....	1	....	....	129
172	Mining, Eska .....	....	....	....	83	....	1	....	....	84
188	Mining, Chickaloon .....	....	....	....	34	....	....	....	....	34
227	Store .....	....	4	....	....	....	....	....	....	4
236-238	Steam shovel .....	....	....	....	....	45	....	....	....	45
	B. & B. No. 1, constructing bridges .....	....	....	....	....	22	....	....	....	22
249	Engineers and general camp .....	....	....	....	....	37	....	....	....	37
	T. & T. crew, const. line and maint....	....	....	....	1	6	....	....	....	7
	Contractors .....	....	....	....	....	5	....	....	....	5
266	General camp .....	....	....	....	....	56	....	....	....	56
278	Location surveys .....	....	....	....	....	10	....	....	....	10
280	T. & T. crew constructing line.....	....	....	....	....	7	....	....	....	7
350	Contractors .....	....	....	....	....	....	....	4	....	4
356	Engineers and general camp .....	....	....	....	....	....	....	19	....	19
	Contractors .....	....	....	....	....	....	....	54	....	54
358	Engineers, carpenters, tracklayers....	....	....	....	....	....	....	83	....	83
	Contractors .....	....	....	....	....	....	....	7	....	7
358-411	Section men .....	....	....	....	....	....	....	38	....	38
363	Contractors, coal .....	....	....	....	....	....	....	25	....	25
411	Nenana headquarters .....	....	....	4	....	....	....	6	8	20
	Shops, roundhouse and engine crew..	....	....	....	....	....	....	11	12	23
	Store, warehouse and yard .....	....	36	....	....	....	....	....	....	36
	Hospital .....	....	....	....	....	....	....	6	6	13
	Townsite .....	....	....	....	....	....	....	1	1	2
	Janitors and watchmen .....	....	....	....	....	....	....	12	....	12

## WEEKLY FORCE REPORT.

Mile	Item of work	Purchasing	Supply	D I V I S I O N						T'tl	
				Accounting	Maint. & Op.	Southern Const'n	Southern Admin-istration	Northern Const'n	Northern Admin-istration		
	Power plant, linemen and operators..							17		17	
	Mess .....							7		7	
	Corral .....		2					7		9	
	Contractors, logs, ties, cordwood .....							18	18	36	
412	Terminal .....							8		8	
437	Engineers and storekeeper .....		1						3	4	
412-447	Section men .....							27		27	
456	Section men .....							9		9	
	Carpenters .....								5	5	
	Contractors .....							19	18	37	
	Tanana Valley R. R.:										
	General .....			2						2	
	Operation and maintenance .....							21		21	
	Rehabilitation .....								16	16	
	Contractors, wood and ties.....							2	2	4	
	Totals .....	14	161	30	563	436	12	209	280	6	1711
	Increase or decrease (-) over last week....	0	16	-1	-5	21	0	-1	29	0	59

## RECAPITULATION

Division	Pay Roll	Contractors	Total
Purchasing .....	14		14
Supply .....	161		161
Accounting .....	30		30
Southern .....	987	24	1011
Northern .....	328	167	495
Totals .....	1520	191	1711

## RETURNED SOLDIERS TAKE UP LAND IN CANADA.

Official survey of the activities of the returned service men who have taken up homesteads in British Columbia in the past year, has caused provincial officials to predict that the various soldier colonies established in 1919 will be merged into one great colony, directed by soldiers who fought in the Great War.

Success of British Columbia's soldier colonies has attracted attention throughout the British empire. The only serious problem which has arisen in the province is the heavy influx of returned soldiers from other provinces. It has been estimated that several thousand returned veterans who enlisted in other parts of the dominion, are seeking to become residents of British Columbia.

Records of the Soldier Settlement Board show that more than 5000 soldiers have decided to take up land and that 2500 are actually on homesteads. Various soldier settlements have sprung up, the leading ones being at Camp Merville, on Vancouver Island, and Camp Lister, near Creston. About 10,000 acres near Prince George also is to be colonized.

In the soldier colonies, no one but service men and their families reside. All of the officers, even representatives in the provincial parliament, are men who fought. Some weeks ago German and Austrian colonists made vigorous efforts to settle in a fruit region, adjacent to one of the smaller colonies. They were "informally deported," des-

pite their protests. The government did not take any action, as the "deportation," while rather vigorous, was bloodless.

## RAILROAD CONSTRUCTED IN PERU AT ALTITUDE OF OVER 15,000 FEET.

The Central Railway of Peru is the highest standard gauge railroad in the world, attaining at its summit an altitude of 15,865 feet. Its main line, 286 miles in length, was nearly 40 years in the building, and in its construction as many as 3000 men were employed at one time.

To reach the summit it is necessary to pass over 41 bridges and through 60 tunnels, the average ascent being 21 feet a mile. The road was built by John Meiggs, the eminent American engineer.

## DISBURSEMENTS DECREASED.

Disbursements from the U. S. treasury for the month of November were about \$200,000,000 less than reports for October showed. The amount spent was over \$368,000,000, however. The government expenses have not been as low in any month since April, 1917, when the United States entered the war. The high water mark was reached in December, 1918, when more than \$2,060,000,000 was spent. Since then eight of the 11 months following have shown a substantial decrease.

### GOVERNOR RIGGS REPORTS ON MINING IN TERRITORY DURING PAST YEAR.

In his report for the year 1919 to the Secretary of the interior, Thomas Riggs, jr., governor of Alaska reviews generally the mining conditions which prevailed throughout the Territory during the past year.

The report of the Governor in so far as it relates to mining is as follows:

"Mining in Alaska has never before been conducted under such adverse conditions. The gold placers, heretofore the backbone of the industry, are the principal sufferers. Wages, costs of equipment and supplies, high rates of transportation, shortage of labor, have joined together to reduce not only the production of placer gold, but have also prevented contemplated development of the lower-grade deposits. For similar reasons the great low-grade lode mines of the Gastineau Channel have not been able to operate to any marked profit although all modern devices for reducing costs are being employed. Gold mining in Alaska is no longer a business to attract heavy investment, unless the world standard is changed and gold is put on a commodity basis and receives the benefits of market demands. Gold mining should receive every possible help from the Government.

"A new gold and silver camp attracting attention is the Portland Canal district. The mineralized zone closely follows the international boundary, with, so far, the best showings in British Columbia, although excellent prospects are found on the Alaskan side. The mines and prospects of the Salmon River, both in Alaska and British Columbia, are all tributary to the Alaskan town of Hyder, while everything from the Bear River must pass through Stewart, British Columbia. One mine, the Premier, just across the boundary in British Columbia, has shipped several hundred tons of phenomenally rich gold and silver ore, and within a year should be a steady producer. At this mine no attempt is made to ship ore valued at less than \$100 to the ton.

"It is interesting to note that Col. Alfred H. Brooks, of the United States Geological Survey, has long predicted the finding of mineral deposits lying along the formation and extending the full length of the coast of southeastern Alaska. I look for extensive future development not only on Portland Canal but also up the Unuk and Iskoot Rivers. Willow Creek, near the line of the Government railroad, is forging steadily to the fore, and persistent rumors of large refractory deposits in the vicinity of Broad Pass raise hopes for increased railroad tonnage. In Prince William Sound, Valdez is once more creating excitement in the new lode discoveries and reported platinum finds.

#### Copper.

"Owing to the lack of transportation during 1918 and governmental demands during the war for the higher grade copper ores, practically none of the low-grade copper mines were enabled to continue normal shipments to the great distress of the operators. During the first six months of 1919 the low price of copper was another deterrent feature. Complaints have been lodged with me by shippers of low-grade ores that the slag loss charge of 26 pounds per ton is not warranted, as such loss in reality is not more than 4 pounds or 6 pounds at the most. There are a great number of low-grade copper mines and prospects in Alaska, which would seem to offer an attractive

field for investment by parties capable of bearing the cost of installation of concentration plants.

#### Chrome.

"Chrome ore of good quality was mined at Port Clatam and a considerable plant investment made, but the owners were unable to procure transportation when this metal was in demand, and in consequence suffered severe loss. I have made a careful investigation, and believe that operations were instituted in good faith, in the understanding that they would be protected by the Government. The chrome producers should be recompensed against loss.

#### Coal.

"From present indications I am convinced that good coal in export quantity will be found in both the Matanuska and Bering River fields. In the Matanuska field the Alaskan Engineering Commission has opened up the Eska Creek mine on a production basis. A washing plant is badly needed, but the coals, with only a small amount of hand picking, give excellent satisfaction for all railroad requirements. The Chickaloon mine, of high-grade naval coal, is being developed, and it is hoped will shortly be also placed on a production basis.

"In the Bering River field, as a result of development work on a lease in the western part of the field, several good veins of semibituminous coal have been cut, ranging from 30 inches to 15 feet. Here, too, the coal will probably have to be washed, although there are sections of one vein having good walls, which appear to be very clean. The lessee is confident that further development work will prove the mine.

"In the matter of coal once more transportation becomes a prime factor. There must be an export outlet. It is probable that trans-pacific coal-burning ships will find it advantageous to establish a coal supply in the Aleutian Islands not far from the great circle sailing routes between Puget Sound ports and the Orient. A naval base in Alaska will demand coal in quantity, which can best be supplied from our coal fields. The opening up of the coal fields and their connection with rail and water transportation will eventually result in the building of a smelter on Prince William Sound, whereat all the ores of the district can be reduced. When this happens many of the lower-grade mines, not now workable to profit, will become active producers.

"The company operating a mine along the Government railroad near the Little Susitna River has been quite active on a small scale during the year, the average monthly output being 135 tons, the coal being marketed principally in Anchorage and Seward, a quantity, however, being shipped to the copper mine at Latouche for experimental purposes.

"In the Nenana field a mine has been opened up near mile 355 of the Government railroad on the west side of the Nenana River about 1½ miles below the point where Hoseanna (Lignite) Creek flows into the Nenana. The Alaskan Engineering Commission has let a contract for 5000 tons to the firm operating at this point. A fair grade of lignite was also discovered on the right of way of the railroad at Mile 387 and a contract let for 2750 tons. As the surveyed coal lands are on the opposite side of the river and are not situated in leasing blocks, some difficulty has been encountered in procuring necessary capital for development. This situation should be remedied by the Government completing the survey of this

portion of the field and placing it into leasing units. It is hardly probable that sufficient coal can be mined on the west side of the Nenana River to supply the needs of Fairbanks, and steps should be taken as speedily as is consistent with the plans of the commission to construct a branch line into the coal fields proper.

#### Petroleum.

"It seems probable at present that Congress will enact laws at this session which will permit the development of oil fields which are known to be of value. Under existing law all oil fields are withdrawn from either entry or lease. There is only one patented claim in all of Alaska. A few operators, having faith in ultimate action by the Government, have maintained their interest in the Territory for years and have been active in endeavoring to procure legislation which will allow development. In all fairness surely the Government can not much longer prohibit an industry which means so much to the Territory. On the one patented claim lying in the Katalla field the owners are producing, in a small way, pumping and refining about 50 barrels per day. The oil is very high grade and of paraffin base. The product finds a ready market. There are approximately 1,000 gas boats in Alaska, practically all of which are now importing their oils from the States. This demand in itself would create quite an industry, eliminating the still greater demand of fuel oils used by steamers and mines. It is noted that the oil production and consumption curves have crossed and, if for no other reason than to help reduce the exorbitant prices now paid for oils, every encouragement should be held out to the development of the fields."

#### WORK OF THE JUNIOR DIVISION OF AMERICAN RED CROSS SUBJECT OF REPORT.

\* Members of the Junior Red Cross in the Pacific Division,—726,126 in number—contributed and earned \$224,690.21 during the period of their war activities, according to a report just made public by Mrs. H. A. Kluegel, division director of the junior department of the American Red Cross.

Opportunity is being given these boys and girls, Mrs. Kluegel says, to enroll in Junior Red Cross auxiliaries which are being formed to take up the organization's new peace program which contemplates a definite service of child for child.

The review of the work accomplished by the Pacific Division during the war shows that a grand total of more than half a million pieces of surgical and hospital supplies, hospital and refugee garments and knitted articles for soldiers and sailors, were made by the girl members of the organization. Boys in the division in the same period made 11,539 articles for utilitarian purposes in manual training departments of the public schools.

Boys and girls who combined in salvage work brought in articles which sold for \$19,024.25 and their purchases of thrift and war savings, stamps and investments in Liberty Bonds totalled \$5,395,319.89.

\* A fund of almost a quarter of a million dollars—\$224,500 to be exact—was amassed by monetary contributions of the junior members. Expenditures amounted to \$112,913.28, leaving a balance of \$111,536.72, which is being apportioned by Chapter School committees between the National Children's Fund and their own treasuries, the latter to support local projects for children and the former to be used in foreign children's relief work.

#### CHINESE WHO AIDED ALLIES NOW BEING RETURNED HOME.

Ninety thousand Chinese brought to France by the British army for war work behind the lines are being returned as their three-year contracts expire and by the end of February it is expected only about 20,000 of them will remain. These will be picked groups re-engaged for a two-year period. About 10,000 of the Chinese who worked for the French army have been or soon will be sent home.

For two years the Chinese have been brought into close contact with the Young Men's Christian Association. R. M. Hersey, formerly general secretary of the American Y. M. C. A. at Tien-tsin, who has been in charge of the work among the Chinese, said they were going back home better equipped mentally and morally than when they came.

Little religious work has been done by the Y. M. C. A., Mr. Hersey said. Patriotism was accentuated; morality was extolled; and the meaning of the war was explained so the men might not go back with critical, depressing views of European civilization. Leadership was developed among them and as a result, Mr. Hersey said he hoped the thousands of Chinese would become a leaven for China.

#### NAVY'S ANNUAL REPORT.

England alone excels the United States in Naval strength, in ships, men and munitions, says a report of the Navy department. Since the armistice the personnel of the Navy has been reduced from 500,000 to 132,000. The two divisions of the fleet, the Atlantic and the Pacific, are each strong enough for defense. There were constructed during the year ending October 1, one battleship, 108 destroyers, 32 submarines, 52 eagle boats, 36 submarine chasers, one fuel ship, 31 mine sweepers, and three seagoing tugs. Under construction are six huge battle cruisers and 12 battleships to be armed with 16-inch guns. Estimates for the next fiscal year amount to more than \$573,000,000 but are \$40,000,000 less than appropriations for the current year. Appropriations for the Navy from April 1, 1917, to the end of last June were in round numbers \$3,357,000,000.

#### INCOME TAX EVASION.

The Internal Revenue bureau has given warning to those who have falsified or made incorrect returns of their income to expect to be called on for an accounting. The office has netted \$200,000,000 more than was reported in the returns filed early in the year and an additional like sum by the end of June is expected. The findings of the bureau in certain cases have already led to the presentation of amended returns by individuals and corporations.

#### MONEY \$55.65 PER HEAD.

On December 1, the per capita circulation of money in the United States was \$55.65, according to a treasury report. The general stock of money amounted to about \$7,783,000,000, an increase of some \$113,000,000 during the past year. Gold coin including treasury bullion decreased about \$250,000,000, being approximately \$2,833,000,000 at the above date. Standard silver coin in circulation aggregated more than \$308,000,000.

Invest the interest earned by your Liberty Bonds in War Savings Stamps.

## OFFICIAL CIRCULARS.

## PREPARATION OF PERSONNEL PAPERS.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Jan. 16, 1920.

General Circular No. 12:

TO ALL CONCERNED:

Circular No. 273, issued on November 22, 1917, relative to preparation of personnel papers is hereby cancelled. In future cases of.

1. Employment.
2. Promotion.
3. Change of Designation.

of employees receiving \$1800.00 or more per annum, four copies of Form 121 must be submitted to enable forwarding two copies to Washington for Secretarial approval, only one of which will be returned.

The fact that there is no increase in payroll involved when some person already in the Commission's employ, or a new employee entering the service, takes a position formerly held by another, does not alter the necessity for forwarding Form 121 to Washington for approval.

F. MEARS, Chairman.

## PERISHABLE FREIGHT.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Jan. 10, 1920.

Bulletin No. 221:

TO ALL CONCERNED:

Commencing Monday, January 26, 1920, perishable freight will be handled to all stations between Anchorage and Tunnel once a week, leaving Anchorage on Thursdays.

J. T. CUNNINGHAM, Trainmaster.

## Division Notes.

Bridge and building gang No. 1 completed during the past week the work of decking bridge No. 185 and bridge No. 186.

Larochelle and Robert, sawmill contractors, operating at Mile 3 $\frac{3}{4}$  out of Seward, had the work of installing their mill 40 per cent complete at the close of work on January 10.

The contractors engaged in getting out saw logs and in erecting a sawmill at Mile 3 $\frac{3}{4}$  out of Seward, were delayed during the week on account of the inclemency of the weather.

R. D. Chase, special disbursing agent for the Southern Division, departed from Anchorage for Seward last Thursday on business in connection with his office and returned Saturday night.

Janovich & Co., station contractors, finished their work on the loop in Mile 51 on January 9, with the exception of a cut under bridge No. 78. This cut comprises 650 cubic yards of material which will be taken out by the Engineering Commission's forces later on in the season.

The work of preparing a living apartment in the Seward office building for Mr. H. P. Warren, engineer in charge, Supply Division, was completed during the past

week. Mr. Warren is expected to arrive in Seward from Seattle about February 1.

Seven hundred and sixty-two short tons of coal were mined at the Eska and Chickaloon coal mines and 117 persons were carried on the payrolls, during the week ended January 10, according to the report of Sumner S. Smith, resident mining engineer, in charge of the coal mining operations of the Alaskan Engineering Commission in the Matanuska coal field. The work at the Eska mine consisted in the continued driving of the Shaw West and the Emery East tunnels and at the Chickaloon mine, in the continued driving of the Second East, the Second West and the No. 5 West tunnels.

## DEMONSTRATION SHOWING MARINE RESOURCES TO BE GIVEN.

For the purpose of creating nation-wide interest in the development of the American merchant marine, a series of demonstrations showing marine resources of the country, will begin in New York April 12, and last one week, it was announced recently by the National Marine League.

According to P. H. W. Ross, president of the league, the demonstrations will consist of parades; dinners, at which prominent marine authorities will be speakers; expositions of ship models and exhibits of cargo handling and shipping devices. John Barton Payne, chairman of the United States Shipping Board; Secretary of Commerce J. W. Alexander, and other men prominent in America's commercial development will be in attendance. While centering in New York, the demonstration will be nation-wide in scope, it was added.

The league, according to its officers, now has more than 9000 members, including not only prominent steamship men, but executive heads of many of the largest manufacturing, banking and general business firms in every state of the union.

## FRANCE PREPARING FOR TOURISTS.

The government is making elaborate preparations to care for the swarms of tourists who are expected to arrive in the spring. Every means will be provided to enable the visitors to get a good view of the battle-scarred territory, it is said. The battlefields are being drained and made passable and the ground and remnants of buildings are being preserved just as they were during the fighting. Concrete machine gun nests, barbed wire entanglements and miles of trenches are being left intact. The government is arranging to erect along the battle line temporary hotels for the convenience of tourists at points that now have no such accommodations. Money derived from the tourist trade is expected to go a long way toward meeting the war bills of the country but measures are planned to prevent any extortion of the visitors. At present France is in the grip of a serious fuel shortage. The cities are overflowing with refugees and foreigners. Paris is crowded and people are walking the streets seeking accommodations.

## CHEAPER FLOUR OFFERED.

J. H. Barnes, U. S. wheat director, is encouraging the sale of the lower priced "U. S. Grain Corporation standard pure wheat flour." He says wheat flour in small packages will be placed on the market. This means that winter wheat will be substituted for spring wheat, of which there is a shortage. The new standard flour will be sold at about 75 cents for bag of 12 $\frac{1}{2}$  pounds, it is stated.

# ALASKA RAILROAD RECORD



VOL. IV. ANCHORAGE, ALASKA, TUESDAY, JANUARY 27, 1920. 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.

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

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

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

### REPORT MADE OF ACTIVITIES IN SOUTHERN DIVISION DURING THE MONTH OF DECEMBER.

Labor was plentiful for the work required on the government Railroad in the Southern Division during the early part of December, but a shortage of men existed for the necessary work toward the close of the month, according to the report of progress in the Southern Division for the month of December submitted to Col. F. Mears, chairman of the Alaskan Engineering Commission. Energetic efforts were made in Seward and Anchorage during the month to secure men to fill the positions in the various designations. The average force employed on the Southern Division during December was 925 force account employees and 41 contractors.

#### Operation.

The Seward Division of the Alaska Railroad was successfully operated during the month between Seward and Anchorage, and a schedule of two mixed trains per week in each direction was maintained, supplemented by such additional freight extras as were made necessary by the requirements of the construction forces in the movement of materials and supplies to the second summit district at Mile 52. Due to favorable weather conditions, no trouble was experienced with snow or with snowslides during the month.

Operation was continued over the Anchorage Division from Anchorage to Talkeetna during the month on a regular schedule of one train in each direction per week, supplemented by additional work extras hauling construction material and supplies north to end of steel at Mile

236. Snow and weather conditions were favorable in this district to continued operation.

The regular schedule of two trains per week each way between Anchorage and Chickaloon was also maintained.

#### Construction.

Construction work was continued throughout the month in the vicinity of the second summit district between Mile 47 and Mile 56. Divyak & Co., station contractors at Mile 47½, and Janovich & Co., station contractors at Mile 50½, both worked throughout the month. The enlargement of Tunnel No. 7 was completed.

Steam Shovel No. 1, located in borrow pit near Mile 56, loaded during the month 28,544 cu. yds. of gravel, which was largely used in filling the long trestle in Mile 54½. This shovel was double shifted on December 29th to expedite the work.

Steam Shovel No. 3, located in borrow pit at Mile 51½, started work on December 8th, also hauling to the long trestle in Mile 54½, excavating during the month 8,644 cubic yards.

Extensive work was undertaken on several bridges in the 'Loop' district near Mile 50. The excavation for concrete piers for Bridge No. 78 in the lower loop was started on December 1st, and at the end of the month Piers 8, 9, 10, 15, and 16 were completed. Excavation for concrete piers on Bridge 79 in the same vicinity was also started on December 15th. The work on these bridges will necessarily have to be continued throughout the winter, due to the fact that it is not practicable to put in foundations for these structures during the summer season when the waters of the creek are usually swelled by melting snow and summer rains. Furthermore, the present trestles on the lower loop are unsafe for standard equipment, and it is desirable to have these old bridges replaced with standard structures in order to accommodate through traffic during the open season of 1920.

No construction work of any importance was undertaken between the Mile 52 district and the end of steel at Mile 238, north of Talkeetna. In Mile 238 Steam Shovel No. 7 worked throughout the month benching in along the Susitna River, and cast over during the month a total of 16,825 cubic yards of material, moving a lineal distance of 3576 feet. Standard gauge track was followed up behind the shovel over the new-made grade.

No construction work of any importance was undertaken north of Mile 238 during the month. Preparations were continued for freighting supplies into the district between Mile 264 (the crossing of the Susitna River) and

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

Mile 284 (Hurricane Gulch).

A locating party was continued in the field during December in the Indian Creek Canyon district and north of the that point between Mile 269 and 279, to make line revisions preparatory to construction.

All preparations for freighting supplies have been made in this district which will lead to useful results as soon as cold weather makes the necessary crossings of the Susitna River practicable for four-horse teams; and it is anticipated that during January freighting operations in the above-mentioned districts will commence in earnest, ready for service.

#### Mechanical Department.

Necessary routine repairs were made to locomotives, cars, and other machinery. The rotary snow plow, No. 2, which was received from the United States in the middle of November, was assembled during the month and made ready for service.

#### Telegraph and Telephone Department.

The most important work in connection with construction operations done by the T. & T. Department, during the month was the stringing of a new telegraph wire between Caswell (Mile 201) and Dead Horse (Mile 249). This extra wire was extended during the month to Mile 284. The T. & T. Department also, started the construction of a new pioneer line through Broad Pass to connect with Northern Division. This new line started from the end of our present system at Indian River (Mile 265) and was completed by the end of December to Mile 278.

### GOVERNOR RIGGS GIVES INTERESTING FACTS CONCERNING TERRITORIAL FINANCES.

The annual report of Thomas Riggs jr., governor of the Territory gives in detail the condition of the territorial finances during the past year. The report in part follows:

The revenues derived by the Federal Government from business and trade licenses outside of incorporated towns are collected by the clerks of the district courts, deposited to the credit of the Treasurer of the United States, and by him credited to the Alaska fund, under the act of Congress approved January 27, 1905. Sixty-five per cent of the money paid into this fund is appropriated for the construction and repair of roads and trails outside of incorporated towns and spent under the direction of the Board of Alaska Road Commissioners 25 per cent for the maintenance of schools outside of incorporated towns, and 10 per cent for the relief of indigents, disbursed by the Federal judges, under the act of Congress approved March 8, 1913.

The sums collected during the fiscal year 1919, and a comparison with the previous fiscal year, are given in the following statement:

Division	1918	1919	Increase	Decrease
First	\$127,995.11	\$112,899.97	.....	\$15,095.14
Second	8,597.68	8,495.62	.....	102.06
Third	127,947.49	148,988.86	\$11,941.46	.....
Fourth	19,611.45	19,612.35	.....	8,999.11
Total	\$292,161.65	\$289,996.80	.....	\$12,254.85
Fourth	2,193.85	2,777.67	578.82	.....

The net amount of cash for the first division, however, was only \$193,951.61, the difference, amounting to \$8,828.26, representing canceled fish-hatchery certificates, upon which rebates are made and credited to certain salmon canneries for the release of salmon fry in lieu of cash payment of taxes on their output and refund of excess payments.

The net amount of cash from the third division was only \$146,534.86, the difference (\$2,454) representing fish-hatchery rebates as above.

The act approved June 26, 1906, provides that the catch and pack of salmon in Alaska by owners of private salmon hatcheries operated in Alaska shall be exempt from all license fees and taxation of every value at the rate of 10 cases of salmon to every thousand red or king salmon liberated, or a rebate of 40 cents is allowed on every thousand red or king salmon fry released.

The only increase in revenues for the fund is found in the third division, and is due to the increased fisheries output. The decreases in the other divisions are due to the curtailment of industries on account of loss of population and war conditions.

The total revenues received from taxes levied by the Federal Government within incorporated towns, from business and trade licenses, which were paid by the clerks of the district courts directly to the treasurers of the various towns, were as follows:

Division	1918	1919	Increase	Decrease
First	\$59,538.45	\$40,426.51	.....	\$19,111.94
Second	8,346.12	5,029.00	.....	3,317.12
Third	11,017.86	19,996.13	\$8,978.27	.....
Total	*\$81,101.28	\$68,229.31	.....	\$12,871.97

\*Figures furnished in last years report for 1918 were slightly in error and have been corrected, as above.

Besides the revenues derived by the Federal Government from business and trade licenses of all kinds in incorporated towns and outside of incorporated towns, taxes are levied on fisheries products, as follows: Canned salmon, 4 cents per case; pickled salmon, 10 cents per barrel; salt salmon in bulk, 5 cents per hundredweight; fish oil, 10 cents per barrel; fertilizer, 20 cents per ton.

The Alaska fund should now be covered into the treasury of the Territory for expenditure under the direction of the legislature, as since the passage of the act the Territory has provided complete school and road-building organizations and has created a board for the relief of indigents. The fund is now merely supplemental to Territorial appropriations, and further complicates the various operations. A law to this effect should be passed.

#### Territorial Finances.

The Territory has its own fiscal system, controlled by laws enacted by the Territorial legislature, which is entirely separate and apart from the revenues derived by the Federal Government from business and trade licenses and which are covered into and disbursed from the Alaska fund in the Federal Treasury. The Territorial revenue act, passed by the legislature, session of 1917, imposes the following license taxes:

Attorneys at law, doctors, and dentists, \$10 per annum; automobiles operating for hire, \$5 per annum; bakeries doing a business in excess of \$500 per annum, \$15 per annum; electric light and power plants, one-half of 1 per cent of the gross receipts in excess of \$2,500 and one-half of 1 per cent of the net profits from supplies sold; employment agencies operating for hire, \$500 per annum; salmon canneries, 4½ cents per case on kings, reds, or sockeyes, 2½ cents per case on medium reds, 2 cents per case on all others; salteries, 2½ cents per 100 pounds on all fish salted or mild cured, except herring; fishtraps, fixed or floating, \$100 per annum, so called dummy traps included; cold-storage plants, a graded tax from \$10 to \$500 per annum, according to the amount of annual business done; fish-oil

works, using herring in whole or in part in the manufacture of fish oil, \$2 per barrel; fertilizer and fish-meal plants, using herring in whole or in part, \$2 per ton; laundries a graded tax, from \$25 to \$75 per annum, according to amount of business done; meat markets a graded tax, from \$25 to \$500 per annum according to amount of business done; mining, 1 per cent of the net income in excess of \$5,000; ships and shipping vessels registered in Alaska, not paying a tax or license elsewhere, doing business for hire or engaged in the freight and transportation business, \$1 per ton on the net tonnage, customs, house measurements; telephone companies, one-half of 1 per cent of gross receipts in excess of \$1,500; water works, one-half of 1 per cent of gross receipts in excess of \$2,500; public messengers, \$25 per annum.

The Territorial legislature, session of 1919, made some changes, principally in the fisheries schedules of the 1917 act. Becoming effective January 1, 1919, rates of taxation on canned salmon were raised 1 cent per case on all grades. In addition to the per-case tax, a tax of 1 per cent of net annual income was imposed upon salmon canneries. Tax of 2 cents per case was imposed upon canned clams and herring; the tax on mild-cured salmon was raised to 5 cents per 100 pounds on white and 10 cents per 100 pounds on red salmon. The tax on codfish was raised to 10 cents per 100 pounds, and a tax of \$1 per barrel was imposed upon the production of whale oil. A poll-tax law, levying a tax of \$5 on all men between the ages of 21 and 50, was passed for school purposes.

Taxes collected and other revenues accruing to the Territory are covered into and disbursed from the Territorial treasury, the fiscal year of the Territory corresponding to the calendar year. The condition of the Territorial treasury for the fiscal year ended December 31, 1918, was as follows: Balance on hand January 1, 1918, \$682,493.11; total receipts from all sources, \$475,450.55; total disbursements under appropriations made by the Territorial legislature, \$624,100.885; balance of cash on hand December 31, 1918, \$533,842.81.

#### ORIGIN AND DESTINATION OF CARGO SHIPPED THROUGH THE PANAMA CANAL.

During the four months from the beginning of the current fiscal year to the end of October, 2,629,861 tons of cargo have passed through the Canal. Of this 1,184,902 tons went from Atlantic to Pacific and 1,444,949 from Pacific to Atlantic, the percentage of the two directions being approximately 45 and 55. A study has been made of the distribution of this cargo, and of the net tonnage of the ships carrying it, over the principal trade routes.

The heaviest movement of cargo has been from the Atlantic seaboard of the United States to the Far East, including Japan, China, and the Philippines. This has been 414,892 tons in the four-month period, over 15.7 per cent of all cargo passing through the Canal and 35 per cent of the cargo from Atlantic to Pacific.

The next in quantity of cargo has been the United States coastwise trade from Pacific to Atlantic, aggregating 393,667 tons, over 22 per cent of all Pacific-to-Atlantic movements and nearly 15.2 per cent of all cargo. Coastwise shipments from Atlantic to Pacific amounted to 75,889 tons, about 6.4 per cent of all cargo handled from Atlantic to Pacific and 2.9 per cent of all cargo in both directions.

The only other routing over which passed as much as 10 per cent of all the cargo was that from the west coast

of North America to Europe. These shipments were principally lumber, grain and flour.

Shipments from Australia and New Zealand to Europe, principally Great Britain, were next in quantity, 229,954 tons, or 8.7 per cent of all cargo.

Cargo from the United States to the west coast of South and Central America was next in order, 178,962 tons, 6.8 per cent of the grand total. Shipments from Europe direct to the west coast in the same time were 41,984 tons, or 1.6 per cent.

The traffic along the west coast has been divided into four classes: With the United States direct, with Europe direct, with Mexico, and to and from the Atlantic terminus of the Canal. There was also in the period 1 shipment to Cuba of 1502 tons. The aggregate shipments of the west coast from Atlantic ports were 408,868 tons, about 15.5 per cent of all cargo, slightly less than the 414,892 tons passing from Atlantic ports of the United States to the Far East. Shipments from the west coast through the Canal, to all destinations aggregated 368,571 tons, 14 per cent of all cargo in the period. Shipments to the west coast from the United States, 178,962 tons, exceeded those from Europe, 41,984 tons, but from the west coast to Europe the cargo of 165,121 tons exceeded by 42 per cent the 116,070 tons sent to the United States. From Mexico to the west coast the cargo was 139,000 tons of petroleum products, most of the vessels returning to Mexico in ballast. Transfer shipments from Cristobal to the west coast of South and Central America totaled 48,922 tons in the period, and cargo arriving at Cristobal from the west coast for transshipment in the same time amounted to 85,978 tons.—The Panama Canal Record.

#### FOOD SURPLUS AND SUGAR.

Former Food Administrator Hoover stated before the congressional war investigating committee the other day that this year's crops will give a food surplus of from 16 to 20 million tons. According to Mr. Hoover, continuing high prices in retail "are largely due to the appalling psychology of the public to buy expensive things." A statement from the sugar equalization board that 493,000 tons of sugar were exported this year, of which 154,000 tons had been intended for home consumption, was submitted. The American sales organization abroad reported that 1,798,000 pounds of Army sugar was sold in Europe and that 4,224,000 pounds of Army stock was sold for distribution among the German people in accordance with the plans of the allies to prevent suffering in the occupied territory. The president of the sugar equalization board recommends that some department of the Government be given absolute power to limit the production of candy and sweet drinks in order to cut down the consumption of sugar and so protect householders. The Government is faced by two alternative sugar policies, said he. One is absolute control by agreement with European governments for the joint purchase of the bulk of the sugar crop and the allocation of the remainder to certain governments as was done last year. The other is to cease all Governmental control and permit the establishment of free trade.

#### BUY WAR SAVINGS STAMPS.

A. E. C. employees and all others are urged to buy War Savings Stamps. No better investment. Invest your Liberty Bond interest in War Savings Stamps and make interest earn interest.

## WEEKLY FORCE REPORT.

The number of employees of the Alaskan Engineering Commission as shown on the payrolls for the week ended January 17, 1920, was as follows:

Mile	Item of work	Purchas- ing	Sup- ply	D I V I S I O N						T'tl	
				Ac- count- ing.	Maint. & Op.	Southern Const'c- Admin- istration	Northern Maint. & Op.	Const'c- Admin- istration			
	Seattle office and Pur. Agent's Reps.	14	...	5	...	...	...	...	...	19	
1	Stores, dock, laborers, janitors, etc.	...	31	...	...	...	...	...	...	31	
	Mess	...	3	...	...	...	...	...	...	3	
	Maintenance of equipment	...	...	...	30	...	...	...	...	30	
	Hospital	...	...	...	...	2	...	...	...	2	
	B. & B. No. 9, work on off. bldg.	...	...	...	...	5	...	...	...	5	
	Accounting office	...	...	2	...	...	...	...	...	2	
3	Ex. gang 1, clearing sawmill site	...	...	...	...	5	...	...	...	5	
	Contractors, logs, etc.	...	...	...	...	20	...	...	...	20	
40	Mess house	...	...	...	2	...	...	...	...	2	
48	B. & B. No. 6, cons. bridge No. 79	...	...	...	...	31	...	...	...	31	
52	Engineering party	...	...	...	...	6	...	...	...	6	
	Steam shovel	...	...	...	...	54	...	...	...	54	
	B. & B. No. 8 constructing bridge 78	...	...	...	...	16	...	...	...	16	
56	Steam shovel	...	...	...	...	53	...	...	...	53	
	Constructing bridge No. 85	...	...	...	...	36	...	...	...	36	
71	Engineering party	...	...	...	...	2	...	...	...	2	
1-114	Operation, road	...	...	...	54	...	...	...	...	54	
	Maintenance of way and structures.	...	...	...	62	...	...	...	...	62	
114	Headquarters office	...	...	...	...	4	4	...	...	8	
	Bridge Engineer	...	...	...	...	2	1	...	...	3	
	Drafting office	...	...	...	...	4	...	...	...	4	
	Townsite and land	...	...	...	8	...	1	...	...	9	
	Disbursing office	...	...	5	...	...	...	...	...	5	
	Accounting office	...	...	12	...	...	...	...	...	12	
	Hospital	...	...	...	5	5	1	...	...	11	
	Stores	...	73	...	...	...	...	...	...	73	
	Operation, road	...	...	...	48	...	2	...	...	50	
	Docks and boats	...	...	...	3	...	...	...	...	3	
	Power and pumping	...	...	...	12	...	...	...	...	12	
	Maintenance, equipment	...	...	...	63	...	1	...	...	64	
	Floating	...	...	...	8	...	...	...	...	8	
	Framing bridges	...	...	...	...	1	...	...	...	1	
114-237	Operation, road	...	...	...	19	...	...	...	...	19	
	Maintenance of way and structures.	...	...	...	144	...	1	...	...	145	
172	Mining, Eska	...	...	...	83	...	1	...	...	84	
188	Mining, Chickaloon	...	...	...	34	...	...	...	...	34	
227	Store	...	4	...	...	...	...	...	...	4	
236-238	Steam shovel	...	...	...	...	50	...	...	...	50	
	B. & B. No. 1, constructing bridges	...	...	...	...	20	...	...	...	20	
245	Contractors	...	...	...	...	15	...	...	...	15	
249	Engineers and general camp	...	...	...	...	63	...	...	...	63	
	T. & T. crew, const. line and maint.	...	...	...	1	3	...	...	...	4	
	Contractors	...	...	...	...	5	...	...	...	5	
266	General camp	...	...	...	...	108	...	...	...	108	
268	Engineers	...	...	...	...	4	...	...	...	4	
	Contractors	...	...	...	...	5	...	...	...	5	
278	Location surveys	...	...	...	...	10	...	...	...	10	
280	T. & T. crew constructing line.	...	...	...	...	10	...	...	...	10	
350	Engineers	...	...	...	...	...	...	3	...	3	
	Contractors	...	...	...	...	...	...	2	...	2	
356	Engineers and general camp	...	...	...	...	...	...	18	...	18	
	Contractors	...	...	...	...	...	...	75	...	75	
358	Engineers, carpenters, tracklayers.	...	...	...	...	...	...	64	...	64	
358-411	Section men	...	...	...	...	...	...	17	...	17	
363	Contractors, coal	...	...	...	...	...	...	25	...	25	
411	Nenana headquarters	...	...	4	...	...	...	6	8	2	20

## WEEKLY FORCE REPORT.

Mile	Item of work	Purchasing	Supply	D I V I S I O N						T'tl	
				Ac-counting	Maint. & Op.	Southern Const'c-tion	Admin-istration	Northern Const'c-tion	Admin-istration		
	Shops, roundhouse and engine crew..	....	....	....	....	....	....	12	14	....	26
	Store, warehouse and yard .....	....	23	....	....	....	....	9	....	....	32
	Hospital .....	....	....	....	....	....	....	6	6	1	13
	Townsite .....	....	....	....	....	....	....	1	....	1	2
	Janitors and watchmen .....	....	....	....	....	....	....	11	....	....	11
	Power plant, linemen and operators..	....	....	....	....	....	....	17	....	....	17
	Mess .....	....	....	....	....	....	....	7	....	....	7
	Corral .....	....	2	....	....	....	....	6	....	....	8
	Contractors, logs, ties, cordwood .....	....	....	....	....	....	....	....	36	....	36
412	Terminal .....	....	....	....	....	....	....	8	....	....	8
412-447	Section men .....	....	....	....	....	....	....	19	....	....	19
456	Section men .....	....	....	....	....	....	....	9	....	....	9
	Carpenters .....	....	....	....	....	....	....	....	5	....	5
	Contractors .....	....	....	....	....	....	....	....	37	....	37
	Tanana Valley R. R.:										
	General .....	....	....	2	....	....	....	....	....	2	4
	Operation and maintenance .....	....	....	....	....	....	....	20	....	....	20
	Rehabilitation .....	....	....	....	....	....	....	....	16	....	16
	Contractors, wood and ties.....	....	....	....	....	....	....	4	....	....	4
	<b>Totals .....</b>	<b>14</b>	<b>136</b>	<b>30</b>	<b>376</b>	<b>539</b>	<b>12</b>	<b>152</b>	<b>309</b>	<b>6</b>	<b>1774</b>
	Increase or decrease (-) over last week ...	0	-25	0	13	103	0	-57	29	0	63

## RECAPITULATION

Division	Pay Roll	Contractors	Total
Purchasing .....	14	....	14
Supply .....	136	....	136
Accounting .....	30	....	30
Southern .....	1082	45	1127
Northern .....	288	179	467
<b>Totals .....</b>	<b>1550</b>	<b>224</b>	<b>1774</b>

## EXECUTIVE ORDER.

## Order of Withdrawal Alaska Military Reservations.

It is hereby ordered that the following lands in the Territory of Alaska be, and the same are hereby, withdrawn from settlement, location, sale, entry, or other disposition, and set apart as military reservations:

## McGrath.

A tract of land on the Kuskokwim River at McGrath in the McKinley Recording District, now occupied as a radio telegraph station, described as follows:

That certain piece or parcel of land located on the Kuskokwim River at McGrath, now occupied as a radio telegraph station, being the same land mentioned and described in a quitclaim deed from C. E. Larson to the Alaska Wireless Telegraph Co., dated the 16th day of November, 1917, and recorded in the office of the Commissioner of McKinley Recording District on the 19th day of November, 1917.

## Iditarod.

A tract of land situated near the town of Iditarod in the Otter Recording District, now occupied as a radio telegraph station, described as follows:

That certain piece or parcel of land 300 ft. by 800 ft., the same being a part of what was formerly known as the Bonanza Placer Mining Association Claim, situated near the town of Iditarod, in the Otter Recording District, being the same land mentioned and described in a certain lease from Adolph Miller and others to the Alaska Wireless Telegraph Company, dated June 5, 1911.

## Brooks.

A tract of land on the Liven Good Creek in the Tolovana Recording District, now occupied as a radio telegraph station, described as follows:

That certain piece or parcel of land 250 feet by 560 feet, being a portion of Bench Placer Mining Claim known as No. 1 Bench fractional claim on Liven Good Creek, being the same land mentioned and described in quitclaim deed from C. W. Kocgley to Alaska Wireless Telegraph Company, dated August 11, 1915, and recorded in the Tolovana Recording District, on February 3, 1919.

WOODROW WILSON,

The White House,  
16 December, 1919.

### BUREAU OF FISHERIES REPORTS ON ALASKAN INDUSTRY.

The fisheries industry of Alaska as a whole showed a very satisfactory increase in 1918 over 1917 according to the report of the Bureau of Fisheries recently made public. The work of the bureau in enforcing the Federal laws and regulations was considerably expanded, and investigations were undertaken to determine the extent to which it might be necessary to limit commercial fishing in certain localities. During the fiscal year 1919 restrictions were imposed on fishing in the waters of southeastern Alaska, in the Copper River, and in the Yukon River. The report in detail follows:

"Further attention was given to the opening up of streams to spawning salmon, and the Fishery Intelligence Service for reporting prices of fish, which was inaugurated in 1917, was continued. A special stream-watchman service was established, five men being stationed at points in southeastern Alaska and five in central Alaska during the active fishing season. Much good resulted from this increase of the patrol force in the enforcement of the laws and regulations, as well as in the prevention of unlawful acts in connection with the fisheries. One more small vessel was added to the bureau's patrol fleet during the summer of 1918, and a number of small boats were chartered for short periods.

"Alaska fisheries matters were considered at a number of sessions of the Canadian-American Fishery Conference. Action was taken granting reciprocal port privileges to fishing vessels of each nation. Findings and recommendations of the conference were submitted to the respective governments for appropriate action.

"The United States Food Administration exercised supervision over fishery establishments in the season of 1918 for the greater conservation of labor, material, and supplies, particularly tin plate. Fixed prices were established for raw fish to be paid to fishermen, and for the canned product. A large proportion of the pack was commandeered for military use.

"In the session of the Territorial legislature held in the spring of 1919 bills were passed providing new and increased taxation upon fisheries products, creating the Territorial fish commission, prohibiting the pollution or obstruction of salmon streams, and establishing the office of labor commissioner, among the duties of which are the inspection of canneries and fishery establishments in regard to sanitary aspects of their operation as affecting laboring classes.

#### Salmon Hatcheries.

"In the fiscal year 1919, the propagation of salmon in Alaska was carried on at four fish-cultural stations—two operated by the Government and two by private interests. In the fiscal year 1918 there were released from the privately owned hatcheries 23,712,000 red salmon fry, for which, at the rate of 40 cents for each 1000 fry the owners were entitled to a rebate of \$9,484.80 in Federal license taxes on canned product.

"In the season of 1917-18 the total number of young red, or sockeye, salmon liberated was 90,390,200, of which number 66,678,200 were released from Government hatcheries. In the calendar year 1918 the take of red, or sockeye, salmon eggs at Government stations was 101,981,000, and by privately owned hatcheries 40,020,000. In the same period there were also taken 10,062,000 humpback-salmon eggs by Government hatcheries and 3,660,000 at one of the other hatcheries.

"The number of persons employed in the fisheries of Alaska in 1918 was 31,213. Of these 17,693 were classed as whites, 5251 as natives, 1509 as Japanese, 2734 as Chinese, 1338 as Filipinos, 1709 as Mexicans, and 979 as miscellaneous. The total number in 1917 was 29,491, or 1722 less than in 1918.

"The total investment in the fisheries of Alaska in 1918 was \$73,764,289, of which \$63,901,397, or approximately 86 per cent, was invested in the salmon-canning industry. The investment in 1918 was greater than in 1917 by \$18,826,740. Of the 1918 investment approximately \$34,500,000 was in southeastern Alaska, \$14,250,000 in central Alaska, and \$25,110,000 in western Alaska. Other information in regard to investments is given in connection with the details of the more important subdivisions of the industry.

"The total value of Alaska's fishery products in 1918, exclusive of aquatic furs, was \$59,099,483. The value of the 1918 products exceeded by \$7,632,503 that of 1917, which was \$51,466,980. The quantity and value of the various products of the Alaska fisheries in 1918 were as follows:

#### Quantity and Value of Products of Alaska Fisheries for the Year 1918.

Product	Quantity	Value
Canned salmon .....	cases.. 6,605,835	\$51,041,949
Mild-cured salmon .....	lbs... 3,158,400	607,951
Pickled salmon .....	bbls... 56,890	1,079,881
Frozen salmon .....	do.... 4,260,915	336,576
Fresh salmon .....	do.... 4,260,915	336,576
Dry salted salmon .....	do.... 516,975	47,544
Dried or smoked salmon .....	do.... 1,400,000	140,000
Canned herring .....	cases.. 31,719	231,735
Dry salted herring .....	lbs... 100,000	1,500
Fresh herring for food .....	do.... 606,326	6,564
Fresh & frozen herring (bait) .....	do.... 5,560,035	54,481
Pickled herring (for food) .....	do.... 18,712,690	1,381,008
Herring oil .....	galls... 138,012	97,000
Herring fertilizer .....	tons.. 645	47,250
Fresh halibut .....	lbs... 10,491,777	1,315,985
Frozen halibut .....	do.... 3,337,529	348,866
Dry salted halibut .....	do.... 40,400	2,835
Canned cod .....	cases.. 2,336	14,175
Cod .....	lbs... 13,950,432	942,959
Cod oil .....	galls... 50	50
Whale oil .....	do.... 672,989	421,942
Sperm oil .....	do.... 338,931	327,420
Whale fertilizer .....	lbs... 2,059,600	74,255
Whale bone .....	do.... 8,223	1,644
Whale ivory .....	do.... 866	216
Whale meat .....	do.... 140,800	7,400
Beluga hides .....	do.... 2,500	1,250
Clams .....	cases.. 43,575	214,504
Canned trout .....	do.... 2,641	24,568
Fresh trout .....	lbs... 60,218	6,575
Frozen trout .....	do.... 9,500	768
Pickled trout .....	do.... 21,000	1,773
Fresh, frz'n, pickled sablefish .....	do.... 1,336,039	67,351
Red rockfish .....	do.... 338,669	12,186
Crabs .....	doz... 720	1,440
Canned shrimps .....	cases.. 624	3,200
Fresh shrimps .....	lbs... 48,204	10,306
Pickled atkazsh .....	do.... 7,850	645
Miscellaneous fresh fish .....	do.... 246,968	7,696
By-products, oil .....	galls... 4,624	4,624
By-products, fertilizer .....	lbs... 1,368,000	35,423

### NEW RAILROAD WILL OPEN UP RICH LANDS IN MEXICO.

The new railway from Cuatro Ciénegas to Sierra Mojada, State of Coahuila, Mexico, is about 60 per cent completed, according to Angel Peimbert, chief engineer of the national lines in Mexico, at Juarez. The line will tap what is said to be some of the richest undeveloped mineral land on the continent and American development is expected to follow completion on the road, because of the proximity of the district to the border.

When completed the railway will connect the lines of the old Mexican Central and Monclova branch of what was formerly known as the Mexican international. It will cross the famous "El Bolson de Mapimi" region, heretofore considered an impassable desert, known only to goat herders in the rainy season and to prospectors who ventured to traverse it in search of reported fabulous riches of the Sierra Mojada range.

At present, according to Senor Peimbert, 180 kilometers of earthwork of the road are completed and 115 kilometers of track laid. He expects to see the line completed within three or four months.

### ALLIES NEED LARGE CREDITS.

The business interests of the United States face the problem of extending credits to our late war allies to the extraordinary amount of \$2,000,000,000, was the declaration of a representative of J. P. Morgan & Co., New York, in a recent address before the international trade conference at Atlantic City. European countries are not asking charity, he said, but they do ask "us in our strength to cooperate with them in their strength to rebuild and restore their productive capacity." He said the excess of exports from the United States over imports in the five years of the war to July 1, 1919, amounted approximately to \$14,200,000,000. This was settled by gold payments of \$940,000,000, and a loan by the Government of \$9,615,000,000, and by private loans of \$2,575,000,000. The remainder was apparently settled by "invisible" items, he said.

### INFORMATION WANTED.

Information concerning the present whereabouts of Mr. William P. Flood is requested in a letter received recently by the Alaskan Engineering Commission from his sister Mrs. Francis M. Conine of 360 Durfee Street, Fall River, Mass. Mr. Flood according to the sister's letter was employed by the Alaskan Engineering Commission four years ago, but the records of the office of the Chief Timekeeper do not disclose that any person of this name was ever employed in the Southern Division. Any person having any information concerning Mr. Flood is asked to communicate with Mrs. Conine at the address above given.

### COMMISSION HOUSE NO. 13 FOR RENT.

Commission House No. 13, on Government Hill now occupied by a few United States Troops, will be vacated within a very short time. There are no applicants for a house on Government Hill, and this notice is for the purpose of calling attention to its availability for any employee who may desire same.

### SHIPMENTS FROM ALASKA IN DECEMBER VALUED AT \$3,348,740.

The shipments of merchandise shipped from Alaska to

the States during the month of December 1919, were valued at \$3,348,740, according to the report of John W. Troy, United States Collector of Customs, with headquarters at Juneau.

The report in detail follows:

Animals .....	\$	1,010
Curios .....		969
Fresh fish, other than salmon .....	494,252 lbs.	56,133
Dried, smoked or cured fish .....	26,050 lbs.	1,894
Pickled fish .....	3,621 bls.	56,816
Canned salmon .....	8,372,724 lbs.	1,566,733
All other salmon .....		52,069
Clams .....		20
Shrimps .....		3,320
All other fish and fish products.....		150
Furs and furskins (except seal skins) .....		114,734
Ivory .....		192
Oils—animal, fish, and other .....	21,490 gal	21,490
Copper ore, matte and regulus.....	6,032,677 lbs.	1,322,468
Lead ore, matte and regulus .....	66,945	3,417
Lead bullion .....	3,201 lbs.	193
Stone, including marble .....		19,383
*All other articles .....		28,942

Total products of Alaska .....	\$3,249,933
Products of U. S. returned .....	\$ 80,105
Total value of foreign merchandise .....	18,702

Total value of shipments of merchandise .....\$3,348,740

\*Items included in "all other articles":

Manufactured furs .....	\$ 1,405
Whale bone .....	9,500 lbs. 11,875
Beef, fresh .....	12,700 lbs. 1,530
Sulphur water .....	550 gal. 75
Fruits .....	12
Scientific specimens .....	1,545
Hair seal (10,000) .....	12,500
Total .....	\$28,942

### LOCAL NOTICE TO MARINERS.

Department of Commerce,  
Lighthouse Service,  
Office of 16th Lighthouse District,  
Ketchikan, Alaska. January 6, 1920.

Alaska—Wrangell Strait-Point Lockwood Rock Float Light 1, reported submerging at certain stages of the tide, restored to normal condition Jan. 6, 1920.

By direction of the Commissioner of Lighthouses.

W. C. DIBRELL,  
Superintendent.

### LOCAL NOTICE TO MARINERS.

Department of Commerce,  
Lighthouse Service,  
Office of 16th Lighthouse District,  
Ketchikan, Alaska. Jan. 9, 1920.

Alaska—Wrangell Strait-Petersburg Bar Buoy, 24, reported missing from station, will be attended to as soon as practicable.

By direction of the Commissioner of Lighthouses.

W. C. DIBRELL,  
Superintendent of Lighthouses.

**OFFICIAL CIRCULARS.****CHANGE.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Jan. 24, 1920.

TO ALL CONCERNED:  
General Circular No. 13:

Effective February 1, 1920, Mr. Wm. B. Clayton is appointed Acting Manager of the Land and Industrial Department, vice Mr. John F. Coffey, resigned.

F. MEARS, Chairman.

**CONCERNING COMMISSARY SHIPMENTS.**

Department of the Interior,  
Alaskan Engineering Commission,  
Anchorage, Alaska, January 20 1919.

TO ALL CONCERNED; SEWARD TO ANCHORAGE.  
Circular No. 2.

After this date groceries, commissary supplies, etc., will be shipped from Anchorage only on train leaving here Thursday of each week. All orders for supplies should be sent to the Anchorage office of the undersigned in ample time so that requisitions may be made up and orders gotten ready for shipment on that day.

All concerned will kindly govern themselves accordingly.

C. G. JONES,  
Superintendent of Construction.

**ENGINEER OF MAINTENANCE AND CONSTRUCTION MAKES PROGRESS REPORT.**

Five thousand three hundred and seventy six cubic yards of gravel were loaded by steamshovel No. 1, engineer Namur, during the week ended January 24, according to the report of F. A. Hansen of maintenance and construction to Col. Mears, chairman of the Alaskan Engineering Commission. This material was used as filling for Bridge No. 85. Three thousand one hundred and eighty cubic yards of material were cast over by steamshovel No. 2, Engineer McMillan, working in Mile 238, during the same period of time. The shovel was advanced a distance during the week of 944 feet and track was laid behind the shovel for a distance of 990 feet. Steamshovel No. 3, engineer Killigrew, working in Mile 51, loaded 1920 cubic yards of gravel during three work days. The shovel was closed down on January 21.

Forces of the Alaskan Engineering Commission commenced during the week reported the work of removing the cut under the overhead crossing of bridge No. 78 at Mile 50, and took out 65 cubic yards of material.

The work of excavating for foundations for piers in bridge No. 79 was continued satisfactorily during the past week. The work of driving and capping bents No. 27 and 28 was completed during the week according to the report. Some trouble was experienced in driving piling in this bridge on account of the presence of large boulders. It was necessary to blast holes for piling in bents Nos. 24, 25 and 26. The work of driving piling was stopped during the week and it will probably be necessary to lay mud sills and erect frame posts in the place of piling.

Hoben and Davis, saw log contractors working at Mile 3½ made satisfactory progress during the week. Four hundred and seventy five logs, containing over 105,000 lineal feet of lumber, were delivered by the contractors according to the report.

The work of enlarging the well at the Mile 50½ pump station was continued during the week. This well has been enlarged to eight feet by eight feet in dimensions and has been sunk four feet deeper. At the present time there are 5½ feet of water over the foot valve with a 25½ foot suction which will be lengthened 28 feet.

**Division Notes.**

Two hundred and ninety five saw logs were cut for the saw mill located at Camp 236 during the week ended January 17.

One half mile of wagon road was constructed during the past week in Mile 269 and four temporary bridge crossings put in.

The work of driving and capping four bents in bridge No. 187 was completed during the past week and two piling were driven for bridge No. 188.

Three hundred and fifty cubic yards of material were excavated by Divyak & Co. during the past week from their cut in Mile 48. This material was dumped for filling in bridge No. 69.

Piling were driven for the proposed floating dock and small-boat landing at Seward and work was commenced during the week strengthening the big dock preparatory to laying additional track.

Col. F. Mears, chairman and chief engineer of the Alaskan Engineering Commission departed at eight o'clock Sunday morning for an inspection of the construction work being done between the end of steel at Mile 238 and Hurricane Gulch. Col. Mears expects to be gone from Anchorage about six days.

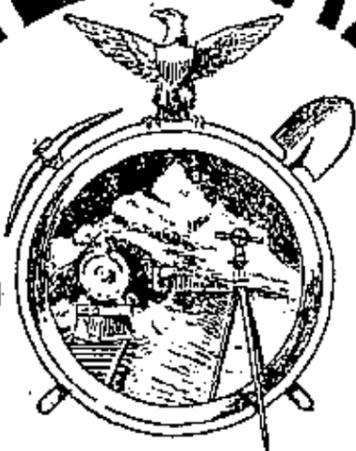
The following tonnage was moved during the week ended January 17: Camp 236 to Indian River, 22 tons; Camp 236 to Camp 249, 26 tons; Camp 266 to Camp 269, 10 tons, and Camp 275, 11½ tons. During the same period of time 28 tons of bridge timbers were moved northward from the present end of steel. Seven and one half tons of telephone wire was transported from Mile 266 to Hurricane Gulch.

Four hundred and sixty one short tons of coal were mined at the Eska and Chickaloon coal mines during the week ended January 17, according to the report of the mining department. Of the coal mined 426 short tons were produced at the Eska and 35 short tons at the Chickaloon mine. Eighty four employees were reported on the Eska mine payroll and 34 on the Chickaloon mine payroll. Owing to stormy weather and the impossibility of keeping the outside tracks free of drifting snow the mine at Eska was closed down on January 14 and January 15. The work at the Eska mine consisted in the continued driving of the Shaw West and the Emery East tunnels and at the Chickaloon mine in the continued driving of the Second East, the Second West and the No. 5 West tunnels.

**DISBURSEMENTS IN SOUTHERN DIVISION.**

Disbursements in the Southern Division of the Alaskan Engineering Commission for the week ended January 14, 1920 totaled \$66,173.52. Salaries and wages were \$65,005.16; purchase orders, \$753.12; compensation \$165.36 other expenses, \$189.21; steamship charges, \$25.67 and special deposit account \$35.00

# ALASKA RAILROAD RECORD



VOL. IV. ANCHORAGE, ALASKA, TUESDAY, FEBRUARY 3, 1920.

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.

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

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

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

### LIEUT. COL. H. P. WARREN, OF SUPPLY DEPARTMENT, OFFERS PERTINENT FACTS.

Lieut. Col. H. P. Warren, head of the supply division for the Alaskan Engineering Commission with headquarters at Seward, returned to Anchorage last Wednesday after spending several weeks in Seattle on business for the Commission.

Lieut. Col. Warren is in Anchorage on official business in connection with plans for the transportation of employees of the Alaskan Engineering Commission and the large quantities of freight and commissary supplies to be shipped from Seattle to Anchorage and Seward during the course of the coming year.

In speaking of the transportation plans generally Lieut. Col. Warren said:

"The most interesting item in The Alaska Railroad Record this issue is the circular setting forth the transportation agreement with the steamship companies. In abandoning the plans for its own steamer or barge line the Commission had two important points in mind, viz.: The provision of reduced rates for employees and their families throughout the year; and the betterment of steamship service to the general public of Alaska by giving the regular lines as much business as possible.

"It seems pertinent to point out that inasmuch as a steamship fare includes room and board which constitutes about one half the cost of the service and reduced rate secured is actually half the transportation rate, that is, it is about equal to a half fare on the railroad where one pays for his own berth and meals. Dame rumor to the

contrary notwithstanding the steamship companies do not intend to raise their rates.

"Under the present arrangements a large part of the heavy freight of the Commission will be landed in Anchorage during the summer. Practically all passengers throughout the year and all freight during the winter will be landed in Seward. The steamer service to both Seward and Anchorage will be better this year than for several seasons past."

"Many old commission employees in the states are planning a return to Alaska. The shipyards of Puget Sound and Portland have reduced their forces to about one tenth the wartime figure. The shortage of cars at the lumber mills, the uncertainty of the railroad situation, and the general feeling of unrest in the States all tend to make old Alaskans and many others desire to try their luck in the north. It is believed quite generally that conditions in the States will not improve materially until after the presidential election."

### CONSTRUCTION ACTIVITIES NORTH OF TALLEKEETNA.

In an interview this morning, F. A. Hansen, who is in charge of the construction work on the northern end of the Southern Division, stated that considerable activity in that locality was started during the last week. With about 1500 tons of construction material and supplies to distribute between Mile 238, the present end of steel, and Mile 284 (Hurricane Gulch), trails have been opened in from three to five feet of snow and twenty four-ups with an average of 8000 pounds each, are now freighting by that trail from the end of steel along the Susitna to Indian River, (Mile 266), and after crossing the Susitna at that point, thence up Indian River Valley to the site of the new camp at Hurricane Gulch, making such distribution en route as will meet the needs for the work as laid out. The first team reached Hurricane Gulch on January 30, 1920. More or less difficulty and delay was experienced in completing this trail, due partly to lateness of actual winter conditions and narrowness of the Indian River Canyon at Mile 270, which is almost a box canyon and required considerable bridging on account of glaciers in the bed of river, and open water. A pile driver working on grade between Mile 236 and Mile 249 (Deadhorse), blocked the old trail and necessitated a new one on the Susitna River.

In order that there may be no interruption in the

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

work freighting after the break-up, four contracts have been let for rock work in the Indian Canyon at Mile 270, to be completed by June 1. This will permit teaming through the canyon after the river is open.

A pile driver is now working ahead of the steel at about Mile 243, just north of Lane Creek. This work is being done at this time in order that the numerous bridges may be ready for the steel as soon as a steam shovel completes the casting out of the road bed between Miles 237 and 241. This shovel is now working at Mile 239 and will complete the first part of the road bed to be cast over in about 10 days. In the meantime, about 4000 feet of finished grade, lying between the two portions of the steam shovel work, is being prepared for the track by removing about three feet of snow with grade plow and road scraper, using six horses and 10 men. When this is done, 7000 feet will remain to be cast over by the steam shovel in Miles 240 and 241. With a double shift this should be finished in about five weeks. The track will then be pushed north to Mile 243, a rock bluff, to secure material to furnish protection for the grade along the Susitna River from Mile 224 north. A contract for coyote holes has been let at Mile 243 and as soon as the steel reaches that point a steam shovel will be installed, and rock hauled south and dumped at such places along the grade where danger of erosion may be expected from the Susitna River.

#### FACTS CONCERNING MINING INDUSTRY MADE PUBLIC BY GEOLOGICAL SURVEY.

Most of the silver and lead produced in Alaska during the year 1919 has been won as a by-product in mining gold and copper, according to a general review of the mining industry in the Territory of Alaska for that year recently made public by Dr. Alfred H. Brooks, head of the United States Geological Survey.

The review in part is as follows:

"Silver bearing ore in the form of galena is widely distributed in Alaska, but until two years ago was little heeded. Since then the high price of silver has led the prospectors to search out some of the galena lodes and as a consequence some promising discoveries have been made. The development of silver-bearing lodes in the Canadian part of the Portland Canal region has already been referred to.

"During the 1919 development work was done on galena ores in Southeastern Alaska, in the Seward Peninsula, in the Yukon Basin, and probably in other regions. In course of this work some ore was produced but, so far as known, only a few tons of test shipments were made. The information at hand indicates that the most promising discovery of silver-bearing galena was that made in the Kantishna district.

"The silver output of Alaska in 1919 was about 500,000 ounces, of which some 500,000 was recovered from copper ores. Alaska's lead output of 1919 is estimated to be 800 tons, practically all a by-product of the gold-lode mines.

"The York district, of Seward Peninsula, continues to be the center of the tin-mining industry of Alaska. Here, in 1919, two dredges and one small open-cut mine were operated on placer tin, employing some 25 men. Developments were also continued at the Lost River tin-lode mine in the same district, where about 25 men were employed. Some tin also was recovered in gold-placer mining in a few of the Yukon districts. Preliminary estimates indicate that about 40 tons of metallic tin was produced in Alaska during 1919. No tin placers which, under present

economic conditions, will warrant exploitation for their tin alone, have yet been found in the Yukon districts. When costs of operation are reduced placer tin mining may be developed in the Hot Springs district. The distribution of the alluvial tin in this district justifies the hope that tin-bearing lodes may yet be discovered. Meanwhile the best hope of the continuation of Alaska tin mining is based on the lode tin of the York district.

"Some platinum was recovered in the mining of placer gold in the Seward Peninsula, Tolstoi, and Chistochina districts in 1919, but the quantity is unknown. The mining of copper ores at the Salt Chuck mine, in the Ketchikan district, which carry palladium and platinum, was continued, as in the previous year. There was no production of tungsten, antimony, or chromite in 1919, and development work on properties carrying these minerals was practically stopped. Productive mining was continued on the quicksilver deposit on the lower Kuskokwim River.

#### Coal and Oil.

"The most important features of the Alaska coal mining industry in 1919 are (1) the continuation of systematic mining in the Matanuska field by the Alaskan Engineering Commission, (2) the systematic prospecting of a lease hold in the Bering River field, and (3) the beginning of the mining of the Nenana lignitic coal.

"Mining and underground exploration was carried on throughout the year by the Alaskan Engineering Commission at the Eska and Chickaloon mines, in the Matanuska field. Coal production from these mines was advisedly limited to the needs of the Commission and near-by localities. At the Eska mine, which is a bituminous coal of low rank, about 150,000 tons of coal have been blocked out and some evidence has been obtained that there is an additional reserve of about 1,000,000 tons. At this mine the coal beds are not greatly folded but some large faults have complicated the extraction of the coal. At Chickaloon, where there is very high grade bituminous coal, the beds are intensely folded and much faulted. These conditions increase greatly the cost of mining. The work of the Commission has resulted in blocking out about 100,000 tons of coal.

"No details are yet available about the developments made on the lease held in the western part of the Bering River field, but extensive and systematic underground work has been done, and the results appear to have encouraged the lessors to continue. The coal at this locality is high-grade bituminous. Some developments were also continued in 1919 on a patented claim in the northeastern part of the field, where the coal is anthracite. A little coal has been mined at this locality and marketed at Cordova. The mine is connected with navigation on Bering River by a narrow-gauge railroad.

"Small lignitic coal mines were operated in 1919 at a number of widely-separated localities in Alaska and their product was consumed locally. About 53,000 tons of coal, of which 11,000 tons were lignite, were mined in 1919.

"The petroleum produced in Alaska in 1919, as in previous years, was limited to the only patented oil land of the Territory, which is in the Katalla field. The output was increased and drilling continued. In view of the probable early enactment of an oil-land leasing law the interest in the Alaska petroleum fields has revived, and after this law has been enacted there will undoubtedly be something like an oil boom. Drilling at Yakataga, Katalla, Iniskin Bay on Cook Inlet, and Cold Bay on the Alaska Peninsula is certainly justified, and some other regions deserve investigation.

### PROGRESS REPORT OF ENGINEER OF MAINTENANCE AND CONSTRUCTION.

The report of F. A. Hansen, engineer of maintenance and construction for the week ended January 31, 1920, follows:

"Steam shovel No. 1, Engineer Namur, loaded during the week 6560 cubic yards of gravel which was used for filling bridge No. 85.

"Steam shovel No. 2, Engineers McMillan and Schrapler, working two shifts, cast over during the week 7422 cubic yards of material, and the shovel was advanced from Station 10595 plus 84 to Station 10607 plus 66, a distance of 1182 feet. Track was laid behind the shovel from Station 10595 plus 37 to Station 10608 plus 90, a distance of 1353 feet.

"Divyak & Co. excavated 400 cubic yards of rock from their cut in Mile 48 during the week, the material being used in widening the fill in Mile 55. Commission forces removed 135 cubic yards from the rock cut under the overhead crossing of bridge No. 78, on account of daylighting this cut. The rock has been loaded on flat cars and will be used in riprapping the piers of bridge No. 79.

"Excavation of piers was continued on bridge No. 78. For pier No. 17, 92 per cent complete; 18, 100 per cent; 19, 80 per cent, and 20, 100 per cent complete. Progress has been retarded on excavation for pier No. 17 on account of ice. This pier is in the creek bed and water seeps in at night and freezes and has to be picked out in the morning.

"Excavation for piers as continued on bridge No. 79. Pier No. 12, 55 per cent complete; No. 14, 90 per cent complete; 15, 95 per cent; 16, 95 per cent; 17, 85 per cent; 18, 85 per cent, and No. 19, 85 per cent complete. Concrete forms for No. 10 are complete and for pier No. 13, 95 per cent complete. Mud sills have been set for the remaining bents of the temporary trestle for the north fill approach, Nos. 1 to 23, inclusive. It was necessary to excavate for all of these bents.

"Framed timber portals have been placed in tunnels Nos. 5, 6 and 7, a small force being engaged on this work, about five or six men.

"The work of strengthening the Seward dock for the laying of another track is 30 per cent complete. The work of driving piling at the Seward dock for holding barge to provide a small-boat landing was completed.

"B. & B. No. 10, consisting of 23 men, got out 25,350 feet of logs during the week, and did considerable work building roads and trails to get to the timber.

"Eighty-two piling were driven and capped during the week by B. & B. No. 1 as follows:

"Br. 188, 10 bents—54 piling.

"Br. 189 and 190—2 bents, 14 piling, for each bridge.

"The sway-bracing on bridge No. 188 was completed and the stringers placed, packed and bolted.

"The work of enlarging the well at the pumping station at Mile 50½ to provide an adequate supply of water was completed. This well was enlarged from 4 ft. by 4 ft. to 8 ft. by 8 ft., and was deepened from 24 feet to 31 feet. The supply is now sufficient.

"A field oven and sink was installed in addition to the soldiers' mess hall in Anchorage.

### PRESIDENT ORDERS FEDERAL CENSUS—PUBLIC ASKED TO COOPERATE.

The following proclamation by President Wilson regarding the fourteenth decennial census of the United

States, has been made public by the Census Bureau:

"Whereas, by the Act of Congress approved March 3, 1919, the fourteenth decennial census of the United States is to be taken beginning on the second day of January, 1920; and,

"Whereas, a correct enumeration of the population every 10 years is required by the Constitution of the United States for the purpose of determining the representation of the several states in the House of Representatives; and,

"Whereas, it is of the utmost importance to the interests of all the people of the United States that this census should be a complete and accurate report of the population and resources of the Nation;

"Now, therefore, I, Woodrow Wilson, president of the United States of America, do hereby declare and make known that, under the law aforesaid, it is the duty of every person to answer all questions on the census schedules applying to him and the family to which he belongs, and to the farm occupied by him or his family, and that any person refusing to do so is subject to penalty.

"The sole purpose of the census is to secure general statistical information regarding the population and resources of the country and replies are required from individuals only to permit the compilation of such general statistics. No person can be harmed in any way by furnishing the information required. The census has nothing to do with the compulsion of school attendance, with the regulation of immigration, or with the enforcement of any national, state, or local law or ordinance. There need be no fear that any disclosure will be made regarding any individual person or his affairs. For the due protection of the rights and interests of the persons furnishing information every employee of the Census Bureau is prohibited, under heavy penalty, from disclosing any information which may thus come to his knowledge.

"I therefore earnestly urge upon all persons to answer promptly, completely, and accurately all inquiries addressed to them by the enumerators or other employees of the Census Bureau and thereby to contribute their share toward making this great and necessary public undertaking a success.

"In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

"Done in the District of Columbia this tenth day of November, in the year of our Lord one thousand nine hundred and nineteen, and of the independence of the United States the one hundred and forty-fourth.

(Seal)

"WOODROW WILSON.

"By the president:

"WILLIAM PHILLIPS.

"Acting Secretary of State."

In this connection Mr. Harry G. McCain, who has been appointed to take the census for Anchorage and outlying districts, urgently requests that all of the Alaskan Engineering Commission employees and Anchorage residents cooperate with him without reserve, otherwise his work in completing the census within the prescribed time will be delayed.

There should be no dissimulation or evasion in this important matter, as the president gives the positive assurance, that, "no person can be harmed in any way by furnishing the information required."



## WEEKLY FORCE REPORT.

* Mile	Item of work	Purchas- ing	Sup- ply	D I V I S I O N						T'tl	
				Ac- count- ing.	Maint. & Op.	Southern Const'c- tion	Admin- istration	Northern Maint. & Op.	Const'c- tion		Admin- istration
358	Engineers, carpenters, tracklayers....	....	....	....	....	....	....	....	73	....	73
358-411	Section men .....	....	....	....	....	....	....	17	....	....	17
363:	Contractors, coal .....	....	....	....	....	....	....	....	25	....	25
411	Nenana headquarters .....	....	....	4	....	....	....	6	8	2	20
	Shops, roundhouse and train crew....	....	....	....	....	....	....	11	14	....	25
	Store, warehouse and yard .....	....	23	....	....	....	....	9	....	....	32
	Hospital .....	....	....	....	....	....	....	6	6	1	13
	Townsite .....	....	....	....	....	....	....	1	....	1	2
	Janitors and watchmen .....	....	....	....	....	....	....	11	....	....	11
	Power plant, linemen and operators..	....	....	....	....	....	....	15	....	....	15
	Mess .....	....	....	....	....	....	....	7	....	....	7
	Corral .....	....	1	....	....	....	....	4	....	....	5
	Contractors, logs, ties, cordwood .....	....	....	....	....	....	....	....	36	....	36
412	Terminal .....	....	....	....	....	....	....	8	....	....	8
412-447	Section men .....	....	....	....	....	....	....	18	....	....	18
-456	Section men .....	....	....	....	....	....	....	9	....	....	9
	Carpenters .....	....	....	....	....	....	....	....	5	....	5
	Contractors .....	....	....	....	....	....	....	....	37	....	37
	Tanana Valley R. R.:										
	General .....	....	....	2	....	....	....	....	....	2	4
	Operation and maintenance .....	....	....	....	....	....	....	21	....	....	21
	Rehabilitation .....	....	....	....	....	....	....	....	20	....	20
	Contractors, wood and ties.....	....	....	....	....	....	....	4	....	....	4
	Totals .....	14	137	31	590	592	12	147	339	6	1868
	Increase or decrease (-) over last week ...	0	1	1	14	53	0	-5	30	0	94

## RECAPITULATION

Division	Pay Roll	Contractors	Total
Purchasing .....	14	....	14
Supply .....	137	....	137
Accounting .....	31	....	31
Southern .....	1123	71	1194
Northern .....	296	196	492
Totals .....	1601	267	1868

## VIGOROUS CAMPAIGN OUTLINED.

Col. F. Mears, Lieut.-Col. H. P. Warren, Mr. F. A. Hansen and other heads of the various departments have been in conference the past three days formulating plans for a vigorous construction campaign for the coming year, the nature of which is assuredly monumental in character. Col. Mears, who recently returned from an inspection trip to points north of Anchorage, advises that work is progressing and the men perfectly satisfied with conditions, despite the extremely cold weather.

## GEOLOGIST CALLED TO MEXICO.

Mr. Theodore Chapin, in charge of the Anchorage office of the United States Geological Survey, and consulting geologist to the Alaskan Engineering Commission, will leave Anchorage Thursday, en route to Mexico where he will be engaged in the interests of an oil company. Mr. Chapin expects to be absent about five months, but in his absence the geological survey office at Anchorage will be open as

usual for the distribution of maps and other survey publications.

## LOCAL NOTICE TO MARINERS.

Department of Commerce,  
Lighthouse Service,  
Office of 16th Lighthouse District,  
Ketchikan, Alaska, Jan. 12, 1920.

Alaska—Wrangell Strait-Petersburg Bar Buoy 24, reported missing from station January 9, 1920, was replaced with a similarly colored and numbered buoy, January 11, 1920.

Alaska—West coast of Prince of Wales Island-Tlevak Strait-Tlevak Strait Buoy 1, heretofore reported missing was found on station with foul moorings and was relieved on January 9, 1920.

By direction of the Commissioner of Lighthouses.

W. C. DIBRELL,  
Superintendent of Lighthouses

OFFICIAL CIRCULARS.

REDUCED STEAMER RATES FOR EMPLOYEES AND FAMILIES.

Department of the Interior. Alaskan Engineering Commission Anchorage, Alaska, Jan. 31. 1920.

General Circular No. 14: TO ALL CONCERNED:

Under the terms of agreement entered into between the Alaskan Engineering Commission and the Alaska Steamship Company and Pacific Steamship Company, the employees of this Commission, and dependent members of their families, will be granted, during the calendar year 1920, under conditions outlined below, a reduction of twenty-five per cent from fares, as shown in regular tariffs of the above mentioned companies.

- 1. Points between which reduced rates apply: Anchorage and Seattle. Seward and Seattle. Cordova and Seattle. (limited number.) Skagway and Seattle. (limited number.)

2. Length of service required to entitle employees to reduced rates, three months, except in cases of new employees engaged in the States, desiring transportation for themselves or dependent members of their families, to Alaska. Reduced rate will not be granted later than sixty days following employee's last day of service.

3. Applications must be submitted in quadruplicate on form 421 (or form similarly worded—see text appended hereto) properly signed by head of department. Files of Southern Division and chairman's office being kept together, submit in triplicate on this division.

4. Official in charge of division, after ascertaining that employee is entitled to reduced rate for himself or dependent member of family, will hand party for whom reduced rate is desired, the request, or forward same direct (except as noted in Paragraph 5) to the following officials:

- Chairman, Anchorage, for transportation from Anchorage to Seattle, Engineer in charge, Supply Division, Seward for transportation Seward to Seattle, General purchasing agent, Seattle, for transportation Seattle to Anchorage, Seward, Cordova, or Skagway.

In every case duplicate and triplicate copies must be furnished office of the chairman.

5. The limited number of reduced rates between Cordova and Seattle, and Skagway and Seattle, are reserved for benefit of employees on Northern Division, and the engineer in charge of said division will request same, as indicated in Paragraph 4, except when from either of the Alaska points (Cordova or Skagway) to Seattle, in which event he will request same on Form 794, the text of which is also appended hereto, numbering his requests from 1201 to 1300, inclusive, retaining duplicate for his file, and forwarding triplicate to this office.

6. Chairman's office, the engineer in charge of Supply Division, and the general purchasing agent will use Form 794, referred to in paragraph 5, in making request on agent of steamship company at originating point of transportation, retaining duplicate of such request for file.

F. MEARS, Chairman.

Forms to Be Used.

A.E.C. 421. Alaskan Engineering Commission Department of the Interior REQUEST FOR REDUCED RATE.

To the Engineer in Charge, (Through Head of Department)

Sir: I hereby make request for the reduced rate of passenger transportation accorded to employees of the Alaskan Engineering Commission and dependent members of their families for (myself, wife, child, etc.), account of (employee or member of employee's family) from to Signature Employed as Department Check No. Residence

Approved: Head of Department. Approved: Chief of Division.

- 1 copy for official at originating station. (original). 1 copy for Division Office's file. 2 copies for Chairman's office.

(This form to be made in quadruplicate except for Southern Division. Give names and ages of children.)

A.E.C. 794 Department of the Interior Alaskan Engineering Commission

(Place) (Date)

Request No.

To: The Steamship Company.

In accordance with transportation contract between your Company and the Alaskan Engineering Commission, dated December 26, 1919, you are requested to sell at rates provided therein (first-class or steerage) ticket to the person named hereon, who is (employee or member of employee's family).

Name Address Occupation Account of From To Limited to

Valid only when countersigned by an authorized representative of the Alaskan Engineering Commission.

F. MEARS, Chairman.

Signature of person requesting transportation: Countersigned:

TELEGRAPH AND TELEPHONE DEPARTMENT CHANGE.

Department of the Interior, Alaskan Engineering Commission, Telegraph and Telephone Department.

Circular No. 24: Anchorage, Alaska, Jan. 20, 1920.

TO ALL CONCERNED:

Mr. E. C. Connors is hereby appointed Assistant Superintendent of Construction in this department, to date from January 1, 1920. E. R. McFARLAND, Superintendent,

Approved: Telegraph and Telephone Dept. F. MEARS, Chairman and Chief Engineer

TEMPORARY ROADMASTER APPOINTED.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Feb. 2, 1920.  
Maintenance and Construction Department.

Circular No. 82:

TO ALL SECTION FOREMEN,  
ANCHORAGE NORTH:

Effective February 5, and until the return of James Hanahan from leave, James Brennan will act as Roadmaster on this Division with jurisdiction over all section gangs from Anchorage to end of the steel and on the Chickaloon Branch.

All concerned will please be governed accordingly.

F. A. HANSEN,

Engineer of Maintenance and Construction.

Approved:

F. MEARS, Chairman.

LOOK THIS OVER AND SEE WHAT YOU OWE UNCLE SAM.

This table shows combined total of normal and surtax payable by individuals (citizens or residents of the United States only) on net income received during the calendar year 1919. Net income is gross income from all sources, less allowable deductions and credits, not including living expenses.

Amount of net income	TOTAL TAX					
	Class A	Class B	Class C	Class D	Class E	Class F
\$1,000	None	None	None	None	None	None
1,100	4	None	None	None	None	None
1,200	8	None	None	None	None	None
1,300	12	None	None	None	None	None
1,400	16	None	None	None	None	None
1,500	20	None	None	None	None	None
1,600	24	None	None	None	None	None
1,700	28	None	None	None	None	None
1,800	32	None	None	None	None	None
1,900	36	None	None	None	None	None
2,000	40	None	None	None	None	None
2,100	44	4	None	None	None	None
2,200	48	8	None	None	None	None
2,300	52	12	4	None	None	None
2,400	56	16	8	None	None	None
2,500	60	20	12	4	None	None
2,600	64	24	16	8	None	None
2,700	68	28	20	12	4	None
2,800	72	32	24	16	8	None
2,900	76	36	28	20	12	4
3,000	80	40	32	24	16	8
3,100	84	44	36	28	20	12
3,200	88	48	40	32	24	16
3,300	92	52	44	36	28	20
3,400	96	56	48	40	32	24
3,500	100	60	52	44	36	28
3,600	104	64	56	48	40	32
3,700	108	68	60	52	44	36
3,800	112	72	64	56	48	40
3,900	116	76	68	60	52	44
4,000	120	80	72	64	56	48
4,100	124	84	76	68	60	52
4,200	128	88	80	72	64	56
4,300	132	92	84	76	68	60
4,400	136	96	88	80	72	64

4,500	140	100	92	84	76	68
4,600	144	104	96	88	80	72
4,700	148	108	100	92	84	76
4,800	152	112	104	96	88	80
4,900	156	116	108	100	92	84
5,000	160	120	112	104	96	88

Key to Federal Income Tax Table.

The following shows the combined total of normal and surtax payable by individuals, citizens or residents of the United States only, on net income received during calendar year 1919:

Class A—Exemption \$1,000.00—Applies to a single person not the head of a family, a divorced person without dependents, a married person living alone, or a married person living with husband or wife, when \$2,000.00 exemption is divided between them on their separate returns.

Class B—Exemption \$2,000.00—Applies to a married person living with husband or wife and without other dependents where no separate return claiming all or a part of the \$2,000.00 exemption is filed by the other; also to a head of a family.

Class C—Exemption \$2,200.00—Applies to a head of a family and to a married person living with husband or wife and having one dependent (other than husband or wife), if such dependent is under eighteen years of age or is incapable of support because mentally or physically defective.

Class D—Exemption \$2,400.00—The same as Class C, except there must be two dependents other than husband or wife.

Class E—Exemption \$2,600.00—The same as Class C, except there must be three dependents other than husband or wife.

Class F—Exemption \$2,800.00—The same as Class C, except there must be four dependents other than husband or wife.

Members of a partnership or stockholders of a personal service corporation make individual returns and pay at rates for individuals on their proportionate share of the profits of the partnership or personal service corporation whether distributed or not, and, in addition, or any personal gains outside of such business.

Individuals are entitled to deduct from their net income, before computing income tax, donations made to corporations organized and operated exclusively for religious, charitable, scientific or educational purposes or for the prevention of cruelty to children or animals or to the special fund authorized by Section 7 of the Vocational Rehabilitation Act to an amount not in excess of 15 per cent of the taxpayer's net income as computed without the benefit of this deduction, providing such donations are actually made on or before December 31, 1919.

Individuals are also allowed to deduct from their net income before computing income tax all city, county and State taxes actually paid during the year (except special assessment taxes), also all taxes on luxuries, amusement, transportation, club dues, etc. (except income and surtaxes paid during the year 1919).

Also bonuses paid to employees if same are in a reasonable amount for services actually rendered during calendar year 1919—Christmas gifts pure and simple are not deductible.

Net income is gross income from all sources less allowable deductions and credits, not including living expenses.

### Division Notes.

Col. F. Mears, chairman of the Alaskan Engineering commission returned to his headquarters Thursday, from an inspection trip of the main line north of Anchorage.

Hoben & Davis, saw-log contractors at Mile 3 $\frac{1}{4}$ , delivered 262 logs containing 68,780 feet of lumber during the week. These contractors have 15 men employed on this work.

Larochelle and Roberts, sawmill contractors at Mile 3 $\frac{1}{4}$ , are diligently forcing ahead the work of constructing their sawmill, and considerable one-inch lumber for this purpose was sawed during the week.

James Hanahan, roadmaster and Daniel McInnis, conductor with gravel spreader and outfit car returned to Anchorage last Thursday after completing work of flanging out the entire line north of Anchorage, including Matanuska branch. This work required an entire week owing to great depth of snow, and extremely cold weather prevailing.

Production at the Eska and Chickaloon coal mines operated by the Alaskan Engineering Commission for the week ended January 24, aggregated eight hundred and thirty-nine short tons. One hundred and nineteen men were employed in mining and construction work. During the week reported the work at the Eska mine consisted of continued driving of the Shaw West and at the Chickaloon mine in the continued driving of the Second East, the Second West and the No. 5 West tunnels.

Mr. George Colwell returned to Seward last week after a brief sojourn in Anchorage. Mr. Colwell will establish headquarters at Seward, and retain his old title as assistant engineer. His duties will be the same as formerly. Several weeks ago Mr. Colwell was transferred to Anchorage and, with Mr. T. W. Secrest, was to be supervisor of the engineering work. A change, however, has been made, Mr. Secrest going to the northern end of the Division, Mr. E. F. Bauer having been appointed assistant engineer at Anchorage, and Mr. Colwell returned to the Seward end of the railroad, working north from that point.

### KEEN INTEREST IN BOWLING TOURNAMENT

More than passing interest is being manifested in the bowling tournament now in progress between the Alaskan Engineering Commission employees, Company B., and the local Anchorage team. The individual averages of the Commission team in twenty-one games played follows: H. C. Davis, 169; E. F. Bauer, 158; R. D. Thompson, 157; J. C. Seeley, 149 and W. G. Wilt, 149. The highest individual game score, 212, is credited to E. F. Bauer.

### LOW STAGE OF WATER IN RESERVOIR CAUSES ALARM.

Attention of many Anchorage water consumers is directed to the alarming waste of water, presumably caused by the practice of allowing faucets to remain partly open during the night to prevent freezing. This is in violation of warnings previously issued, and, should this practice continue it is the intention of the townsite manager to shut off the water without further notice, upon detection. The practice of water users wasting the water supply by al-

lowing the faucets to remain partly open, causes a low stage of water at the reservoir with a resultant danger in case of fire.

### OPERATING EXPENSES OF ANCHORAGE TOWNSITE AMOUNT TO \$1642.38 FOR DECEMBER.

One thousand six hundred and forty-two dollars and thirty-eight cents was the amount of money expended during the month of December in maintaining and operating the Anchorage townsite, according to figures compiled at the townsite office.

The report in detail follows:

Administration:			
Total to November 30, 1919	\$	677.94	
Salaries		126.43	
Fuel, light and telephone		24.82	
Maintenance bldgs. and grounds		10.13	\$1,026.82
Fire Protection:			
Total to November 30, 1919		4,027.15	
Salaries		458.76	
Maintenance of team		49.15	
Maintenance equipment & hydrants		241.15	
Fuel, light and telephone		25.85	
Miscellaneous supplies		23.21	4,325.86
Maintenance of streets and alleys:			
Total to November 30, 1919		1,008.03	
Month of December 1919		294.71	1,302.74
Sanitation:			
Total to November 30, 1919		1,925.85	
Disposal of garbage		324.03	
Inspection		4.00	
Maintenance of sewers		41.90	
Superintendence		18.15	2,313.93
Total			\$9,468.85

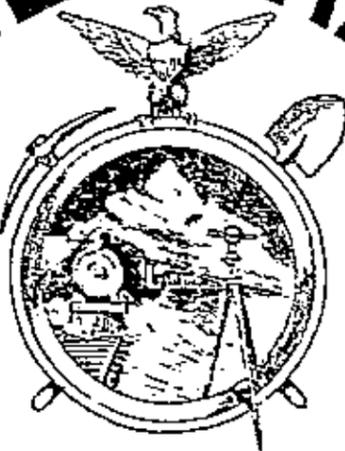
### COAL LANDS ON KENAI PENINSULA SUBJECT TO LEASE.

Under date of December 19, 1919, the Secretary of the Interior issued an order offering for lease under the Alaska coal land leasing law the lands in T. 6 S., R. 14 W., Seward Meridian, containing 19 leasing blocks aggregating 9445.92 acres. These lands are a part of the Cook Inlet coal field and are situated at the south end of the Kenai lowlands on the east shore of Cook Inlet and about 80 miles southwest of Seward and 15 miles north of Seldovia, Alaska. They are on the west side of the Kenai Peninsula between Anchor Point and Coal Bay, an arm of Kachemak Bay. The coal, so far as known, is of a low grade suitable for local uses. The coal beds are so situated as to make mining and shipping comparatively easy and inexpensive. The lands have been divided into small blocks, in contemplation of leases to supply local needs, but more than one block may be included in an application to lease, not exceeding 2560 acres, the maximum allowed to be included under said act.

### DISBURSEMENTS IN THE SOUTHERN DIVISION.

Disbursements in the Southern Division of the Alaskan Engineering Commission for the week ended January 21, 1920 totaled \$15,250.88. Salaries and wages were \$14,497.09; purchase orders, \$582.92; compensation \$218.44 and other expenses \$52.43.

# ALASKA RAILROAD RECORD



VOL. IV. ANCHORAGE, ALASKA, TUESDAY, FEBRUARY 10, 1920. 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.

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

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

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

### CONSTRUCTION WORK ON ALASKA GOVERNMENT RAILWAY DURING JANUARY, 1920.

Complying with the request to give his views from personal observation on the construction work on the Alaska Government Railway for the month, Col. F. Mears, chairman and chief engineer of the Alaskan Engineering Commission, has issued in a most instructive and comprehensive manner the following report on the operations in the field in several separate districts along the line of the railroad during the month of January, 1920.

By COL. F. MEARS, Chairman and Chief Engineer.

Operations between Seward and Anchorage were very largely confined to the second summit district in the vicinity of Mile 50, where about 88 men are at work replacing the old Alaska Northern bridge, crossing the Placer River in the lower Loop district. This work has consisted in building new concrete piers and foundations to carry new and heavier wooden truss spans. The work can be advantageously carried on at this time of the year due to the low stage of the water in the stream. In the spring or summer months it would be very expensive to put these new bridges in place on account of the flood conditions of the stream at that time of the year.

Two steamshovels were operating the greater part of the month, furnishing material for filling the long trestle at Mile 55, which work was nearly completed at the end of the month. The filling of this bridge in early February will permit of 201-class engines being operated directly between Seward and Anchorage. The weakness of the present structure necessitates the employment of a lighter engine in all through train service.

New Work Between Talkeetna and Broad Pass.

All of the construction operations along the line north

of Talkeetna, Mile 227, are largely preparatory to carrying on the program for the summer work in this district. An effort is being made to complete several short unfinished sections of grading between the present end of steel, at Mile 237, and the crossing of the Susitna River at Mile 264.1. For this purpose a steamshovel is employed in Mile 238 benching into the side hill along the Susitna River, making grade as it goes. This steamshovel has about two weeks work ahead of it before reaching a stretch of grade already completed—about three quarters of a mile in extent. As soon as the steamshovel reaches this completed grade, track will be laid northward to Mile 239, where there is another uncompleted section of line, about 1½ miles in extent. This is also side hill work along the Susitna River and will be attacked by the steamshovel in a similar manner.

In Mile 241 a station gang, Rothen & Co., was given a contract during January to finish a 3,000 foot stretch of uncompleted grade just south of Lane Creek. They have progressed very satisfactorily during the month and this work will be well out of the way by March.

Scotty Parks' pile driving crew, which has been advancing along the line between Talkeetna and Deadhorse, driving and decking all bridges as they come to them, has just reached Lane Creek in Mile 241. From this point there is a completed grade for the greater part of the distance to the crossing of the Susitna River (Mile 264.1), and this crew will continue in this manner to the latter point, moving along the grade driving all structures as they come to them.

#### Freighting Operations.

Freighting operations have been carried on very successfully during January from the end of steel, Mile 236, as far north as Camp 275 in Chulitna Pass. Supplies are unloaded from the cars at Mile 236 directly on to the sleds and are moved from there over fairly level winter roads, utilizing as far as possible the ice along the Susitna River or level bottom lands adjacent to the river. A good road has been broken as far north as Camp 266 which permits of hauling 7,000 or 8,000 pounds with a four horse team. From Camp 266, Indian River, to Camp 275, Chulitna Pass, a new road has been broken following up Indian River through Indian River Canyon. At the end of the month this road had just been broken and was not in first class condition. However, teams could handle 4,000 pounds per load over this part of the line of communications. Beyond Mile 275, leading towards Hurricane Gulch (Mile 284) a new freight road had been

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

broken, but up to the end of January no heavy loads had been carried over it. It is anticipated that by the middle of February capacity loads will be in transit over all sections of the line of communications between Mile 236 (end of steel) and Mile 284 (Hurricane Gulch).

#### Repairing Old Grade.

As previously stated, there is not a great deal of new grading required along the line of the Susitna River until Mile 260 is reached, just south of the bridge site. In the 24-mile district, between Mile 236 and Mile 260, the few remaining uncompleted sections will be covered as soon possible in the early spring. A great deal of work will be required, however, in repairing the old grade constructed in 1917 and 1918 along this 24-mile section as some of it has gone to pieces very badly at several points owing to its abandonment when work was shut down.

#### Camp Construction.

Camps are constructed along the line to take care of new work at the following points:

Camp 238.—Team camp at the end of steel from which supplies are forwarded to the front.

Camp 249.—Deadhorse Hill Camp, which will be the headquarters for the construction forces during early spring and summer operations. This is one of the old camps remaining from the early period of construction operations, and is well laid out and well built from cotton wood lumber sawed at the site.

Camp 259.—This camp is used as an intermediate stop-over for freight teams en route over the line.

Camp 264.—Camp at bridge site. This camp now consists only of a temporary tent camp to take care of men at work making examinations for foundations on the Susitna River bridge. A new camp will be constructed at this point in the near future to accommodate the forces which will start excavating for bridge piers in the early spring.

Camp 266.—Indian River. This camp is also one of the old camps constructed in 1917. It is used as a stop-over point by the teams in freighting operations, and will be used as a base of supplies for certain contractors in attacking the new line north of Susitna River crossing, in Mile 265.

Camp 269.—A new camp is under construction at this point, situated at the foot of Indian River Canyon. It will be the base of all local operations in connection with the construction work in the Canyon. It is anticipated that this camp will be completed by the first of March.

Camp 276.—Near Pass Creek in Chulitna Pass. This camp is being used as a stop-over point for team operations and will also form the local base for attacking the new work along Chulitna Butte.

Camp 281.—Granite Creek. Is also a new camp, constructed for the same reasons as Camp 276.

Camp 284.—Hurricane Gulch. This camp is being constructed by a force of men who are engaged on work making examinations for foundations of the Hurricane Gulch steel arch bridge. Due to the heavy yardage in the approach cut to Hurricane Gulch it is necessary to start excavating at this point immediately, and a large contracting outfit has been engaged to begin this work in the coming month. The camp, for the present, will be the northern limit of operations for the Southern Division for the 1920 season, except clearing right of way which work will extend northward through Broad Pass in the spring and summer of 1920.

#### Indian River Canyon Work.

In addition to the winter construction work in the vicinity of Mile 236 and Mile 240, which has been described in the first part of this article, four contractors have been engaged to start excavating in the rock cuts at the foot of the Indian River Canyon. These men are now on the ground building their camps and will start excavating in a few days. They will be supplied from the new Camp 238 and will be under the supervision of engineers and time copers located at the same point.

#### Construction Operations—Northern Division

New Construction operations of the Northern Division are confined to the Nenana Canyon, between Mile 358 opposite Henley Fork and Mile 347, Riley Creek. A new camp on a rather large scale is being built at the present end of steel, Mile 358, just at the foot of the Nenana Canyon. Suitable quarters for construction men, engineers and supervisory forces are being put up out of native material. A suitable field hospital is also being constructed at the same point.

The right of way has been cleared for some distance up the Nenana Canyon towards Riley Creek, and the engineers have been allotted to the several sections along the line. Six station gangs have entered into contracts for moving the several heavy rock cuts along the line, and more gangs will be put to work as soon as arrangements can be made to properly provide for them.

#### Through Telephone and Telegraph Communications.

An effort has been made during the past several weeks to establish direct wire communication with the Northern Division so as to place all parts of the Alaska Railroad work in close connection with the central office. The Southern Division gang, building the new line northward to Broad Pass reached Summit roadhouse on January 24, and are now at Mile 298. The Northern Division gang are extending their metallic circuit south from Nenana to the new construction camp, Mile 358, and will continue a pioneer line southward to meet party approaching from the southern end.

#### INFORMATION WANTED AT GOVERNOR'S OFFICE REGARDING EX-SERVICE MEN.

The Governor's office, Territory of Alaska, at Juneau, is compiling a roster of the men who served their country during the Great War and who were residents of Alaska when they entered the Army or Navy. In order to accomplish this, the men who served must assist to the best of their ability.

After this record has been completed, it will be permanently filed in the Historical Museum of the Territory and will be a valuable document for the generations to come. Attention is therefore directed to all ex-service men in this community that copies of the questionnaire will be placed at the Bank of Anchorage, Bank of Alaska, post office, townsite office and office of the land and industrial department where copies can be obtained.

#### DISBURSEMENTS IN THE SOUTHERN DIVISION.

Disbursements in the Southern Division of the Alaskan Engineering Commission for the week ended January 31, 1920 totaled \$9105.28. Salaries and wages were \$5992.36; purchase orders, \$2514.78; compensation, \$104.17; steamship charges \$2.58; special deposit account \$216.55 and other expenses \$273.84.

### GOVERNMENT THRIFT AND SAVINGS CAMPAIGN OUTLINED FOR 1920.

In a lengthy, comprehensive and telling appeal to the country at large, William Mather Lewis, director of the savings division of the United States Treasury Department, points out in a most convincing manner the advantages and necessity for economy and prudence. Among other things Mr. Lewis said:

"The epidemic of extravagance and reckless spending among the citizens of America can and will be checked during the coming year by inoculation with the virus of thrift. In outlining the Government Thrift and Savings Campaign for 1920, Mr. Lewis declared that the cooperation and assistance of the solid body of farmers, government officials, and employees and business men had given assurance that this was one movement on which America could get together.

The lessons taught by the war, he said, again would be put into practice and the country would unite to enable production again to overtake demand through economy and safe investment.

"On the face of the returns," continued Mr. Lewis, "it might seem that those depressed by the present situation had cause for their belief. But fortunately here and there are indications that after all the disintegration of national solidarity is more apparent than real. It is significant that many Granges, the Postal Employees, the American Federation of Labor, the American Bankers' Association, the National Educational Association, and hundreds of other organizations representing every shade of thought and policy have all pledged themselves during the year to stand behind this one great national movement.

"Even more significant perhaps is the fact that this movement sprang from a lesson taught by the war. When Herbert Hoover fed the nations of Europe from the waste heaps of America and when 24 billions of dollars were produced from the mattresses and wallets to finance our war effort by means of Liberty Bonds people began to open their eyes and say,—'With all our boasted progressiveness as a nation we have been overlooking the nest source of national strength—the element of conservation. Here is an impressive demonstration of the power of thrift. If care and prudence in the use of our resources can feed the starving, and load the guns, and fill the heavens with aircraft, surely it can develop mines and reclaim waste lands, it can provide against individual poverty and insure national strength in days of peace.'

"And there was created the Treasury Department's Thrift and Savings movement, built upon the splendid foundation of the savings campaign conducted during the war. Among the instruments of war finance Thrift Stamps and War Savings Stamps offered a means of saving by which lessons of the accumulation of capital through small steady investment could be taught. These stamps had been the means of raising almost a billion dollars of revenue for the Government during the war and had become popular. It was therefore decided that they should be continued and their name, W. S. S., which was assuming the importance of a trade-mark, should be permanently adopted.

"Quietly, systematically, surely, the Treasury Savings movement has worked its way into every corner of American life. During the year that is about to open it deserves the loyal support of every American who desires

the early solution of reconstruction problems, the strengthening of national feeling, the prosperity of the individual citizen. Over the door to success it places its 1920 slogan, 'Work and Save—buy Government Securities.' "

### POPULATION OF TERRITORY FOR 1918-1919 ESTIMATED AT 32,000.

During the year 1918 the white population of the Territory of Alaska reached its lowest ebb, according to Thomas Riggs, jr., Governor of the Territory, in his annual report to Franklin K. Lane, secretary of the Interior.

In referring to the population Governor Riggs says:

"Vessels reporting to the customs showed an excess of departures over arrivals of 9909 persons. Small vessels carried a great number to the States and British Columbia of whom there is no account. After the signing of the armistice immigration became noticeable. In the spring of this year all vessels coming to Alaska were crowded to capacity and at the time of this writing passage must be engaged weeks in advance. At the close of the calendar year 1918, taking the customhouse figures in consideration with the census of 1910 and the vital statistics available, the white population barely exceeded 30,000. I believe that during the years of exodus (1916-1918) fully 10,000 additional people left on small craft, Government ships, transports, and other unreported boats, so that the actual population probably did not exceed 20,000. The number of persons voting at the election of 1918 seems to bear out this hypothesis. For the first six months of 1919 the excess of arrivals over departures, as reported to the customs, was 11,588, but this figure includes a great number of cannery employees, perhaps 5000 or 6000, who return to the States at the close of the fishing season.

"I estimate the white population at the end of the fiscal year 1919 to be about 32,000.

"The census of 1910 enumerates 25,331 natives of pure and mixed blood. The Bureau of Education estimates that there had been little change in this number during the intervening years. During the past fiscal year there has probably been a loss of nearly 2000 natives as a result of the epidemic of influenza. The normal death rate will undoubtedly increase, caused by tuberculosis, resultant of influenza. There are probably 23,000 natives now in Alaska. The total population, therefore, white and native, is about 55,000, or less than one person to every ten square miles.

"Indications point to a continued immigration as a result of Army demobilization and the closing of war-time industries. Alaska is receiving the extremes in the social scale. On the one hand, the fine young men of the type which developed the great western states are becoming evident in every community, and, on the other hand, the I. W. W., alien enemy, and Bolshevik, knowing the unprotected condition of the Territory, are arriving in force and making their presence known. The great number of foreigners in Alaska who can scarcely speak the English language fall an easy victim to the insidious propaganda of the seditious agitator. It does not seem right that the decent, honest, law-abiding majority should not receive full protection at all times."

### BUY WAR SAVINGS STAMPS.

They carry in addition to their intrinsic value and their surety of profit the impulse to thrift, a gift which is priceless both to the individual, the community and the nation.

## WEEKLY FORCE REPORT.

The number of employees of the Alaskan Engineering Commission as shown on the payrolls for the week ended January 31, 1920, was as follows:

Mile	Item of work	Purchas- ing	Sup- ply	D I V I S I O N						Total
				Ac- count- ing.	Maint. & Op.	Southern Const'c- tion	Admin- istration	Northern Maint. & Op.	Const'c- tion	
	Seattle office and Pur. Agent's Reps.	14	...	5	...	...	...	...	...	19
1	Stores, dock, laborers, janitors, etc...	...	37	...	...	...	...	...	...	37
	Mess	...	3	...	...	...	...	...	...	3
	Maintenance of equipment	...	...	...	29	...	...	...	...	29
	Hospital	...	...	...	...	2	...	...	...	2
	B. & B. No. 9, work on Seward of- fice building	...	...	...	...	8	...	...	...	8
	B. & B. No. 11, work on Seward depot Accounting office	...	...	2	...	1	...	...	...	1
3	Ex. gang 1, clearing sawmill site	...	...	...	...	7	...	...	...	7
	Contractors, logs, etc.	...	...	...	...	23	...	...	...	23
40	Mess house	...	...	...	2	...	...	...	...	2
48	B. & B. No. 6, cons. bridge No. 79	...	...	...	...	32	...	...	...	32
52	Engineering party	...	...	...	...	5	...	...	...	5
	Steam shovel	...	...	...	...	39	...	...	...	39
56	B. & B. No. 8 constructing bridge 78	...	...	...	...	31	...	...	...	31
86	B. & B. No. 10, saw logs	...	...	...	...	47	...	...	...	47
1-114	Operation, road	...	...	...	...	23	...	...	...	23
	Maintenance of way and structures.	...	...	...	47	...	...	...	...	47
114	Headquarters office	...	...	...	62	...	...	...	...	62
	Bridge Engineer	...	...	...	...	4	4	...	...	8
	Drafting office	...	...	...	...	2	1	...	...	3
	Location survey, preparing returns...	...	...	...	...	4	...	...	...	4
	Townsite and land	...	...	...	...	4	...	...	...	4
	Disbursing office	...	...	...	8	...	1	...	...	9
	Accounting office	...	5	...	...	...	...	...	...	5
	Hospital	...	12	...	...	...	...	...	...	12
	Stores	...	...	5	6	1	...	...	...	12
	Operation, road	...	75	...	...	...	...	...	...	75
	Docks and boats	...	...	45	...	2	...	...	...	47
	Power and pumping	...	...	3	...	...	...	...	...	3
	Maintenance, equipment	...	...	12	...	...	...	...	...	12
	Floating	...	...	64	...	1	...	...	...	65
	Framing bridges	...	...	8	...	...	...	...	...	8
122	Contractor, piling	...	...	...	8	...	...	...	...	8
114-238	Operation, road	...	...	...	1	...	...	...	...	1
	Maintenance of way and structures.	...	...	...	25	...	...	...	...	25
172	Mining, Eska	...	...	153	...	1	...	...	...	154
188	Mining, Chickaloon	...	...	79	...	1	...	...	...	80
236-238	Steam shovel	...	...	36	...	...	...	...	...	36
243	Contractors	...	...	...	71	...	...	...	...	71
245	Contractors	...	...	...	6	...	...	...	...	6
246	B. & B. No. 1, constructing bridges	...	...	...	15	...	...	...	...	15
249	Stores	...	5	...	21	...	...	...	...	21
	Engineers and freighting operation.	...	...	...	...	...	...	...	...	5
	T. & T. maintenance lineman	...	...	...	51	...	...	...	...	51
	Contractors	...	...	1	...	...	...	...	...	1
264	Drilling Susitna Riv) br. foundations	...	...	...	5	...	...	...	...	5
265	Location surveys	...	...	...	8	...	...	...	...	8
266	Engineers, wagon road, camp, con- struction and freighting operations	...	...	...	7	...	...	...	...	7
268	Engineers	...	...	...	45	...	...	...	...	45
	Contractors	...	...	...	5	...	...	...	...	5
269	Wagon road cons. & freighting op'ns	...	...	...	28	...	...	...	...	28
270	Contractors	...	...	...	38	...	...	...	...	38
275	Wagon road cons. & freighting op'ns	...	...	...	14	...	...	...	...	14
		...	...	...	13	...	...	...	...	13

WEEKLY FORCE REPORT.

Mile	Item of work	Purchasing	Supply	D I V I S I O N						T'tl	
				Accounting	Maint. & Op.	Southern Const'n	Administration	Northern Const'n	Northern Administration		
281	Wagon road cons. & freighting op'ns	...	...	...	...	17	...	...	...	17	
284	Excavating Hurricane Gulch bridge foundations	...	...	...	...	17	...	...	...	17	
292	T. & T. crew constructing line	...	...	...	...	13	...	...	...	13	
344	Engineers	...	...	...	...	...	...	3	...	3	
350	Engineers	...	...	...	...	...	...	3	...	3	
	Contractors	...	...	...	...	...	...	2	...	2	
356	Engineers and general camp	...	...	...	...	...	...	18	...	18	
	Contractors	...	...	...	...	...	...	112	...	112	
358	Engineers, carpenters, tracklayers	...	...	...	...	...	...	84	...	84	
358-411	Section men	...	...	...	...	...	...	16	...	16	
363	Contractors, coal	...	...	...	...	...	...	25	...	25	
401	T. & T. crew, constructing line	...	...	...	...	...	...	7	...	7	
411	Nenana headquarters	...	...	4	...	...	...	6	8	2	20
	Shops, roundhouse and train crew	...	...	...	...	...	...	11	14	...	25
	Store, warehouse and yard	...	23	...	...	...	...	9	...	...	32
	Hospital	...	...	...	...	...	...	6	6	1	13
	Townsite	...	...	...	...	...	...	1	...	1	2
	Janitors and watchmen	...	...	...	...	...	...	11	...	...	11
	Power plant, linemen and operators	...	...	...	...	...	...	11	...	...	11
	Mess	...	...	...	...	...	...	7	...	...	7
	Corral	...	1	...	...	...	...	4	...	...	5
	Contractors, logs, ties, cordwood	...	...	...	...	...	...	...	36	...	36
412	Terminal	...	...	...	...	...	...	8	...	...	8
412-456	Section men and pumpmen	...	...	...	...	...	...	16	...	...	16
	Contractors	...	...	...	...	...	...	...	37	...	37
	Tanana Valley R. R.:										
	General	...	...	2	...	...	...	...	...	2	4
	Operation and maintenance	...	...	...	...	...	...	21	...	...	21
	Rehabilitation	...	...	...	...	...	...	...	25	...	25
	Contractors, wood and ties	...	...	...	...	...	...	4	...	...	4
	Totals	14	144	30	579	621	12	131	380	6	1917
	Increase or decrease (-) compared with last week	0	7	-1	-11	29	0	-16	41	0	49

RECAPITULATION

Division	Pay Roll	Contractors	Total
Purchasing	14	...	14
Supply	144	...	144
Accounting	30	...	30
Southern	1120	92	1212
Northern	301	216	517
Totals	1609	308	1917

MINING DEPARTMENT MAKES REPORT OF ACTIVITIES FOR MONTH OF JANUARY.

Three thousand three hundred and three short tons of coal were mined at the coal mines at Eska and Chickaloon during the month of January, according to the report of the mining department. Of the total tons mined at the two mines 3078 short tons were mined at the Eska mine and 225 short tons at the Chickaloon mine. Eighty-three persons were employed during the month at the Eska mine and 26 persons at the Chickaloon mine.

At the Eska mine the Shaw West tunnel was driven a distance of 41 feet during the month and the Emery East a distance of 21 feet. At the Chickaloon mine the Second West gangway was driven a distance of 75 feet and the

Second East gangway a distance of 56 feet and the No. 5 West tunnel a distance of 60 feet.

CONTRACT LET FOR STEEL BRIDGE AT SUSITNA RIVER CROSSING

The Alaskan Engineering Commission has awarded contract to the United States Steel Products Company for furnishing and erecting the 504 foot steel truss span over the Susitna River at Mile 264. Assistant Chief Engineer Wm. Gerig is now in Seattle with C. E. Dole, general purchasing agent for the Commission, closing the contract with the United States Steel Products Company, also making contract with R. W. Hunt & Co., for inspection service during fabrication and erection.

LOCOMOTIVE ENGINEERS' PERFORMANCE SHEET FOR THE MONTH OF DECEMBER, 1919.

Ten thousand nine hundred and fifty-seven miles constituted the average monthly mileage traveled by engines in the Southern Division during the year of 1919, as against 11,776, the monthly average mileage for the year of 1918, according to the report submitted by E. P. Heiberg, master mechanic for the Alaskan Engineering Commission in the Southern Division. The following table shows engineers' performance for the month of December, 1919, while the recapitulation table on page 111 shows a total engine mileage made each month during the year of 1919, by engines in passenger and freight mixed service, and general work train and mixed service, together with the amount of lubricating oil used for mileage made, and the average monthly consumption of coal for engine miles traveled.

Engineer	Fireman	Engine miles made	Total tons handled	Hours O. T. worked	Pints lubricating oil used eng. valve	Total ton mileage made	Tons coal used	Average engine miles per ton	Avg. Average miles per ton	Average lbs. coal per eng. mile	Engine mile per pint oil used per trip day	Tons coal used per trip day	Oil used per trip day, pints valve	Hard cup grease used per sig. trip day			
PASSENGER AND FREIGHT MIXED SERVICE																	
Anchorage-Chickaloon-Talkeetna Mixed Train.																	
(Engines Nos. 266, 265, 275, 620)																	
B. C. Elmes	Callahan Stipp	2234	14128	63 1/2	60	628658	140	16.0	4490	125.3	37.2	37.2	5.83	2.50	2.50	1.00	.00
(Engines Nos. 225, 265, 275)																	
I. M. Wilson	Thatcher	1534	4453	...	38	327407	96	15.9	3410	125.2	40.4	38.4	7.39	2.99	3.08	.62	.23
Anchorage-Seward Mixed Train—Type 4-5-0 Locomotives (Engines Nos. 1, 10, 20, 21)																	
A. F. Johnston	Lee, Sheehan, Larson	1846	3726	24 1/2	56	266326	136	13.6	1958	147.3	33.0	57.4	8.53	3.11	1.78	.90	.28
General Work Train and Mixed Service—Type 2-6-0 and 4-6-0 Locomotives																	
(Engines Nos. 10, 20, 265, 266.)																	
Chas. Mathison	Lee, Trachsel	1515	.....	.....	20	.....	113	13.4	.....	149.2	75.8	94.7	7.28	1.11	.90	.00	.17
(Engines Nos. 1, 10, 21)																	
W. F. Clark	Harrington, Deegan, Cole, Monsen, Diamond	2112	.....	121 1/4	48	.....	153	13.8	.....	145.0	44.0	66.0	5.10	1.60	1.07	.53	.07
(Engines Nos. 224, 264)																	
F. W. Brayford	Smith	1810	.....	91 1/2	32	.....	171	10.7	.....	129.0	56.6	64.6	6.33	1.18	1.04	.00	.11
Engines Nos. 221, 224, 265, 264, 266, 275.)																	
Thos. Peterkin	Stipp Trachsel	1947	.....	68 1/2	60	.....	170	11.5	.....	174.6	30.8	38.9	7.39	2.61	2.17	1.04	.65
Engine No. 224)																	
L. Stipp	Cole	158	.....	.....	4	.....	14	11.3	.....	177.1	39.5	39.5	4.67	1.33	1.33	.00	.00
(Engine No. 11)																	
J. J. Courtney	Ryan	374	.....	26 1/4	12	.....	33	11.3	.....	176.5	31.2	31.2	5.50	2.00	2.00	.00	.00
(Engine No. 285)																	
L. B. Denny	Cole Crawford	1354	.....	17 1/4	64	.....	127	10.7	.....	187.6	21.2	18.8	6.69	3.37	3.80	2.53	.80
(Engine No. 278)																	
J. Rossness	Denny, Deegan Diamond	1205	.....	14	48	.....	126	9.6	.....	209.1	25.1	25.1	6.00	2.29	2.29	1.13	.24
Switch and Mixed Service, Anchorage and Turnagain Arm Type 2-6-0 Locomotives (Engines Nos. 221, 225, 265)																	
Chas. Balhiser	Lee, Stipp, Sheehan Thatcher	1801	.....	64 1/2	24	.....	113	16.0	.....	125.5	75.0	75.0	4.18	.90	.90	.00	.37

(Continued on page 111)

(Continued from page 110)

## RECAPITULATION

Month	Total engine miles made	Miles made per pint lubr. oil engine valve	Eng. miles made per ton coal
January .....	9680	28.1 32.7	13.2
February .....	7280	27.8 31.1	14.7
March .....	7111	25.4 23.5	14.1
April .....	6360	30.0 47.0	19.3
May .....	7003	37.3 46.1	17.0
June .....	9085	35.3 42.0	17.3
July .....	15990	29.5 32.4	14.8
August .....	15479	37.0 46.6	13.1
September .....	11199	49.1 45.5	15.7
October .....	13315	41.9 49.7	16.6
November .....	10493	41.2 44.1	15.1
December .....	17890	38.4 42.8	12.8
Year 1919 mo. avg.	10957	35.3 41.1	15.3
Year 1918 mo. avg.	11776	25.9 27.5	13.9

ENGINEER OF MAINTENANCE AND CONSTRUCTION SUBMITS REPORT FOR MONTH OF JANUARY, 1920.

Thirty-seven thousand one hundred and thirty-six cubic yards of gravel were loaded during the month of January by steam shovel No. 1, Engineers Jeffries and Namur, begins the report of F. A. Hansen, engineer of maintenance and construction. The report continues: This material was used as filling in bridge No. 85 the shovel working two shifts from January 1 to January 17, inclusive, and afterward only one shift was worked until the end of the month.

Engineer McMillan, working at Mile 238, cast over during the month 18,779 cubic yards of frozen material, and the shovel advanced from station 10564 plus 80 to station 10607 plus 66, a distance of 4521 feet. Engineer Killigrew, working at Mile 52, loaded during the month 3198 cubic yards of material which was used as filling in bridge No. 85. Work of this shovel and equipment was discontinued January 27.

Construction work on the floating dock at Seward, to provide a landing for small boats, was completed during the month. This dock consists of a barge moored to piling with a landing, or gang plank, extending from the barge to the main dock.

Interior alterations of the general office building at Seward for the purpose of providing quarters for an emergency hospital and living quarters for Lieut.-Col. H. P. Warren, head of the Supply Division, and I. H. Fleishman, chief clerk were completed during the month.

An addition, size 12 by 22, to provide quarters for bake-oven and bakery, was made to the north end of the soldiers' mess hall. Construction on an addition, size 18 by 22, was commenced on the north end of the soldiers' canteen. The east portion of bunk house No. 5 was converted into officers' quarters.

A snow slide occurred at Mile 71½ on January 3, where shoo-fly had been built, covering both the main line and the shoo-fly track for a distance of 150 feet and up to a depth of about 15 or 20 feet. Another snow slide occurred just south of the sawmill at Mile 73 about 8 p. m. on January 4, covering the main line for about 100 feet, up to a depth of 20 feet. The rotary from Anchorage cleared the snow from the track through both slides.

The wall at the pump station at Mile 50½ was enlarged from 4 feet by 4 feet to 8 feet by 8 feet and sunk 4 feet

deeper. The water supply there was not sufficient to supply the regular trains and work trains at that point.

Trouble was experienced with the water supply system for locomotives at Rainbow on account of freezing. The trouble seemed to be due to slush ice getting into the intake and clogging it. In order to avoid this trouble the intake, as well as a space over the creek for about 50 feet above, was covered with boards and snow.

Work was commenced strengthening the sub-structure of the Seward dock in order to carry another track which will be laid on the dock to help take care of the increased traffic expected over the dock at that point.

A gang consisting of Foreman Nyberg, with about 25 men, was sent to old Camp 86 to start operation in connection with getting out saw logs at that point. A considerable lot of roads and trails were built and about 25,000 feet of logs had been taken out at the end of the month.

Roehen & Co., station contractors at Mile 242, moved a total of 870 yards of material during the month.

Adair & Co., piling contractors at Deadhorse, furnished a total of 8295 feet of piling during the month and their camp is now located about three miles above Deadhorse. These piling are being delivered at the different openings along the grade.

Larochelle & Robert, saw mill contractors at Mile 3¼, have practically completed erection of their mill, except the building of a house over same.

Hoben & Davis saw log contractors at Mile 3¼, had furnished up to the end of January 737 logs containing 172,596 feet, board measurement of lumber.

Divyak & Co., station contractors at Mile 48, excavated 1150 cubic yards of rock from their cut during the month which was used for widening the fills at bridges Nos. 69 and 85.

Janovich & Co. completed their contract in the loop at Mile 51 with the exception of a cut under bridge No. 78, comprising of about 650 cubic yards, which will be taken out by the Commission forces when weather conditions are more favorable.

Piling for bridges Nos. 186 to 190, inclusive, a total of 130, were driven during the month by B. and B. gang No. 1, inclusive, were completed during the month. Work on bridges Nos. 188 and 189 continues. Bridge No. 188 is a 10-bent bridge, while the rest are from two to four bents each. During the progress of this work it was necessary to move the skid piledriver over the snow and ice a distance of approximately 2½ miles.

Excavation for concrete piers for bridges 78 and 79 was continued during the month and forms were erected for the south abutment of bridge 78. The excavation for the south abutment of this bridge was completed and the excavation for the north abutment is 92 per cent complete. The excavation on the south abutment progressed very slowly on account of ice forming over night from water that seeped into the hole. A rock foundation, however, has been found on the down stream side of this pier.

Six bents, 24 piling, were driven for temporary approach trestle at the north end of bridge 79, which approach trestle will later on be filled in. On account of shallow soil it will be necessary to place framed bents on bents 1 to 23, inclusive. All sills have been laid and bents Nos. 1 to 18, inclusive, have been blocked up on one end. Bent 19 is 80 per cent complete and for bent No. 21 is 10 per cent complete. Frames have been completed for bent No. 15. Excavation for both abutments of this bridge is complete. Excavation for bents Nos. 11 and 12 is slightly over half complete. The forms have been placed for bent No. 10 and for

bent No. 13 are 95 per cent complete. A centrifugal pump has been installed in the excavation for bent No. 12, work on which was discontinued on account of seepage of water into the hole. This pump has handled the water without being worked to its full capacity. The bottom of the excavation on the down stream side of this bent is 22 feet below the top of the sill and as yet there are no signs of a solid foundation. Excavation for bent No. 9 of this bridge is complete and bents 5, 6, 7 and 8 are about one half complete. Bents Nos. 14 to 19, inclusive are about 90 per cent complete.

### Division Notes.

A space has been cleared and logs have been laid for storing 3200 20-pound stationmen's rails and necessary cars.

A hole has been sunk 10 feet wide by 15 feet deep and 40 feet long, solid rock excavation for pier No. 3 Hurricane Gulch bridge.

At Camp 284 snow was cleared away for a foundation, to put up a 40 by 60 canvas barn. Also a 20 by 36 mess house to be built of canvas.

The work of steamshovels Nos. 1 and 3 excavating and filling in with gravel bridge No. 85., is completed and heavy locomotives may now cross in safety.

At Camp 281 a 16 by 24 tent has been put up for use as a barn for freighting teams. The road has been completed from Mile 278 to Hurricane Gulch and the first load of freight was put over the road on January 31.

At the third Indian River crossing two men have been putting down test holes. Two holes are down 6 feet each. Work was discontinued here on account of water seeping through gravel. This material encountered consists of small boulders and coarse gravel.

At Camp 269 a 20 by 50 mess house and a 20 by 50 warehouse are being built of logs and the walls are up to a height of 12 feet. Three log bunk houses, each 20 by 20, are also being built and the walls are up 10 feet. At the same camp two log houses, for engineers' quarters, 12 by 12, have been put up and are completed with the exception of placing the windows.

### JOHN F. COFFEY RESIGNS.

John F. Coffey, former manager of the land and industrial department of the Alaskan Engineering Commission and editor of The Alaska Railroad Record, recently tendered his resignation which was accepted with regret.

Mr. Coffey will enter other fields of useful endeavor, that of practicing law, his chosen profession, with headquarters at Juneau. Mr. Coffey left Anchorage last Thursday, leaving with his many friends memories of his able services and pleasant association.

### EMPLOYEES' LOSSES BY FIRE.

In a recent fire which destroyed outfit car No. 37-P a number of Alaskan Engineering Commission employees suffered the loss of personal effects.

In a similar case which occurred on the Fairbanks Division in the year 1918, the matter was referred to the Department of the Interior at Washington, D. C., and in a decision rendered by Solicitor Mahaffie of the department, it was held that this Commission could not reimburse employees for property thus lost.

## OFFICIAL CIRCULARS.

### WASHINGTON'S BIRTHDAY HOLIDAY

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska. Feb. 4, 1920.

General Circular No. 15:

TO ALL CONCERNED:

The anniversary of Washington's Birthday falling on Sunday, February 22, 1920, the following Monday, February 23, will be observed as a holiday at headquarters, and, as far as practicable, in the field.

F. MEARS, Chairman.

### FORM FOR FINAL ESTIMATE.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Feb. 6, 1920.

General Circular No. 16:

TO ALL CONCERNED:

Attention is called to the fact that Final Estimate for work performed under contract, A. E. C. Form 038, is obsolete.

In reporting Final Estimate of work performed under contract, A. E. C. Form 157 should be used in all cases, the usual number of copies being furnished.

F. MEARS, Chairman.

### TRAIN SERVICE NORTH OF ANCHORAGE CHANGED

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Feb. 7, 1920.

Office of Trainmaster.

Bulletin No. 222:

TO ALL CONCERNED:

Commencing Monday, February 9, 1920, train service north of Anchorage will be changed as follows:

Anchorage-Talkeetna Trains—Leave Anchorage on Mondays and Thursdays at 8.30 a. m. Leave Talkeetna on Tuesdays and Fridays at 7.30 a. m.

Anchorage-Chickaloon Trains—Leave Anchorage on Wednesdays and Fridays at 8.30 a. m. Leave Chickaloon on Thursdays and Saturdays at 7.30 a. m.

Anchorage-Seward Trains—No change, present schedule. Leave Anchorage on Mondays and Thursdays at 8.00 a. m. Leave Seward on Wednesdays and Saturdays at 8.00 a. m.

J. T. CUNNINGHAM, Trainmaster.

### CONCERNING SWITCH REMOVAL.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Feb. 7, 1920.

Office of Trainmaster.

Bulletin No. 223:

TO ALL CONCERNED:

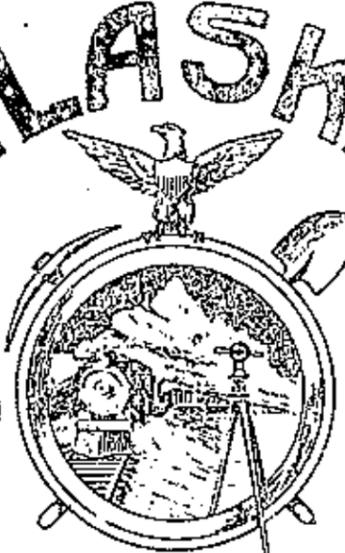
Referring to Bulletin No. 199, relative to derail switch, Mile 53.5, at south end of Bridge 85, this derail has been removed.

At present the only derail in main track between Seward and Anchorage is located at Mile 51.4, just north of Tunnel.

J. T. CUNNINGHAM, Trainmaster.

Eight feet of snow is reported at Deadhorse Hill, making transportation exceedingly difficult. Eight inches of new snow has fallen within the past few days.

# ALASKA RAILROAD RECORD



VOL. IV. ANCHORAGE, ALASKA, TUESDAY, FEBRUARY 17, 1920. 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.

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

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

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

### COL. F. MEARS, CHAIRMAN AND CHIEF ENGINEER CALLED TO WASHINGTON ON BUSINESS RELATIVE TO APPROPRIATION.

Col. F. Mears, chairman and chief engineer of the Alaskan Engineering Commission, intends to leave Seward today on the "Alameda," en route to Washington, D. C., there to appear before the appropriation committee of Congress, in connection with the hearings on the \$8,000,000 appropriation for the work of this Commission during the fiscal year beginning July 1, 1920. Col. Mears expects to return to Anchorage, the moment these hearings are completed.

### EXCERPT FROM ANNUAL REPORT OF SECRETARY OF THE INTERIOR.

The annual report of Franklin K. Lane, secretary of the interior to President Wilson, is a lengthy document, embracing all activities of the Secretary's department for the year 1919.

The report of the Secretary in so far as it relates to Alaska and the Government-built railroad is as follows:

"One of the first recommendations made by me in my report of seven years ago was that the Government build a railroad from Seward to Fairbanks in Alaska. Five years ago you intrusted to me the direction of this work. The road is now more than two-thirds built, and Congress at this session, after exhaustively examining into the work, has authorized an additional appropriation sufficient for its completion. The showing made before Congress was that the road had been built without graft: every dollar

has gone into actual work or material. It has been built without giving profits to any large contractors, for it has been constructed entirely by small contractors or by day's labor. It has been built without touch of politics: every man on the road has been chosen exclusively for ability and experience. It has been well and solidly built as a permanent road, not an exploiting road. It has been built for as little money as private parties could have built it, as all competent independent engineers who have seen the road advise.

"Edwin F. Wendt, of the Interstate Commerce Commission, in charge of valuation of the railroads of the United States from Pittsburgh to Boston, after an investigation into the manner in which the Alaskan railroad was constructed and its cost, reported to me as follows:

"In concluding, it is not amiss to again state that after the full study which was given to the property during our trip, we are satisfied that the project is being executed rapidly and efficiently by men of experience and ability. It is believed that it is being handled as cheaply as private contractors could handle it under the circumstances.

"The road has not been built as soon as expected because each year we have exhausted our appropriation before the work contemplated has been done. We could not say in October of one year what the cost of anything a year or more later would be, and we run out of money earlier than anticipated. It has not been built as cheaply as expected because it has been built on a rising market for everything that went into its construction—from labor, lumber, food supplies, machinery, and steel to rail and ocean transportation. I believe, however, it can safely be said that no other piece of Government construction or private construction done during the war will show a less percentage of increase over a cost that was estimated more than four years ago.

"The men have been well housed and well fed. Their wages have been good and promptly paid; there has been but one strike, and that was four years ago and was settled by the Department of Labor experts fixing the scale of wages. The men have had the benefit of a system of compensation for damages like that in the Reclamation Service and Panama Canal. They have had excellent hospital service, and our camps and towns have been free of typhoid fever and malaria. That the men like the work is testified by the fact that hundreds who "came out" the past two years, attracted by the high wages of war industries, are now anxious to return to Alaska.

"There has been but one setback in the construction, and

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

that was the washing out of 12 miles of tracks along the Nenana River. This is a glacial stream which, when the snows melt, comes down at times with irresistible force. In this instance it abandoned its long-accustomed way and cut into a new bed and through trees that had been standing for several generations, tearing out part of the track which had been laid.

"The work of locating and constructing the road has been left in the hands of the engineers appointed by yourself. The only instruction which they received from me was that they should build the road as if they were working for a private concern, selecting the best men for the work irrespective of politics or pressure of any kind. As a result, we have a force that has been gathered from the construction camps of the western railroads, made up of men of experience and proved capacity. That they have done their work efficiently, honestly, and at reasonable cost is my belief.

"It is not possible during the construction of a railroad to tell what it costs per mile because all the foundation work, the construction of bases from which to work, the equipment for construction, and much of the material is a charge which must be spread over the entire completed line. The best estimate that can be made today as to the newly constructed road is that it has cost between \$70,000 and \$80,000 per main-line mile, or between \$60,000 and \$70,000 per mile of track.

"This cost per mile includes the building of the most difficult and expensive stretch of line along the entire route from Seward to Fairbanks—that running along Turnagain Arm, which is sheer rock rising precipitously from the sea for nearly 30 miles. There are miles of this road which have cost \$200,000 per mile. Even to blast a mule trail in one portion of this route cost \$25,000 a mile.

"The only Government-built railroad—that across the Isthmus of Panama—cost \$221,052 per mile. The only two recently built railroads in the United States are (1) the Virginian, built by H. H. Rogers, which cost, exclusive of equipment, \$151,000 per mile, with labor at from \$1.35 to \$1.75 per day and all machinery, fuel, rails, and supplies at its door, and (2) the Milwaukee line to Puget Sound, which is estimated as having cost \$130,000 per mile, exclusive of equipment.

"The work has been conducted with its main base at Anchorage, which is at the head of Cook Inlet. The point was chosen as the nearest point from which to construct a railroad into the Matanuska coal fields. That was the primary objective of the railroad, to get at the Matanuska coal. From Anchorage it was also intended to drive farther north through the Susitna Valley and across Broad Pass, and to the south along Turnagain Arm toward the Alaska Northern track. To secure coal for Alaska was the first need. So in addition to Anchorage as a base, one was also started at Nenana, on the Tanana River, from which to reach the Nenana coal fields lying to the south. If these two fields were open, one would supply the coast of Alaska and one the interior. This program has been acted upon, with the result that the Matanuska field is open to tidewater with a down-grade road all the way. The Nenana road has been pushed far enough south to touch a coal mine near the track, which may obviate the immediate necessity for reaching into the Nenana field proper.

"There is an open stretch across Broad Pass to connect the Susitna Valley with the road coming down from Nenana. This gap closed, there will be through connection between Seward and Fairbanks.

#### Matanuska Coal.

"By decisions of the Commissioner of the Land Office all of the claims in the Matanuska coal field were set aside, and by act of Congress a leasing bill was put into effect over the entire field. Under this law a number of claims must be reserved to the Government. The field was surveyed, and some of the most promising portions of the field have been so reserved.

"Two leases have been entered into by the Government, one with Lars Netland, a miner, who has a backer, Mr. Fontana, a business man of San Francisco, and the other with Oliver La Duke and associates. There are many thousands of acres in this field which are open for lease and which will be leased to any responsible parties who will undertake their development. Government experts who have examined this field do not promise without further exploring a larger output of coal from this field than 150,000 tons a year.

"The population of Alaska has fallen off during the war. She sent, I am told, 5000 men into the Army, the largest proportion to population sent by any part of the United States. The high cost of labor and material closed some of the gold mines, and the attractive wages offered by war industries drew labor from Alaska to the mainland. All prospecting practically closed. But with the return of peace there is evidence of a new movement toward that Territory which should be given added confidence in its future by the completion of the Alaskan Railroad. There is enough arable land in Alaska to maintain a population the equal of all those now living in Norway, Sweden and Finland, and all that can be produced in those countries can be produced in Alaska. The great need is a market, and this will be found only as the mining and fishing industries of the country develop."

#### ENGINEER OF MAINTENANCE AND CONSTRUCTION MAKES PROGRESS REPORT.

Five thousand nine hundred and twenty cubic yards of gravel were handled by steam shovel No. 1, working in Mile 55, Engineer Namur, during the week ended February 7, according to the report of F. A. Hansca, engineer of maintenance and construction of the Southern Division of the Government Railroad. The gravel was dumped in filling bridge No. 85. Five thousand five hundred and twenty-eight cubic yards of gravel were cast over by steam shovel No. 2, in Mile 238, Engineers McMillan and Schapler, working in two shifts.

The shovel was advanced from station 10607 plus 66 to station 10617 plus 50, a distance of 984 feet, and track was laid behind the shovel from station 10608 plus 96 to station 10619 plus 15, a distance of 1023 feet. Forces of the Alaskan Engineering Commission engaged in filling in bridge No. 186, removed 138 cubic yards of material. Excavation was continued on pier No. 17 in bridge No. 78, and the work is practically complete. Concrete was poured for pier No. 16. This pier is 85 per cent complete. The work of excavating for foundations for pier No. 12 in bridge No. 79 was continued satisfactorily, although not 80 per cent complete. Bents Nos. 1 to 23 of the temporary trestle at the north approach were erected. The sway-bracing of these bents is 50 per cent complete and longitudinal bracing is being placed.

Two 12 by 12 log buildings which are to be used for engineers' quarters at Mile 269, are completed. Walls are up and rafters are being adjusted for a 20 by 50 mess house and a 20 by 50 warehouse. Rafters are being adjusted on

three 20 by 20 bunkhouses. All at this point.

At Camp 275 a wooden snow plow was built for use in clearing snow from roads between Indian River and Camp 284. This plow with eight horses worked two days during the week. At this camp, snow was cleared and logs laid for a 40 by 50 platform for storing hay and grain. A round trip with the wooden snow plow was made from Deadhorse to the end of steel, and a trip made with the road grader from the end of steel to Deadhorse.

Eighteen four-horse teams were engaged in freighting during the week, and the following freight was handled: From Mile 236 to Mile 249, 50 tons; from Mile 249 to Indian River, 21 tons; from Mile 249 to Mile 259, 31 tons; from Mile 259 to Indian River, 22 tons; from Mile 236 to Mile 243, 9 tons; from Mile 266 to Mile 275, 20 tons; from Mile 275 to Mile 281, 3 tons; from Mile 281 to Mile 284, 4 tons. The total ton mile of freight handled during the week amounts to 1911.

The excavation for pier No. 3 of the Hurricane Gulch bridge, which is being made in solid rock, is 13 feet wide, 42 feet long and 17 feet deep. Five men were engaged on this work four days during the week. Two 16 by 24 tents to be used as bunk houses were put up, as well as the frame work for two other 16 by 24 tents which will be used as a dining room and kitchen. Three hundred feet of road were constructed into this camp.

#### TERRIFIC WIND AND SNOW STORM MAKE TRAILS HEAVY AND TRAVEL DIFFICULT.

A terrific wind and snow storm from the north, beginning Friday, February 6, and increasing in intensity until February 11, made trails deep and heavy and railroad transportation exceedingly difficult. Old Alaska pioneers declare that it was the heaviest snow storm in the history of this part of Alaska. Eight feet of snow was reported at Deadhorse Hill February 9, with an additional fall of eight inches February 11, while 12 inches was reported at Hurricane Gulch and points north of Talkeetna on the same dates.

The regular passenger train, carrying 91 passengers, merchandise and 92 sacks of mail, departed from Seward, bound north for Anchorage, at 8 p. m. February 7, with a double-header pilot plow and flangers on head of the locomotive in a blinding snow storm, but running without difficulty. Approaching the top of the summit, a distance of 11 miles from Seward, the train could proceed no further, owing to 18 inches of wet snow covering the track. A backward trip to Seward was necessary though difficult, as eight inches of snow had fallen in 45 minutes after the track had been cleared, but the train moved backward slowly until it reached Mile 7; there it stalled. Strenuous efforts on the part of the train crew and passengers cleared the obstruction and the train proceeded to Seward, arriving at 4 p. m. At 8 p. m. all available equipment, trains, rotary and extra gang crews, together with the cook house employees, were called into action clearing the snow away. Snow continued to fall throughout the night, driven by the furious wind, forming drifts beside and in the railroad track which were almost impassable.

At 8 a. m., February 8, a train "made up" of a rotary, two locomotives, a passenger coach and baggage car, started again from Seward, bound for Anchorage. For 12 miles the running was not difficult, but from Mile 12 to Mile 40, 18 inches of snow had fallen all along the line. However, Mile 40 was reached at noon. Before arriving at Mile 40, glaciated rails and small drifts caused the re-

railment of one car and locomotive, which delayed further progress several hours. However, the train started up the Mile 45 summit at 3 p. m., with two locomotives and a rotary bucking four feet of wet snow which piled up in places 30 feet ahead of the rotary. At Mile 48, a snow slide 20 feet in depth and 200 feet in length confronted the train, but the rotary bored through this monster in four hours. Then a pilot plow on the first locomotive, together with a 200-class locomotive pusher, attempted to open the line from the switchback at Mile 48½ to Mile 52 on a 2.2 per cent down-grade, but both locomotives were stalled in the attempt. Willing hands soon cleared the obstruction and the locomotives released at about 12.30 a. m.

Early in the morning of February 9, the rotary was taken back to Mile 40 and turned on the switchback, arriving there at 3.30 a. m. At this hour the snow had drifted to a depth of five feet in cuts, but the rotary managed to plow through the drifts which at this time had become hard. At Mile 50 another snowslide 150 feet in length and 10 feet in depth was encountered, and in the attempt to plow through, the rotary was derailed, but placed on the rails again at 10.30 a. m. At 1 p. m., the rotary started north, leaving the passenger coach and other parts of the train at Mile 52. On this lone run, the rotary cleared the drifts a distance of seven miles.

Accompanied by 50 soldiers from the 21st Infantry, Col. F. Mears, chairman and chief engineer of the Alaskan Engineering Commission, left Anchorage at 6.30 a. m., February 9, with a specially equipped relief train to assist in clearing any obstructions. Needless to say that this organization rendered valuable assistance, for everybody, sectionmen, passengers, crews, and mess house employees with pick or shovel worked like beavers; traveling men swung spike mauls; merchants carried rerailing frogs, and when there were not tools to permit all to work, there would be 15-minute shifts. Many of the slides were practically ice, hard packed and almost impenetrable, and in many instances men were compelled to go above the rotary and shovel the ice, snow and debris, such as old trees and logs, down into the rotary for clearance.

At midday February 11, the train reached Kern Creek, and with only a 200-foot slide to contend with between Kern and Anchorage, the rotary made short work of this slide and the belated train arrived at Anchorage February 11, 9.30 p. m., all on board extending thanks to the train and rotary crews, extra gangs and cook house employees for their heroic efforts under the direction of F. A. Hansen, engineer of maintenance and construction, and C. G. Jones, superintendent of construction, in clearing the many obstructions. During the long journey described and at points along the line, passengers in this train were comfortably cared for in regard to both bed and board at the expense of the Alaskan Engineering Commission.

#### ASSISTANT CHIEF ENGINEER RETURNING.

Wm. Gerig, assistant chief engineer for the Alaskan Engineering Commission, is a passenger on the steamer Alameda, due to arrive at Seward today. Unless business of an urgent nature requires his attention at Seward, Mr. Gerig will take the first train for headquarters at Anchorage, where he will resume active charge of the Southern Division of the Government Railroad, together with his other duties as assistant chief engineer.

Chas. W. Donnally, accountant, and H. U. M. Higgins, draftsman, will accompany Col. Mears as far as Seattle, on his trip to Washington, D. C.

## WEEKLY FORCE REPORT.

The number of employees of the Alaskan Engineering Commission as shown on the payrolls for the week ended February 7, 1920, was as follows:

Mile	Item of work	Purchas- ing	Sup- ply	D I V I S I O N						Totl
				Ac- count- ing.	Maint. & Op.	Southern Const' c-Admin- istration	Northern Maint. & Op.	Const' c-Admin- istration		
	Seattle office and Pur. Agent's Reps.	14	...	5	...	...	...	...	...	19
1	Stores	...	27	...	...	...	...	...	...	27
	Dock	...	3	...	...	...	...	...	...	3
	Mess	...	3	...	...	...	...	...	...	3
	Maintenance of equipment	...	...	...	27	...	...	...	...	27
	Hospital	...	...	...	...	2	...	...	...	2
	B. & B. No. 9, work on Seward dock	...	...	...	...	14	...	...	...	14
	Accounting office	...	...	2	...	...	...	...	...	2
3	Ex. gang 1, clearing sawmill site	...	...	...	...	7	...	...	...	7
	Contractors, logs and lumber	...	...	...	...	20	...	...	...	20
40	Mess house	...	...	...	2	...	...	...	...	2
48	B. & B. No. 6, cons. bridge No. 79	...	...	...	...	30	...	...	...	30
52	Engineering party	...	...	...	...	5	...	...	...	5
	B. & B. No. 8 constructing bridge 78	...	...	...	...	67	...	...	...	67
56	Steam shovel	...	...	...	...	41	...	...	...	41
26	B. & B. No. 10, saw logs	...	...	...	...	25	...	...	...	25
1-114	Operation, road	...	...	...	54	...	...	...	...	54
	Maintenance of way and structures.	...	...	...	62	...	...	...	...	62
114	Headquarters office	...	...	...	...	4	4	...	...	8
	Bridge Engineer	...	...	...	...	2	1	...	...	3
	Drafting office	...	...	...	...	4	...	...	...	4
	Townsite and land	...	...	...	8	...	1	...	...	9
	Disbursing office	...	...	5	...	...	...	...	...	5
	Accounting office	...	...	12	...	...	...	...	...	12
	Hospital	...	...	...	5	6	1	...	...	12
	Stores	...	24	...	...	...	...	...	...	24
	Material yard	...	58	...	...	...	...	...	...	58
	Operation, road	...	...	...	48	...	2	...	...	50
	Docks and boats	...	...	...	3	...	...	...	...	3
	Power and pumping	...	...	...	11	...	...	...	...	11
	Maintenance, equipment	...	...	...	63	...	1	...	...	64
	Floating	...	...	...	8	...	...	...	...	8
	Framing bridges	...	...	...	...	8	...	...	...	8
122	Contractor, piling	...	...	...	...	1	...	...	...	1
114-238	Operation, road	...	...	...	20	...	...	...	...	20
	Maintenance of way and structures.	...	...	...	147	...	1	...	...	148
172	Mining, Eskra	...	...	...	78	...	1	...	...	79
188	Mining, Chickaloon	...	...	...	36	...	...	...	...	36
236-238	Steam shovel	...	...	...	...	86	...	...	...	86
238	T. & T. maintenance lineman	...	...	...	1	...	...	...	...	1
248	Contractors, excavate holes	...	...	...	...	7	...	...	...	7
245	Contractors, grading	...	...	...	...	15	...	...	...	15
246	B. & B. No. 1, constructing bridges	...	...	...	...	23	...	...	...	23
240	Stores	...	5	...	...	...	...	...	...	5
	Engineers and freighting operations	...	...	...	...	64	...	...	...	64
	T. & T. maintenance lineman	...	...	...	1	...	...	...	...	1
	Contractors, piling	...	...	...	...	5	...	...	...	5
264	Engineers	...	...	...	...	3	...	...	...	3
266	Engineers, wagon road & camp construction and freighting operations	...	...	...	...	77	...	...	...	77
268	Engineers	...	...	...	...	4	...	...	...	4
	Contractors, grading	...	...	...	...	36	...	...	...	36
	T. & T. maintenance lineman	...	...	...	1	...	...	...	...	1
270	Contractors	...	...	...	...	14	...	...	...	14
275	Wagon road cons. & freighting op'ns	...	...	...	...	12	...	...	...	12
281	Wagon road cons. & freighting op'ns	...	...	...	...	13	...	...	...	13
284	Excavating Hurricane Gulch bridge foundations	...	...	...	...	19	...	...	...	19

WEEKLY FORCE REPORT.

Mile	Item of work	Purchasing	Supply	D I V I S I O N						Totl	
				Accounting	Maint. & Op.	Southern Const'n	Southern Administration	Northern Const'n	Northern Administration		
292-306	T. & T. crew constructing line					14				14	
344	Engineers							3		3	
	Contractors							18		18	
350	Engineers							5		5	
	Contractors							4		4	
356	Engineers and general camp							17		17	
	Contractors							89		89	
358	Engineers, carpenters & tracklayers							75		75	
358-411	Section men							16		16	
362	Contractors, coal							13		13	
363	Contractors, coal							25		25	
383	T. & T. crew constructing line							7		7	
411	Nenana headquarters			4				6	8	2	20
	Shops, roundhouse and train crew							12	14		26
	Store, warehouse and yard		23					11			31
	Hospital							6	6	1	13
	Townsite							1		1	2
	Janitors and watchmen							9			9
	Power plant, linemen and operators							11			11
	Mess							7			7
	Cerrai		1					4			5
	Contractors, logs, ties and cordwood								13		13
412	Terminal							7			7
420	Sawmill								6		6
	Contractors								30		30
412-456	Section men and pumpmen							15			15
	Tanana Valley R. R.:										
	General			2						2	4
	Operation and maintenance							21			21
	Rehabilitation								33		33
	Totals	14	144	30	575	628	12	126	366	6	1901
	Increase or decrease (-) compared with last week	0	0	0	-1	7	0	-5	-14	0	-16

RECAPITULATION

Division	Pay Roll	Contractors	Total
Purchasing	14		14
Supply	144		144
Accounting	30		30
Southern	1117	98	1215
Northern	306	192	498
Totals	1611	290	1901

UNPRECEDENTED CROP YIELD.

The value of crops produced on American farms last year exceeded that of any other year in the nation's history. Corn held first place with a value of \$3,934,234,000; cotton—including cotton seed—was next with a value of \$2,332,913,000 and the hay crop was third with a total value of \$2,129,087,000.

The aggregated value of all the crops is estimated at \$4,092,740,000. This exceeds that of crops of the previous year by nearly \$1,500,000,000. Record crops of winter wheat, rice, sweet potatoes and hay were grown and the wheat crop, combining winter and spring crops, was placed at \$2,028,522,000.

The area harvested totaled over 359,124,000 acres, or 2,600,000 acres more than were harvested the previous year. Prices paid producers were higher this year in every

instance except in the case of beans, cranberries and oranges.

DISBURSEMENTS IN THE SOUTHERN DIVISION.

Disbursements in the Southern Division of the Alaskan Engineering Commission for week ended February 7, 1920, totaled \$60,882.00. Salaries and wages were \$45,970.07; purchase orders, \$3853.15; construction contracts, \$10,038.86; compensation, \$325.13; special deposit, \$10.00 and other expenses \$684.79.

RAILROAD SCHEDULE NORTH FROM END OF STEEL.

Regular trains leave end of steel (Mile 358) northbound to Nenana at 1 p. m. every Wednesday and Saturday.

### ENGINEER IN CHARGE OF NORTHERN DIVISION SUBMITS REPORT FOR MONTH OF DECEMBER.

The report for December received from F. D. Browne, engineer in charge of the Northern Division, says:

The work of clearing right-of-way for the Government Railroad in the Northern Division was practically completed during the month of December south from Mile 357.5 to Mile 354.7, a total of 10.3 acres being completed. One new contract was let over this section.

#### Grading.

Six contracts were let covering the entire line south to the tunnel at Mile 356.2. Work was started late in the month, but 1,000 cubic yards of solid rock having been excavated.

#### Track.

A wye was laid at Mile 358.9 to facilitate the operation of trains between Nenana and the southern end of steel, 1100 lineal feet being placed.

#### Bridges.

Bridge No. 51 at Mile 358.3 was driven and decked, the following materials being placed therein: Piling, 500 lineal feet; lumber, 5037 feet, board measure; iron, 313 pounds.

#### Wagon Roads and Buildings.

The wagon road crew was disbanded on December 6, 1.5 miles of branch road having been completed to that date. On December 3, construction was started on buildings for the base camp at Mile 358, the following work being accomplished: Storage and warm storage building, 32 by 100 feet, 80 per cent complete; warehouse, 32 by 100 feet, 40 per cent complete. A contract was let for the erection of four log buildings at Mile 350 for an engineers' camp and for storage during the winter of supplies for spring work.

#### Nenana Townsite.

The expenditures for the month of December were as follows: Labor, \$375.00; materials and supplies, \$6.50; sundries, \$147.48. Total, \$528.98.

#### Maintenance.

Six section crews were employed to look after the track between North Nenana and the junction with the Tanana Valley at Mile 360.3. The track is in fair winter surface.

#### Operation.

A twice a week passenger and freight service was maintained between Fairbanks and Nenana. A work train operated throughout the month handling wood and bridge material.

#### Tanana Valley Railroad.

All track is in fair condition. Approximately 300 tons of commercial freight and 100 tons of Government freight were handled during the month. Contractors and Commission forces accomplished the following work: Grubbing, 1.35 acres; excavation, wet, 37 cubic yards; excavation, shattered schist, 2581 cubic yards; excavation, frozen, 4420 cubic yards; excavation, solid rock, 293 cubic yards.

#### Coal Mines.

Coal mining operations were carried on throughout the month with the following results: Delivered during the month, 1809 tons; stored in Nenana yard, 1594 tons.

Following this report, a message from the same source advised that cold winds have held up completion of base camp at Mile 358, now 75 per cent completed. Contractors are gradually covering canyon work and considerable progress is beginning to show at present. Supplies for summer work are moving rapidly along the canyon as far as Riley Creek. Lessee Calderhead shipped the first coal from Lig-

nite Creek today, and Contractor Banks with a small crew began logging operations to supply a lumber shortage, as well as large timbers.

### WEATHER REPORT FOR JANUARY.

Date	Temperature			Precipitation		Wind	Day
	Max	Min	Range	Rain	Snow		
Jan. 1.....	43	15	28	0.9	.....	....	P.Cldy.
Jan. 2.....	38	15	21	.....	.....	NW	P.Cdy
Jan. 3.....	36	26	10	.....	15.0	S	Cldy.
Jan. 4.....	28	11	14	0.6	2.5	N	P.Cldy.
Jan. 5.....	40	24	16	.01	1.0	....	Cldy.
Jan. 6.....	46	12	34	trace	.2	N	Cldy
Jan. 7.....	43	27	16	trace	.1	SE	P.Cldy.
Jan. 8.....	44	25	19	trace	.....	....	P.Cldy.
Jan. 9.....	36	26	10	.....	.....	N	P.Cldy.
Jan. 10.....	27	-3	30	.....	0.3	N	P.Cldy.
Jan. 11.....	10	-16	26	.....	.....	SE	Clear
Jan. 12.....	-2	-21	19	.....	.....	....	P.Cldy.
Jan. 13.....	5	-26	31	.....	.....	N	P.Cldy.
Jan. 14.....	5	-20	25	.....	.....	NE	Clear
Jan. 15.....	-2	-25	23	.....	.....	NE	Clear
Jan. 16.....	-4	-26	22	.....	.....	E	Clear
Jan. 17.....	-4	-26	24	.....	.....	....	Clear
Jan. 18.....	-2	-22	20	.....	.....	E	Clear
Jan. 19.....	0	-21	21	.....	.....	....	P.Cldy.
Jan. 20.....	0	-19	19	.....	.....	E	P.Cldy.
Jan. 21.....	3	-19	22	.....	.....	....	Cldy.
Jan. 22.....	2	-18	20	.....	.....	....	P.Cldy.
Jan. 23.....	1	-20	21	.....	.....	E	Clear
Jan. 24.....	4	-18	22	.....	.....	....	P.Cldy.
Jan. 25.....	-1	-17	16	.....	.....	....	Clear
Jan. 26.....	7	-20	27	.....	.....	E	Clear
Jan. 27.....	0	-26	26	.....	.....	E	Clear
Jan. 28.....	3	-25	28	.....	.....	E	Clear
Jan. 29.....	6	-25	31	.....	.....	SE	Clear
Jan. 30.....	0	-27	27	.....	.....	E	Clear
Jan. 31.....	1	-27	28	.....	.....	....	Clear

SUMMARY—Temperature, Mean maximum, 13.32; mean minimum, -9.13; mean, 2.10; maximum, 46, Jan. 6; minimum, -27, Jan. 30 and 31; greatest daily range, 34 degrees on Jan. 6. Precipitation: Total, 1.51 inches; greatest in 24 hours, 0.9, Jan. 1. Snow: Total snowfall, 10.1 inches; on ground 15th, 16.0 inches; at end of month, 16.0 inches. Number of days with .01 inch or more precipitation, 3; clear, 14; partly cloudy, 14; cloudy, 3.

### TELEGRAPH AND TELEPHONE DEPARTMENT.

Important work in connection with construction operations by the telegraph and telephone department during the week ended February 7, 1920, was the construction of a new pioneer line across Broad Pass, reaching as far as Mile 306. In the road-house at the Summit, a telephone has been installed. Additional pioneer wire between Deadhorse Hill and Indian River, reached Mile 254. These projects have been retarded temporarily, due directly to heavy and drifted trails which make forwarding of material very difficult.

Two commercial telephones were connected to the Anchorage townsite exchange, and five long-distance out-of-town connections made with Commission camps. Gauge lights were placed on the townsite water tank by the electric light and power force. The same force was engaged in installing additional wiring in warehouse No. 2.

ALASKA FOOD PRODUCTS.

The office of the land and industrial department is in receipt of a letter from Mrs. F. E. Rader, of the Government experiment station situated at Matanuska, Alaska, 60 miles from Anchorage, on the Government Railroad, in which Alaska food products is made the principal subject in a most interesting and enlightening manner. The letter covers a wide range of subjects, flowers, vegetables, birds, seasons, soil, grain grasses, and labor, but the subjects of most interest to readers are the famous Matanuska potato, sugar beets and wheat, on which Mrs. Rader gathered the following results of several seasons' farming, experimenting and cultivating of these valuable food products.

Of the 40 varieties of potatoes planted, thinks Mrs. Rader, the average yield was 11 tons per acre. The eight varieties of potatoes selected as superior and best adapted to local conditions of soil, season and climate, returned the following yields in bushels per acre:

White Bliss	420 bushels
Irish Cobbler	345 bushels
American Wonder	348 bushels
Rural New Yorker	362 bushels
Edry John	360 bushels
Green Mountain	367 bushels
Burpee's Superior	339 bushels
Matanuska	250 bushels

The biggest yield was the Spaulding No. 4, which ranked as a good potato. The potatoes after being given both a baking and a boiling test are graded as excellent, good, and poor.

Sugar beets, to be commercially valuable, must have these three conditions: High sugar content, tonnage, and a cheap labor supply.

The Matanuska sugar beet can be said to have fulfilled the first two of these requirements. How the third, of a cheap labor supply, can be secured, remains to be proven.

Beets sent to Washington, D. C., for analysis showed a sugar content in 1918 of 16.9 per cent. The test is high and opens up a new field for exploitation of Alaska's resources.

All the field grains ripened in 1918, and in 1919 all except one variety of wheat.

The growing season is 131 days long in the Matanuska valley.

Oats, barley and rye make a big yield per acre.

The wheat yield is large enough to insure that it can be grown successfully on a commercial basis.

In the cellars at Matanuska may be found the following list of preserved, canned, jellied, salted and refrigerated fruit, vegetables and meats:

Fruits and vegetables, canned and preserved: Cranberries, high bush cranberries, blueberries, currants, raspberries, rhubarb and strawberries; canned peas, beans, edible pod peas, cauliflower, sauer kraut, cauliflower in brine, pickle lilli, cauliflower mustard pickles, green tomato pickles, and jellies.

Preserved and refrigerated meats: Ham, bacon, lard, head cheese, sausage, salt salmon, chicken, butter, eggs and milk.

Vegetables in cold storage: Potatoes, cabbage, carrots, beets, turnips, parsnips and rutabagas.

Matanuska does not have to worry about profiteers or the H. C. of L.

At the Fairbanks station over 4000 bushels of grain were threshed in 1919.

Two varieties of wheat, the letter concludes, ripened at Matanuska Station, one a hardy, short-season wheat, ripening in 89 days, brought from Irkutsk, Siberia, a small grain, but having a very pleasant nutty flavor. The other wheat is called the Romanon, is a large grain, ripens thoroughly in the season, and in the opinion of the station experts is the one that will be the commercial wheat of this part of Alaska.

CHIEF CLERK ACCOMPANIES COL. MEARS TO WASHINGTON D. C.

Chas. L. Mason, chief clerk at headquarters of the Alaskan Engineering Commission, is to accompany Col. Mears to Washington, D. C. The magnitude of the work involved in this trip, and the many details connected therewith necessitate the assistance of Mr. Mason.

CLIMATOLOGICAL DATA, JANUARY, 1920.

STATIONS	Mile on Railroad	Approximate Elevation, feet	Temperature in Degrees, Fahr.							Precipitation Inches			Number of Days			Prevailing Direction of Wind.	
			Mean Maximum	Mean Minimum	Mean	Highest	Date	Lowest	Date	Greatest Daily Range	Total	Greatest in 24 Hours	Total Snowfall, Inches	Clear	Partly Cloudy		Cloudy
<b>SEWARD</b>																	
E. L. Swick, Obs.	4	20	24	12	18	40	2	-3	30	25	3.55	1.0	2.0	21	10	N	
<b>ANCHORAGE</b>																	
D. D. Vint, Obs.	115	30	33.2	-9.13	2.10	46	6	-27	31	34	1.51	0.9	19.1	14	14	3	E
<b>MATANUSKA</b>																	
F. E. Rader, Obs.	151	200	13.9	-4.9	4.5	45	7	-23	16	38	0.24	0.09	2.25	21	3	7	N
<b>CHICKALOON</b>																	
J. E. Manning, Obs.	188	910	15.7	.097	5.3	36	1	-20	31	34	.....	.....	8	18	13	.....	NW
<b>TALKEETNA</b>																	
J. F. Major, Obs.	227	366	8.25	-8	.17	38	2	-32	30	36	.....	.....	16.5	22	3	6	N
<b>INDIAN RIVER</b>																	
A. F. Stowe, Obs.	266	735	12.7	-12.38	.18	35	3	-36	31	43	2.39	0.42	25.9	21	.....	10	NE

### GOVERNOR RIGGS REPORTS ON FISHERIES AND FUR BEARING ANIMALS IN TERRITORY.

In his report for the year 1919 to the Secretary of the Interior, Thomas Riggs, Jr., governor of Alaska reviews the fishing industry and advocates a more liberal appropriation for the protection of Alaska's fisheries. The report of the Governor referring to this subject is as follows:

"The fishing industry has now become probably the most important industry of coastal Alaska. Canneries, salteries, and cold-storage plants are springing up on every hand, but it is feared that the enormous catches of late years will soon result in a noticeable depletion of the fisheries. There have always been lean years and fat years, but the lean years are becoming more lean and the fat years not so fat. Attention has been brought by those not particularly interested in the conservation of our sea resources to the fact that more and more fish are being yearly exported, but they do not draw attention at the larger and more numerous craft engaged in the trade, the same time to the greater number of fishing devices, the deadly floating trap, and the practically uncontrolled stream fishing. Nineteen hundred and eighteen was a banner export year. The salmon pack for 1919 will probably not exceed 50 per cent of that of 1918. Streams which a few years ago teemed with spawning salmon now appear almost barren."

"Our fish must be afforded better protection. I am in favor of transferring the entire conduct of the fisheries to the Territory, so that governing laws may be enacted by men familiar with local conditions. The money available for the work of the Bureau of Fisheries is so pitifully inadequate to the purpose that even the limited number of boats and men employed can not operate throughout the entire season. As a consequence, laws and regulations supposed to control almost every operation are continually being violated by both cannery men and independent fishermen."

"Herring packing will undoubtedly become one of the prime industries, although I am advised by herring packers that it may become necessary to levy a protective tariff on foreign herring when the abnormal German demand for Norwegian herring has been satisfied. I am told that even now Scotch herring are being quoted in the New York market at less than the cost of delivering the Alaska product to Seattle."

"If the transfer of the fisheries to the Territory can not be effected, I advocate a most liberal appropriation for the protection of Alaska's fisheries, and this can be done without loss to the government, as the revenues derived by the Federal Government from the sale of seal and fox from the Pribilof Islands, from confiscated leavers and marten skins, from by-products of the seal rookeries, for many times in excess of all moneys spent on the fisheries in Alaska, and as additional protection is afforded so will additional revenues be collected."

#### Division Notes.

Hoben & Davis, saw log contractors at Mile 3 $\frac{1}{4}$ , delivered 101 logs, containing 28,279 lineal feet of lumber, during the week ended February 7.

Divyak & Co., station contractors, excavated 225 cubic yards of material from their cut in Mile 48. This material was dumped as filling for bridge No. 69.

Forty-seven piling were driven by bridge and building

gang No. 1, in bridges Nos. 191, 192 and 193, and the docking of bridges Nos. 188, 189 and 190, completed.

Threatening damage, owing to terrific wind and storms, made it necessary to remove the barge which was used as a landing for small boats at the Seward dock, to a place of safety.

Larocelle & Roberts, sawmill contractors, are still engaged in work completing their mill. However, they sawed 26,000 feet of lumber consisting largely of 1-inch material and 12 by 12's.

Nine hundred logs, containing approximately 90,000 feet of lumber, were delivered to the saw mill at Mile 266 and 25,000 feet of lumber were sawed during the week ended February 7.

The room in the general office building at Seward, formerly occupied by the drafting force, has been renovated and newly painted, preparatory to occupancy by the Supply Division department.

At frequent intervals fire starts in coal pile No. 2 at Anchorage, presumably from spontaneous combustion. This gives considerable trouble but quick use of the ever-ready pipe line extension prevents serious damage.

Production at the Eska and Chickaloon coal mines operated by the Alaskan Engineering Commission for the week ended February 7, aggregated 771 short tons. One hundred and fifteen men were employed in mining and construction work. During the week reported the work at the Eska mine consisted of continued driving of the Second East, the Second West and the No. 5 West tunnels.

#### SCHEDULE MAINTAINED DESPITE MANY OBSTACLES.

When it is understood that all trains on the operating division between Anchorage and Seward, are subject to unusual delay on account of the construction operations in the vicinity of Mile 52, extremely cold weather and frequent snow storms, it may be interesting to know that train service during the month of January, 1920, was operated on schedule time as the following table shows:

Date	Anchorage to Seward Departed	Seward to Anchorage Arrived	Seward to Anchorage Departed	Anchorage to Seward Arrived	Time hr. min.
2	8.30 a.m.	12.10 a.m.			27 40
3		Jan. 3d	12.50 p.m.	9.25 p.m.	
				Jan. 5th	45 35
6	8.00 a.m.	1.00 a.m.			17
7		Jan. 7th	1.45 p.m.	11.30 p.m.	9 45
8	8.00 a.m.	6.45 p.m.			10 45
10			8.00 a.m.	7.20 p.m.	11 20
12	8.12 a.m.	6.45 p.m.			9 23
14			8.15 a.m.	6.12 p.m.	9 57
15	8.00 a.m.	5.35 p.m.			9 35
17			9.00 a.m.	5.55 p.m.	9 30
19	8.00 a.m.	6.55 p.m.			10 55
21			8.00 a.m.	6.00 p.m.	10
22	9.00 a.m.	6.15 p.m.			9 15
24			8.40 a.m.	6.10 p.m.	9 30
26	8.00 a.m.	8.40 p.m.			12 40
28			8.00 a.m.	6.10 p.m.	10 10
29	8.00 a.m.	6.00 p.m.			10
31			8.30 a.m.	6.55 p.m.	10 25

\*Delayed on account of bucking snow and snowslides between Seward and Mile 52 and at Mile 71.

#### FOREIGN EXCHANGE AT LOW MARK.

The English pound sterling was quoted very recently at \$3.19. French, Belgian and Italian exchange showed a discount of 68 to 77 per cent.

# ALASKA RAILROAD RECORD



VOL. IV. ANCHORAGE, ALASKA, TUESDAY, FEBRUARY 24, 1920. 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.

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

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

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

### ASSISTANT CHIEF ENGINEER RETURNS AFTER ABSENCE OF TWO MONTHS.

William Gerig, assistant chief engineer of the Alaskan Engineering Commission, returned to headquarters at Anchorage last Wednesday after an absence of two months. Mr. Gerig spent part of his time, during the holidays, with his family at his home in Arkadelphia, Arkansas, and a part engaged in business concerning the Alaskan Engineering Commission. Mr. Gerig, as usual, is overflowing with enthusiasm and cannot see or find time to talk about anything except the continued construction of the Alaska Government Railroad, and the plans outlined for its completion. "The various departments of the Alaskan Engineering Commission," says Mr. Gerig, "are all working in harmony and with the promised assistance from Washington the road will be completed into Fairbanks on schedule time." "The work" he says, "will begin early in the spring and continue late in the fall." Mr. Gerig also predicts "that the laying of steel will be completed during the fall of next year and that the railroad will be in operation a year later—late in 1922."

Referring to the 504 foot steel truss to span the Susitna River at Mile 264, Mr. Gerig says "It will contain 1650 tons of bridge steel, all fabricated at Gary, Ind., and according to agreement all the material will be completed by July 1, and delivered at Susitna by August 15, ready for erection." "As to the labor situation" continued Mr. Gerig, "my observation in the States was that a great amount of work has been curtailed and many people on the unemployed list, but the majority of the unemployed

seem to be well supplied with money earned in recent prosperous times." "I also observed that the cost of living in the States is equally as high, if not higher, than in Anchorage, but the consensus of opinion seems to be that the soaring prices have reached the highest peak.

"I met several of the old employees of the Alaskan Engineering Commission in San Francisco, Los Angeles and Seattle, and everyone expressed a desire and determination to return to Anchorage the moment navigation opens, if not before. Personally, I am glad to get in harness again and get down to hard work."

### ENGINEER MAINTENANCE AND CONSTRUCTION REPORTS WEEKLY PROGRESS IN THE SOUTHERN DIVISION.

F. A. Hansen, engineer of maintenance and construction in the Southern Division, submits the following report for the week ended February 14, 1920. Steam shovels Nos. 1 and 2 suspended operations handling gravel during the week, owing to unfavorable weather conditions. Steam shovel No. 1, however, was engaged in clearing the railroad track of ice and snow. A slight accident to steam shovel No. 2 put the shovel out of commission temporarily, but the gang that was working thereon assisted in clearing away ice and snow. These unfavorable conditions prevented laying track during the week.

Divyak & Co., station contractors, excavated 175 cubic yards of material from their cut in Mile 48 during the week reported. This material was dumped for filling in bridge No. 69.

Concrete was placed for bent No. 15 and pier No. 16 of bridge No. 78. Two hundred and forty cubic yards of concrete have been placed for this bridge up to and including February 14. Excavation for pier No. 17 was completed at the close of the week. Excavation for pier No. 12 of bridge No. 79 is 83 per cent complete, although work on both was discontinued February 12, owing to heavy snow fall and ice preventing further progress.

At Camp 269 two 20 by 20 foot log bunk houses were completed, and roofing was placed on a similar bunk house. The 20 by 50 foot mess house was completed and is now ready for use. Partitions were placed and flooring laid in a 20 by 50 foot warehouse now in course of construction at this camp. A 24 by 20 foot tent to be used as a barn was erected at Camp 281. Likewise a 40 by 60 foot canvas barn was completed at Camp 284.

The wooden snow plow made a trip from Deadhorse to Indian Creek, returning as far as Mile 250. There it was

stalled, owing to deep snow fall, which prevented further operation.

Owing to extremely cold weather and heavy snow fall, progress on work of building camps and freighting was difficult. Dog teams were used in hauling food supplies from Mile 275 to Mile 284. The following tonnage was moved during the week reported: Mile 236 to Mile 249, 20.9 tons; Mile 249 to Mile 259, 10.5 tons; Mile 266 to Mile 275, 1.7 tons. Excavation for foundations of the Hurricane Gulch bridge was discontinued during the week on account of the inclemency of the weather. More snow slides have occurred this season along Turnagain Arm than any season heretofore on record.

#### ALASKA GOVERNMENT RAILROAD CONSTRUCTION STIMULATES MINING ACTIVITIES.

That the construction of the Alaska Government Railroad has stimulated mining activities along the line, particularly in and through the Talkeetna district, is evidenced by many companies now engaged in preparing for early active mining operations. Notwithstanding the recent heavy snow fall, Cache Creek operators are breaking trail and moving machinery and supplies to their various claims in the Cache Creek district; Anderson & Price, placer mine operators, are moving a hydraulic plant to their property on lower Falls Creek, which claims have been worked in a small way for years at fair pay. George W. Adams, formerly at Mile 40, Seward Division, has a contract to move nine tons of hydraulic machinery and supplies to upper Cache Creek claims, which property has recently been sold by the William Peterson estate to Dr. G. H. Knowlton. Dr. Knowlton also purchased the adjoining claims, formerly the property of R. G. Tesmer. With the assistance of Benjamin Grier, Dr. Knowlton will employ a large force of men to begin operations early the coming summer.

W. C. Neff, formerly an employee of the Alaskan Engineering Commission, townsite office, is slowly moving his hydraulic plant over the trail to Ramsdyke Creek, where a new placer discovery was made last season. Griffith, McGibney & Bailey have organized a company which will move a large hydraulic plant and sawmill on the ground formerly owned by Elmer Carlson, at Peters Creek. Griffith & McGibney worked a lay on these claims last season, but will take over the property now and install larger machinery. Mr. Bailey formerly was an engineer for the Alaskan Engineering Commission at Nenana, under Thos. Riggs, jr., now Governor of Alaska. James C. Murray is due to arrive at Talkeetna March 1, with a hydraulic outfit to move on his Nugget Creek property, which he recently purchased from Herndon & Jacobs. Harper Bros. and William Pinceo will begin freighting on their large outfit in a few days to their Peters Creek property where they struck rich pay last summer.

The Cache Creek Company is to move in new machinery and electrify their dredge, the moment road conditions improve and machinery transported. This company will ship in 10 tons of provisions, however, for representation work on its claims.

Joseph Mores, representing himself and Spokane capital, is shipping supplies to his Iron Creek quartz property where he will engage in more extensive development work this summer than in the past. This property shows more satisfactory results each year. Foster Brothers and Sinclair arrived at Talkeetna from their Iron Creek quartz claims, where they have been engaged in development work

the past year. This company will freight in supplies for another year via Indian River.

Albert Partin is now at Talkeetna purchasing an outfit, powder and other material which he will freight to his Broad Pass quartz mining property at the very earliest opportunity. Smith & Hughett are due to arrive at Talkeetna in the very near future, from a prospecting trip of 15 months, in the Iron Creek and Stephan Lake country. There are many small outfits going into the Broad Pass country where claims are being held and represented, awaiting completion of the railroad, which is rapidly forcing its way through this rich ore-bearing country.

As to the tonnage going into the Cache Creek district, it is conservatively estimated that 110 tons of machinery and provisions will be transported to the various claims between the present time and May 1. If the trails were in better condition, and the cost of material normal, mining activities would be moving with a rush; but despite the high cost of supplies and the condition of the trails, miners have undying faith in their claims. The freight rate per pack train during the summer is 25 cents per pound. There will be at least 120 men employed in the Cache Creek district, and it is safe to say that at least \$90,000 in dust will be the output for the coming summer, perhaps more. Because of the heavy snow there will be ample water, the lack of which in previous years has greatly retarded the output. There is a depth of six feet of snow throughout the entire Cache Creek district, the heaviest fall known in that part of the country.

#### CONGRATULATORY LETTER FROM INTERSTATE COMMERCE ENGINEER.

Comment of a congratulatory nature is contained in a letter received recently by Wm. Gerig, assistant chief engineer of the Alaskan Engineering Commission, from Edwin F. Wendt, one of the chief engineers of the Interstate Commerce Commission in the Bureau of Valuation for the eastern district, and who was a member of the party that accompanied Herbert A. Meyer, the then assistant to the Secretary of the Interior, on an official trip to Anchorage in 1917. Mr. Wendt's letter follows:

"Mr. Wm. Gerig,

"Assistant Chief Engineer,

"Alaskan Engineering Commission,

"Anchorage, Alaska.

"Dear Mr. Gerig:

"I make it a practice to read the Alaska Railroad Record each week as it comes to my desk and I was particularly pleased to read in The Record of November 18, 1919, that the steamer Admiral Watson had successfully navigated Cook Inlet and berthed at the new Anchorage dock as late in the season as the 15th of November.

"It gives me pleasure to congratulate you upon the successful construction of the dock, which marks an epoch in the history of the railway.

"Yours truly,

"EDWIN F. WENDT,

"Member Engineering Board."

#### DISBURSEMENTS IN THE SOUTHERN DIVISION.

Disbursements in the Southern Division of the Alaskan Engineering Commission for the week ended Feb. 14, 1920, totaled \$74,349.07. Salaries and wages were \$71,275.72; special deposit, \$10.00, and other expenses, \$63.35.

**OPERATING EXPENSES OF ANCHORAGE TOWNSITE  
AMOUNT TO \$1607.97 FOR JANUARY.**

One thousand six hundred and seven dollars and ninety-seven cents was the amount of money expended during the month of January in maintaining and operating the Anchorage townsite, according to figures compiled at the townsite office.

The report in detail follows:

<b>Administration:</b>			
Total to December 31, 1919 .....	\$1,026.82		
Salaries .....	125.54		
Stationery and supplies .....	1.56		
Fuel, light and telephone .....	27.00	\$1,180.92	
<b>Fire Protection:</b>			
Total to December 31, 1919 .....	\$4,825.36		
Salaries .....	457.88		
Maintenance of team .....	67.94		
Maintenance equipments and hydrants .....	226.45		
Fuel, light and telephone .....	30.90		
Miscellaneous supplies .....	4.18	5,612.71	
<b>Maintenance of Streets and Alleys:</b>			
Total to December 31, 1919.....	\$1,302.74		
Month of January, 1920 .....	305.19	1,607.93	
<b>Sanitation:</b>			
Total to December 31, 1919 .....	\$2,313.93		
Disposal of garbage .....	303.78		
Inspection .....	4.00		
Maintenance of sewers .....	35.40		
Superintendence .....	18.15	2,675.26	
<b>Total .....</b>	<b>\$11,076.82</b>	<b>\$11,076.82</b>	

**BUFFET PARLOR CAR SERVICE BETWEEN ANCHORAGE AND SEWARD.**

Buffet and parlor car service between Anchorage and Seward on the Alaska Government Railroad, was inaugurated Thursday, February 19, 1920. The observation car "Seward" has been thoroughly renovated and specially equipped for this service. Seating capacity in this car for the present is limited to 12 persons, but reservations may be made in advance of departure of trains by applying to ticket agents at either Anchorage or Seward. The fare for each seat in the car is as follows:

Between	And	Fare	War tax	Total
Anchorage	Tunnel	\$1.00	\$ .10	\$1.10
Tunnel	Seward	1.00	.10	1.10
Anchorage	Seward	1.50	.10	1.60

Fares from and to intermediate stations will be the same as fare to and from next station where fare is shown above:

Menu.		
Cereal and cream .....		\$.25
Buttered toast .....		.25
Bread and butter .....		.15
Ham and eggs .....		.75
Bacon and eggs .....		.75
Two eggs, any style .....		.50
American fried potatoes .....		.15
Roast beef sandwich .....		.35
Ham sandwich .....		.35
American cheese sandwich .....		.35
Canned soup .....		.45
Cake .....		.20
Pie .....		.20
Canned fruit .....		.25
Coffee \$ .10	Tea \$ .15	Chocolate \$ .15

**Division Notes.**

The sawmill at Camp 266 sawed 40,000 feet of lumber during the week of February 14.

A small gang has been engaged in packing the lagging in the south end of tunnel No. 6. This work is 90 per cent complete.

Hoben & Davis, saw log contractors at Mile 34, delivered during the week ended February 14, 24 logs containing 7680 feet of lumber. Slushy snow prevented better work contemplated for the week.

During the week 25,000 feet of lumber, consisting largely of four-inch material and 12 by 12's, were sawed by Laroche & Roberts, sawmill contractors, who also continued work of construction on their sawmill.

Test hole No. 2 for pier foundations at Susitna River crossing is down to a depth of 43 feet. Material encountered up to the present time consists of gravel. No progress was made on the hole being put down on the north bank.

Work of strengthening the dock at Seward, for the purpose of carrying additional track is 90 per cent complete. The track has been laid and switch adjusted. The incomplete work is to fill in between the tracks. Floors in the general office of the Alaskan Engineering Commission at Seward have been newly painted.

Seven hundred and thirty-four short tons of coal were mined at the Eska and Chickaloon mines during the week ended February 14, according to the report of the mining department. Of the coal mined 727 short tons were produced at the Eska and 7 short tons at the Chickaloon mine. Eighty-six employees were reported on the Eska mine payroll and 36 on the Chickaloon mine payroll. The work at the Eska mine consisted in the continued driving of the Shaw West tunnel and at the Chickaloon mine of the continued driving of the Second East, the Second West and the No. 5 West tunnels.

**TWO HUNDRED AND SEVENTEEN PATIENTS TREATED AT HOSPITAL DURING JANUARY.**

Two hundred and seventeen patients were treated at the Government Hospital during the month of January, according to the monthly report of Dr. J. B. Beeson, chief surgeon for the Alaskan Engineering Commission.

Of the total number of cases 45 were private patients, 28 were members of families of employees of the Alaskan Engineering Commission and 123 were dispensary cases.

Of the patients confined to the hospital, who were employees of the Alaskan Engineering Commission, 8 were confined as the result of illness and 3 as the result of accidents.

Of the patients treated 8 were employees of the United States Government in departments other than the Alaskan Engineering Commission. One patient died during the month of January.

**ROLLING STOCK AND OTHER MATERIAL FOR THE ALASKA GOVERNMENT RAILROAD.**

The steamer Anyox and barge Baroda are now en route to Seward from Balboa, Panama Canal Zone, carrying 150 flat cars, four locomotives and other material which will be used by the Alaskan Engineering Commission.

## WEEKLY FORCE REPORT.

The number of employees of the Alaskan Engineering Commission as shown on the payrolls for the week ended February 14, 1920, was as follows:

Mile	Item of work	Purchas- ing	Sup- ply	D I V I S I O N						Tot
				Ac- count- ing.	Southern		Northern			
					Maint. & Op.	Const' tion	Admin- istration	Maint. & Op.	Const' tion	
	Seattle office and Pur. Agent's Reps.	14	...	5	...	...	...	...	...	19
1	Stores .....	...	28	...	...	...	...	...	...	28
	Dock .....	...	10	...	...	...	...	...	...	10
	Mess .....	...	3	...	...	...	...	...	...	3
	Maintenance of equipment .....	...	...	26	...	...	...	...	...	26
	Hospital .....	...	...	...	2	...	...	...	...	2
	B. & B. No. 9, work on Seward dock .....	...	...	...	10	...	...	...	...	10
	Accounting office .....	...	...	2	...	...	...	...	...	2
3	Extra gang 1, clearing sawmill site .....	...	...	...	11	...	...	...	...	11
	Contractors, logs and lumber .....	...	...	...	21	...	...	...	...	21
40	Mess house .....	...	...	2	...	...	...	...	...	2
48	B. & B. No. 6, cons. bridge No. 79 .....	...	...	...	3	...	...	...	...	3
52	Engineering party .....	...	...	...	5	...	...	...	...	5
	B. & B. No. 7, constructing bridge 78 .....	...	...	...	37	...	...	...	...	37
56	Steam shovel No. 1 .....	...	...	...	37	...	...	...	...	37
86	B. & B. No. 10, saw logs .....	...	...	...	25	...	...	...	...	25
1-114	Operation, road .....	...	...	...	50	...	...	...	...	50
	Maintenance of way and structures.. ..	...	...	...	66	...	...	...	...	66
114	Headquarters office .....	...	...	...	5	4	...	...	...	9
	Bridge Engineer .....	...	...	...	2	1	...	...	...	3
	Drafting office .....	...	...	...	4	...	...	...	...	4
	Townsite and land .....	...	...	...	9	1	...	...	...	10
	Disbursing office .....	...	...	5	...	...	...	...	...	5
	Accounting office .....	...	...	12	...	...	...	...	...	12
	Hospital .....	...	...	5	6	1	...	...	...	12
	Stores .....	...	23	...	...	...	...	...	...	23
	Material yard .....	...	55	...	...	...	...	...	...	55
	Operation, road .....	...	...	45	2	...	...	...	...	47
	Docks and boats .....	...	...	3	...	...	...	...	...	3
	Power and pumping .....	...	...	12	...	...	...	...	...	12
	Maintenance, equipment .....	...	...	66	1	...	...	...	...	67
	Floating .....	...	...	8	...	...	...	...	...	8
	Framing bridges .....	...	...	...	8	...	...	...	...	8
122	Contractor, piling .....	...	...	...	1	...	...	...	...	1
114-238	Operation, road .....	...	...	19	...	...	...	...	...	19
	Maintenance of way and structures.. ..	...	...	143	1	...	...	...	...	144
172	Mining, Eska .....	...	...	85	1	...	...	...	...	86
188	Mining, Chickaloon .....	...	...	36	...	...	...	...	...	36
236-238	Steam shovel .....	...	...	...	75	...	...	...	...	75
238	T. & T. maintenance lineman .....	...	...	1	...	...	...	...	...	1
243	Contractors, coyote holes .....	...	...	...	7	...	...	...	...	7
245	Contractors, grading .....	...	...	...	13	...	...	...	...	13
246	B. & B. No. 1, constructing bridges .....	...	...	...	23	...	...	...	...	23
240	Stores .....	...	5	...	...	...	...	...	...	5
	Engineers and freighting operations .....	...	...	...	64	...	...	...	...	64
	T. & T. maintenance lineman .....	...	...	1	...	...	...	...	...	1
	Contractors, piling .....	...	...	...	5	...	...	...	...	5
264	Engineers .....	...	...	...	3	...	...	...	...	3
266	Engineers, wagon road & camp con- struction and freighting operations .....	...	...	...	84	...	...	...	...	84
268	Engineers .....	...	...	...	4	...	...	...	...	4
	Contractors, grading .....	...	...	...	32	...	...	...	...	32
	T. & T. maintenance lineman .....	...	...	1	...	...	...	...	...	1
270	Contractors .....	...	...	...	14	...	...	...	...	14
275	Wagon road cons. & freighting op'ns .....	...	...	...	45	...	...	...	...	45
292-306	T. & T. crew, constructing line .....	...	...	...	14	...	...	...	...	14
344	Engineers .....	...	...	...	...	...	3	...	...	3

WEEKLY FORCE REPORT.

Mile	Item of work	Purchasing	Supply	D I V I S I O N						Tot
				Accounting	Maint. & Op.	Southern Const'n	Southern Administration	Northern Const'n	Northern Administration	
344	Contractors								16	16
347	Trail crew								12	12
350	Engineers								5	5
	Contractors								18	18
356	Engineers and general camp								16	16
	Contractors								105	105
358	Engineers, carpenters & tracklayers								67	67
358-411	Section men								17	17
362	Contractors, coal								13	13
363	Contractors, coal								25	25
376	T. & T. crew, constructing line								9	9
411	Nenana headquarters			4					6	8
	Shops, roundhouse and train crew								16	20
	Store, warehouse and yard		23						13	
	Hospital								6	6
	Townsite								1	1
	Janitors and watchmen								9	
	Power plant, linemen and operators								11	
	Mess								7	
	Corral		1						6	
	Contractors, logs, ties and cordwood								11	
412	Terminal								7	
429	Sawmill								6	
	Contractors								30	
412-459	Section men and pumpmen								16	
	Tanana Valley R. R.:									
	General			2						2
	Operation and maintenance								21	
	Rehabilitation								34	
	Totals	14	148	30	578	560	12	123	420	4
	Increase or decrease (-) compared with last week	0	4	0	3	-68	0	-3	54	-2

RECAPITULATION

Division	Pay Roll	Contractors	Total
Purchasing	14		14
Supply	148		148
Accounting	30		30
Southern	1057	93	1150
Northern	326	221	547
Totals	1575	314	1889

ALASKAN ENGINEERING COMMISSION EMPLOYEES RETURN.

Among the passengers en route to Anchorage aboard the steamer Alameda, which arrived at Seward last Tuesday were D. D. Vint, chief draftsman; E. J. Prendergast, resident engineer; George Potter, stores department; L. E. Hinkleman, clerk maintenance of way department; Frank Tyler, roundhouse foreman; A. B. Cummings, clerk; Miss Luella Gaskell, clerk, and J. E. Manning, station agent at Chickaloon. All returned to their respective stations and places with the Alaskan Engineering Commission, reporting for duty Thursday morning, February 19.

These employees have enjoyed a well-earned vacation, visiting relatives and friends in the States.

It will be good news to the many friends of C. Verne Marshall, clerk in the office at headquarters, to know that he returned to Anchorage completely restored to health.

STEAMSHIP COMPANIES ANNOUNCE DATES DEPARTURE BOATS FROM SEATTLE.

The Admiral Line (Pacific Steamship Company), and the Alaska Steamship Company announce by wire in a message, received February 21, 1920, the following schedule for steamers from Seattle:

Ship	Leave Seattle
Admiral Evans	February 26
Admiral Watson	March 7
Admiral Evans	March 21
Admiral Watson	March 31
Alameda	February 29
Alaska	March 11
Alameda	March 18
Northwestern	March 25

Income tax due and payable March 15, 1920.

PROGRESS SUMMARY AND INTERESTING FEATURES OF THE TELEGRAPH AND TELEPHONE DEPARTMENT.

(By E. R. McFARLAND, Superintendent)

The announcement that a telephone has been installed in the roadhouse at the summit of Broad Pass, and the rapidly closing gap between the lines of communication of the Northern and Southern Divisions, means the ending of one of the most interesting features of the work undertaken by the Alaskan Engineering Commission. Pioneer telephone line construction on this project will be a thing of the past when the wires now approaching each other from the north and south are finally connected.

Far in Advance of Railroad.

This class of construction, temporary in character, has been thrown ahead of the steel rails, providing engineering and construction forces telephonic communication months, in some cases years, in advance of the railroad. It is of course, obviously impracticable to build a permanent and standard cross-arm line ahead of the clearing and blasting and grading necessary in making a bed for the railroad.

Energetic Men Necessary.

... Building pioneer lines has from the first, demanded men of energy and resourcefulness. Unless a man knows how to take care of himself under the conditions, knows how to roll his blanket without the help of a valet, is able to miss a meal without becoming hysterical, can chop, snow-shoe, build fires, sleep on spruce boughs laid on the snow, cook a little, whether for dogs or humans, and with it all, maintain a cheerful disposition and due consideration for the other fellow, he is not permitted to remain in these crews.

Telephone Men Pack Horses.

Like locating engineers, telephone men accept such conditions as a part of the game; no one is blamed for the absence of mattresses, or comfortable buildings to live in, or many other things we have been in the habit of looking upon as necessities. The manner of doing the work even has of necessity been at times most primitive. Wire for the Indian-Ship Creek crossing was carried on pack horses, assisted voluntarily by a well-known rancher in the vicinity. Some of it was carried miles on the backs of men. In the Matanuska Valley, later, wire was carried by the men as much as eight miles. When the Indian-Ship Creek connection was about to be made, the transportation problem was so serious that the men were literally without grub.

Bill of Fare Not Inviting.

A couple of Alaskan Engineering Commission officials stopped for lunch with one of the crews on the day the wires were closed, and all the foreman could offer them was a can of salmon and a cake of tar soap. The then superintendent of construction personally opened his own can.

Situation Difficult to Realize.

When, in a very few years from now, people are riding comfortably across Broad Pass in a few hours, grumbling at an hour's delay, it will be hard to realize that in 1920, men were battling with poor trails or none at all, eating frozen sandwiches for lunch, sleeping in their clothes, hauling wire and other material and supplies for miles with dog teams—and carrying them on their backs.

First Wire Connection to Anchorage.

The first wire connection to Anchorage from the coast at Seward was a pioneer line forming an extension of the old Alaska Northern Railroad wire which ended at Kern

Creek, Mile 71 from Seward. It came to Anchorage over the Indian-Ship Creek summit. The circuit was composed of one wire, making what is known as a "grounded" line. Theoretically, it is impracticable to talk 100 miles on a grounded line, but the people of Cook Inlet appeared not to know this and the wire was so used, "grounded", although 126 miles long. It was composed of practically all known gauges and compositions of wire; there was copper wire of various sizes from Panama, a variety of iron including hay-baling wire, and once near Bird Creek a first-aid bandage of dog harness was found holding the wires together. It cannot be said that the service was very good in those good old days, but it was at least a little better than nothing. Manufacturers of telephones insist that their instruments be placed on non-vibrating walls, protected from the weather, etc. Alaskan Engineering Commission telephones were then, and are still, at least on the "front," forced to do service fastened to tent frames, in box-cars and cabooses, wired to trees and posts in rain and snow, batteries frozen, parts missing, hitched up grounded when they should be metallic, and vice-versa.

Seeming Monumental Obstacles Overcome.

Although the great interior of Alaska presents no greater difficulties in construction, maintenance and operation of telegraph and telephone facilities than does Montana or the Dakotas, those responsible for results believed, soon after the Seward-Anchorage temporary wire across the Coast ranges was placed in service, that lines here were subject to more causes for grief than they would be anywhere else on earth. With the unexpected and excessive demand for service from the very first, there were snowslides and avalanches to contend with; high winds and falling trees; accumulations of sleet and snow; falling ice stalactites, and stalagmites swallowing the wire; glaciers and shifting glacier streams; forest fires, floods, growing underbrush causing low insulation, and worst of all, inaccessibility. Maintenance cost today, with from four to six wires connecting Seward and Anchorage on a standard six-pin cross-armed pole line paralleling the railroad, is barely 10 per cent of what it was in the early days when linemen were continually fighting to keep things going.

Busy Lineman Not Affected by Criticism.

Old-timers in the telegraph and telephone game know that the average railroad operating official is not interested in his problems until the service fails, then there is no doubt as to what is on his mind. The general public usually has something to say on the subject, also, but in 1915-16, the telegraph and telephone employees were too busy trying to eliminate "bugs" and "cross-talk" and providing freak circuits to be unduly affected by criticism.

Not to the Wire Chief's Liking.

Some of the circuit schemes harnessed up with improvised equipment those days are not approved by electrical handbooks. For an instance, after a part of each end of the Seward-Anchorage line had been made "metallic", there were occasions when one telegraph message and four telephone conversations were passing over the wire simultaneously. Impossible, theoretically. It might be technically described as a composited-grounded-metallic-simplified-overloaded circuit. There were phantoms, but not the kind a wire chief cares to deal with.

Good Lungs Conducive to Good Service.

Patrons became so adept in cross-talking that it was no unusual matter to find two conversations being held on the same wire, each pair thinking the other fellows were

being heard via induction. In many cases, the ones who talked loudest got the best service.

#### Amazing Growth of Telegraph Business.

When the telegraph and telephone department was organized early in 1916, it was assumed that all wires would be reserved for the use of the Government only. This was soon found to be out of the question. Nearly one hundred passenger and freight boats anchored off Anchorage that summer, bringing thousands of people from the States. Telegraph business grew amazingly. Commercial as well as Government traffic filled the books in the temporary telegraph office established in a tiny room intended for a lavatory in the townsite building. A daily paper was started and immediately there was a daily run of several hundred words from the Associated Press. Money transfers, night letters and all kinds of "Morse" business were sandwiched between telephone messages almost before there was an opportunity to establish rates.

Rough and ready methods and improvised equipment soon gave way to something more modern. Extensions, improvements and availability of modern apparatus has now provided service as good as the best. Although wires within the townsites are on the same poles with electric light and power wires, talking circuits are noiseless. Long distance circuits of solid copper wire, properly transposed and insulated, compare favorably with those of similar and even greater length anywhere in the United States. From 71 miles of wire, the system has grown to nearly 2000 miles, exclusive of wire strung in the townsites and camps. There are 240 miles of permanent line, and about the same amount of temporary or pioneer line. This in spite of the fact that during the war, line construction was practically at a stand-still.

#### Evolution of the Switchboard Marvelous.

From a home-made "switch-board" made of knife switches hammered out of copper sleeves and bits of wire, mounted on a piece of board from a packing case for a base, and manipulated by a lineman in an effort to do away with a portion of a bewildering amount of code ringing, the telephone service has evolved to six switchboards operated by skilled female operators who are handling approximately 60,000 local and long-distance calls each month, serving more than 500 telephones.

#### Radio Plant and Eleven Telegraph Stations in Operation.

A radio plant enabled the commission to keep in touch with certain small craft necessary in earlier periods of the work, and has been found invaluable in making harbor arrangements for approaching steamers from the States, hours before their smoke could be seen on the horizon, while 11 telegraph offices are in operation, handling more than 5,000 messages monthly.

#### Plenty of "Juice" for Everybody.

The electric light and power service of the Alaskan Engineering Commission, with the exception of the operation of the generating plants, is being handled by the telegraph and telephone department. There are plants at Anchorage, Nenana, Eska and Chickaloon. The electric light and power branch of the department also had its trials in the early days, both at Anchorage and Nenana, when lack of transportation for adequate equipment and the excessive and insistent demand for current made a difficult problem. There is now plenty of "juice" for everybody. Interrupted service is rare, lights are steady and brilliant, and lamps and motors may be turned on at any hour.

#### Unique and Unusual Features.

Several unique and unusual conditions encountered in

building telegraph and telephone lines in Alaska have developed unique and unusual features. All non-essentials have been eliminated. The tendency in the States to use shorter poles than formerly because of the growing shortage of timber has been found advisable here for the same and other reasons. The square or stump-top pole, now also in use in certain localities in the States, have engineering reasons for their adoption here, and the Engineering Commission has discarded the roofed pole as a bit of frivolousness comparable with the old brass mountings on railroad engines which are no longer seen. The old stereotyped "guy", has also been abolished for a number of reasons, so that lines have been built with a sturdy, substantial appearance which not only rhymes with the landscape and fits conditions, but gives a more mobile construction permitting of readier and more economical adaptation to the inevitable changing and readjusting incident to the settling down of a new railroad.

#### The Tripod Line.

Another feature of Alaskan line construction, worked out a number of years ago by men at that time in the signal corps, but now in the telegraph and telephone department of the Commission and which has been included in the United States Army Signal Corps construction manual as standard under certain conditions, is the tripod line. This kind of construction has been used to a considerable extent in pioneer construction, though it may be necessary to use it on permanent lines in certain localities. Experiments made with cross-arms fastened to the tripods have not proved satisfactory. It is more adapted to light bracketed lines carrying but few wires, and can be built for what it costs to dig the holes alone in frozen ground. It can also be built in winter when there is not too much snow, an advantage in swamps, when it is impracticable to build an ordinary pole line.

One of the first things an engineer coming to the north learns, is that a pole or post or piling simply will not stay in the ground where the subsoil freezes. Attempts have been made to sink poles deep into permanently frozen ground with a view to their freezing fast. The results are the same. The wood conducts enough heat during the summer to form a pocket of water around the butt of the pole, winter comes on, up it comes a little the first spring, more the next spring, and so on until finally there is no support.

#### Well Equipped to Serve Their Country.

Twenty-five percent of the men whose names were on the telegraph and telephone pay-roll in April, 1917, entered the service during the war. Seventy-five percent of those saw foreign service. Fifty per cent on the rolls today were in Alaska before railroad construction began. The other 50 per cent also have the pioneer spirit which has made the United States what it is today.

## OFFICIAL CIRCULARS.

### CHIEF CLERK CHANGED AT SEWARD.

Department of the Interior,  
Alaskan Engineering Commission  
Seward, Alaska, Feb. 18, 1920.

Supply Division Circular No. 9:

TO ALL CONCERNED:

Effective this date Mr. J. T. Coulton is appointed chief clerk of this Division, vice Mr. I. H. Fleishman, transferred to other duties.

H. P. WARREN,

Engineer in Charge, Supply Division.

(Official Circulars continued on page 128)

**ADDITIONAL DUTIES SEWARD DISBURSING OFFICER.**

Department of the Interior,  
Alaskan Engineering Commission  
Seward, Alaska, Feb. 18, 1920.

Supply Division Circular No. 10:  
TO ALL CONCERNED:

Effective this date Mr. E. R. Tarwater will take charge of the employment bureau of the Alaskan Engineering Commission in Seward. His duties will include securing new employees, filling of all employment papers, meeting and providing for employees arriving in Seward, furnishing and keeping records of Government transportation requests both by rail and ocean lines, writing and recording requests for reduced rates on ocean lines, and operating the mess for employees in addition to his present duties as disbursing officer.

H. P. WARREN,  
Engineer in Charge, Supply Division.

**RECEIVING AND FORWARDING AGENT AT SEWARD**

Department of the Interior,  
Alaskan Engineering Commission  
Seward, Alaska, Feb. 18, 1920.

Supply Division Circular No. 11:  
TO ALL CONCERNED:

Effective this date Mr. J. J. Ryan is appointed receiving and forwarding agent at Seward and as such will have charge of the dock, stores, and material yards in Seward. Officials in local charge of these facilities will report to Mr. Ryan hereafter.

H. P. WARREN,  
Engineer in Charge, Supply Division.

**CONCERNING THE ISSUANCE OF PASSES.**

Department of the Interior,  
Alaskan Engineering Commission  
Maintenance and Construction Department.  
Anchorage, Alaska, February 19, 1920.

Circular No. 3:  
TO ALL CONCERNED:  
Seward to Anchorage.

For your information, your attention is directed to the following regulations governing the issuance of passes of the Commission:

Official business passes are issued either by the timekeepers of the different gangs or from the Anchorage office of the undersigned, and are to be used strictly for official business purposes.

Timekeepers are not permitted to issue O. B. passes for employees not carried on their time rolls, without express authority from the undersigned.

Complimentary passes are issued from the office of the assistant chief engineer, but application for the same must be made through the office of the undersigned at Anchorage.

Only those employees who have had at least three months continuous satisfactory service at the time of making application are given complimentary transportation.

No timekeeper or foreman will be permitted to make application for complimentary transportation or avail himself of the privilege, without direct permission from the undersigned; other employees must make application through their foreman, or immediate superior.

All concerned are advised that it is necessary to make application for complimentary passes in ample time, as

at least two days are required to put the application through regular channels.

Complimentary passes are good only for 30 days from date to issue.

C. G. JONES,  
Superintendent of Construction.

**ALASKA STEAMSHIP COMPANY ISSUES CIRCULAR CONCERNING REDUCED RATES.**

In compliance with requests from the Alaskan Engineering Commission concerning reduced rates for employees of the Commission and their families, the Alaska Steamship Company has issued the following circular to agents and pursers along the Southwestern Alaska route:

Passenger Department Circular No. 228

ALASKA STEAMSHIP COMPANY

Traffic Department  
Southwestern Alaska Route

Seattle, Wash., Jan. 26, 1920.

To Agents and Pursers:

Requests from the Alaskan Engineering Commission for special rates for employees, and members of families of employees, in cases when tickets are to be paid for by such employees, as provided for by Passenger Tariff No. 103, supplements thereto or reissues thereof, will be issued in the following form, and until further notice will be good only when countersigned by:

F. Mears	H. P. Warren
William Geig	Charles L. Mason
C. E. Dole	J. J. Lichtenwalner
E. R. Tarwater.	

Form A. E. C. 794.

Department of the Interior  
Alaskan Engineering Commission  
(Place) ..... (Date).....  
Request No. ....

To: The ..... Steamship Company.

In accordance with transportation contract between your company and Alaskan Engineering Commission, dated December 26, 1919, you are requested to sell at rates provided therein ..... (first-class or steerage) ticket to the person named hereon who is ..... (employee or member of employee's family).

Name: .....  
Address: .....  
Occupation: .....  
Account of: .....  
From: ..... To: .....  
Limited to: .....

Valid only when countersigned by an authorized representative of the Alaskan Engineering Commission.  
F. MEARS, Chairman.

Signature of person requesting transportation: .....  
Countersigned: .....

Your attention is called to the Federal War Revenue Act, which provides that a tax of 8 per cent shall be levied on all passenger fares, except when payment is received directly from the United States or State or Territorial governments. Tickets issued on special orders, as provided above, and paid for by passengers, will be subject to tax of 8 per cent on the amount of fare paid, unless passenger paying fare presents Federal Tax Exemption Certificate duly executed, which must be taken up and attached to your report.

EVERETT P. CLARK, A. G. F. & P. A., Seattle, Wash.	Issued by JOHN H. BUNCH, G. F. & P. A., Seattle, Wash.
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# ALASKA RAILROAD RECORD



VOL. IV. ANCHORAGE, ALASKA, TUESDAY, MARCH 2, 1920.

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.

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

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

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

### FRANKLIN K. LANE LEAVES CABINET.

Secretary of the Interior, Franklin K. Lane has given up his port folio in the Cabinet, according to telegraphic messages recently received. His retirement is to be regretted, yet no one is surprised.

Mr. Lane has served the country faithfully and ably for a long period, as a member of the Interstate Commerce Commission and as Secretary of the Interior. He now feels that he must, out of regard for his personal welfare, retire to private life, to devote himself to his own affairs. In these circumstances, no one can take exception to this desire or criticize a move to accomplish it. Yet it is to be regretted that so capable, industrious and far-seeing a member of the Cabinet should be compelled, for any reason, to withdraw at a time when the services of men of such high ability are so urgently needed in the administration.

Mr. Lane is regarded as a man of broad interests, of sound judgment, an exceptionally good executive, and withal, absolutely independent and courageous. He has poise and self control, but everyone who deals with him knows that his ideas are his own. Among his many duties as Secretary of the Interior, was the guidance of construction of the Government Railroad in Alaska. In his report to the President for the fiscal year ended June, 1919, in so far as it relates to the construction of the railroad, Mr. Lane said:

"One of the first recommendations made by me in my report of seven years ago was that the Government build a railroad from Seward to Fairbanks in Alaska. Five

years ago you intrusted to me the direction of this work. The road is now more than two-thirds built, and congress at this session, after exhaustively examining into the work, has authorized an additional appropriation sufficient for its completion. The showing made before Congress was that the road had been built without graft; every dollar has gone into actual work or material. It has been built without giving profits to any large contractors, for it has been constructed entirely by small contractors or by day's labor. It has been built without touch of politics; every man on the road has been chosen exclusively for ability and experience. It has been well and solidly built as a permanent road, not an exploiting road. It has been built for as little money as private parties could have built it, as all competent independent engineers who have seen the road advise."

Under date Feb. 27, 1920, Wm. Gerig, assistant chief engineer for the Alaskan Engineering Commission, received a cable from Secretary Lane, which reads as follows:

"Wm. Gerig, Anchorage, Alaska.

"Greatly regret that I must leave you. I do so in the confidence that you will carry on your work to a successful conclusion as well as it has been begun.

(Signed) "FRANKLIN K. LANE."

To which Mr. Gerig replied:

"Hon. Franklin K. Lane,

"Secretary of the Interior.

"Washington, D. C.

"Yours to date. Everyone in this division joins me with the best wishes for your future and we all regret that you are leaving us. You go with the assurance that we will be as loyal to your successor as we have been to you.

(Signed)

"WM. GERIG."

### ENGINEER OF MAINTENANCE AND CONSTRUCTION SUBMITS WEEKLY REPORT.

For the week ended February 21, 1920, F. A. Hansen, engineer of maintenance and construction in the Southern Division, submits the following report:

Due to heavy snow fall and mild weather little progress was made in moving freight north from the end of steel. From the period February 3 to February 20 over 90 inches of snow fell, and from Deadhorse to Hurricane Gulch there are from eight to nine feet of snow on the level. This unusually heavy snow fall has made the work

BUY WAR SAVING STAMPS. PRICE THIS MONTH \$4.14.

of freighting very difficult. It also caused a general overflow in the Susitna River from one and one-half feet to two feet in depth. This made it necessary to abandon the river sled road from Lane Creek, Mile 242, to Deadhorse, Mile 219, and use the road on the completed grade between these points. At various places along the rock bluff in that section the new, wet snow moved down on the grade, making it necessary to clear the road by hand before teams could be taken over the road.

In the Indian River canyon the mild weather caused the ice to open in several places, which made it necessary to do considerable building of temporary bridges constructed of poles and timber to hold the sled road. Between Mile 275 and Hurricane Gulch it was impossible to keep the sled road open and dog teams are to be used in transporting supplies to the men until such time as a new road can be broken. It has been necessary to employ a considerable portion of the forces in each camp to shovel snow from the roofs of buildings and tents to keep them from caving in.

Brenner & Co., driving coyote holes on Mile 244, are working on four holes and reported 80 feet of holes dug at the end of the week.

The six contracting outfits employed in the Indian River canyon have nearly completed their clearing of snow from the fills. Daniels & Co. have driven 30 feet of coyote holes at station 12254 plus 60.

Work on test hole No. 2 for foundations of the Susitna River bridge is down a depth of 45 feet and the one on the north bank is down a depth of 15 feet. This work has been retarded on account of inability to get in the boiler and fittings for the Star Well Drill outfit.

The following log buildings have been completed for the camp at Mile 269: Three 20 by 20 foot bunk houses; two 14 by 16 foot engineering quarters; one 20 by 50 foot mess house, and one 20 by 50 foot warehouse.

Work of clearing for a canvas barn, 34 by 60 feet, was started during the week.

Forces which have been engaged in excavating for footings for the Hurricane Gulch bridge were working during the week on a sled road at this point.

On account of unfavorable weather conditions, only 49½ tons of freight were moved a distance of 500 ton miles.

Forty-two thousand five hundred feet of lumber were sawed by the mill at Indian River during the week.

Ditcher No. 2 was engaged during the week in widening cuts through the deep snow in the vicinity of Mile 52, and in clearing snow from the wye track at that point.

Mild weather was experienced along all the line during the week, but the spendor made a trip between Anchorage and the end of stel. On account of sudden thaw the snow is disappearing rapidly which practically improved track conditions all along the line.

C. O. Nelson & Co., station contractors, consisting of 16 men, have commenced work enlarging tunnel No. 1 to conform to the new standard. They will remove the old timber, enlarge the tunnel and retimber it, as well as doing the excavating at the approach to the tunnel at either end.

#### NENANA COMMERCIAL CLUB OFFERS VALUABLE INFORMATION CONCERNING DISTRICT.

The Commercial Club of Nenana invites inquiries from prospectors, farmers, trappers, tourists, and all others interested in the resources and possibilities of the Nenana

district, and offers valuable information concerning this district and surrounding country.

The Nenana district, through which the Alaska Government Railroad passes, offers opportunities for prospecting, farming and trapping which are unequaled in any other section of Alaska. Referring to gold placers located near Nenana, the club would have it known that these gold placers of proved value are producing substantial amounts annually and there are scores of streams within the district on which little or no prospecting has been done. The club affirms that these streams, heretofore almost inaccessible, are now easily reached by means of the Alaska Government Railroad, and it is predicted that, by reason of this fact, these streams will in the near future become the scene of lively mining activities. It is further pointed out that farming in the Nenana district has the advantage of a growing season fully 10 days longer than that of any other section of Interior Alaska, and that there are large areas of desirable land in that section of the country open to homesteaders, with marketing possibilities steadily expanding.

As to fur-bearing animals, the club directs attention to the fact that those of Nenana and adjacent regions are noted for the fine quality of their fur, and that trappers bring large numbers of pelts to Nenana annually where they receive higher prices for them than are obtained for the average furs of other districts. The club further states that game of every description abounds in the Nenana district, and that there are scores of trout streams easy of access, to say nothing of the scenic wonders of that region which are beautiful beyond description. This district is the natural gateway to Mt. McKinley National Park, and close to Nenana may be viewed the largest coal ledges in the world.

#### NATIONAL PARK AND IMPOSING MONUMENT IN ALASKA.

Alaska has one national park (the Mount McKinley National Park) and one national monument (the Katmai National Monument).

The Mount McKinley National Park, of approximately 2200 square miles, has as the central attraction Mount McKinley, 20,300 feet in elevation, the highest known mountain in North America. Its northern slopes embrace some of the greatest breeding grounds of game in Alaska, where it is no unusual sight to see herds of woodland caribou of from 200 to 1000 animals, and sheep in bands of several hundred, while moose and bear are found in more limited numbers.

The park will serve a most useful purpose on the protection of game animals and, when the Government Railroad is completed into the Broad Pass district, will be readily accessible to tourist travel. Unfortunately, to date there has been no appropriation made available for marking the park boundaries, building trails, and for the protection of game. I have kept one warden as near the park as possible, but there should be rangers constantly on duty, and they should be active more particularly during the open season. Game, if afforded absolute protection in the park, will multiply rapidly, and the overflow will be a permanent food supply for the mining population between the Tanana River and the Alaska Range. I trust that the estimates submitted by the National Park Service may receive favorable consideration.

The Katmai National Monument, a reservation of approximately 1700 square miles, surrounds the volcano,

Mount Katmai, which "blew its head off" in 1912 and deluged the surrounding country with ashes. For a time the heavy fall of ashes put a stop to agriculture on Kodiak and the surrounding islands, while the very fine ash remained in the air for weeks and was noted hundreds of miles away.

The monument has been well brought to the attention of the public by expeditions sent in by the National Geographic Society, which has featured "the Valley of Ten Thousand Smokes." The valley is evidently a wonderful freak of nature, being covered for miles with spouting fumaroles and a myriad of steam jets. I doubt, however, if the withdrawal serves any purpose, as it is hardly probable that tourists can ever be drawn there in any number, due to difficulties of travel and transportation, and already miners having prospects within the reservation are becoming apprehensive regarding the possibility of not being able to perfect title to their claims, particularly in view of the almost insurmountable difficulties encountered in other withdrawals. Mount Katmai and the "Valley of Ten Thousand Smokes" themselves can not get away and will never be of any commercial use, except perhaps, that the sulphur deposits may at some time be in demand. Hence it seems rather premature to withhold 1700 square miles from exploration and possible development. (Extract from the annual report of Thomas Riggs, jr., Governor of Alaska, to the Secretary of the Interior, for the fiscal year ended June 30, 1919.)

#### COMMERCE AND CUSTOMS BUSINESS OF ALASKA FOR THE YEAR 1919.

John W. Troy, collector of customs, Port of Juneau, Alaska, in his annual report of commerce and customs business of Alaska, for the calendar year ended December 31, 1919, offers many interesting facts and figures, extracts from which follow:

"While the record of the commerce of Alaska for 1919 showed a continued decline, being the smallest since 1915 in the total value of shipments to and from the United States, the situation disclosed is by no means discouraging, and there are features which carry the promise of better coming conditions. The volume of commerce is still very large, perhaps larger per capita than that of any other section of the world. The balance of trade in favor of Alaska was more than \$31,000,000—approximately \$1000 for each white man, woman and child in the Territory—indicating a very healthy commercial and industrial condition.

"The figures which tell of the coming to and going from Alaska show that the preponderance of emigration over immigration, which was the marked feature of conditions in 1917 and 1918, has, at last, been stopped. The balance was on the side of immigration. The record shows that during the calendar year 21,273 persons came to Alaska while those departing numbered 23,902—a net gain of 371. The record for 1917 was 27,030 arrivals and 31,259 departures, and that for 1918 showed 19,040 arrivals and 27,732 departures—a net loss in two years of nearly 13,000.

"The shrinkage in the value of the shipments to the United States for 1919 from the value of those for 1918, approximately fourteen and a half million dollars, was due mostly to the 27,351,000 decrease in copper shipments and the 36,445,000 decline in the canned salmon shipments.

"The reduction in the value of the canned salmon shipped from Alaska in 1919 was due wholly to the fact that

the run of salmon last year in practically all parts of the Territory was very light and the salmon pack the smallest it had been for five years.

"The reduction in the quantity of copper shipped from Alaska in 1919 was due to the collapse of the copper market early in the year which caused copper producers to curtail the production in Alaska as elsewhere in the country for a considerable portion of the year and resulted in much lower prices for the product. The year ended, however, with conditions more satisfactory and shipments approximately up to the 1918 average. The average monthly shipments for the last two months of the year was 6,050,000 pounds as against a monthly average for 1918 of 6,137,000 pounds. For six months of 1919 the average monthly shipments amounted to 2,411,000 pounds, and in May they reached the low level of 1,134,000 pounds. The quantity of copper shipped during 1919 declined approximately 35 per cent from 1918 and the value of the copper shipped was approximately 44 per cent less than the previous year.

"The only really distressing feature of the year's business in Alaska is that indicated by the continuing decrease in the shipment of gold, due, of course, to continued decrease in production. The cause for this is the still prevailing labor shortage and the abnormally high cost of mining gold without corresponding increase in the value of the product. The vast areas of unworked low-grade gold placer fields and great number of only partly developed gold lode properties, together with new discoveries suggest that, with readjustments in the industrial and economic world completed, Alaska's gold output will again begin to increase. Many of the low-grade placer mines and, also, lode mines which were operated prior to the war but were compelled to close on account of the shortage of labor, the constantly increasing cost of material and operating expense and lack of transportation facilities, are still idle, and, probably, they will remain so until conditions become stable.

"One of the most favorable indications of the year was the very satisfactory growth of the herring industry, shown in the marked increase of the shipments of canned herring. The experience of the year would seem to justify the contention of the Governor and other authorities that, in the course of time, the herring industry in Alaska will rival the salmon industry in proportions.

"The increase in the importation of furs from British Columbia, Yukon Territory and Siberia was due largely to the increased activity of the Alaska fur dealers, and partly compensated for the short catch of Alaska furs last year.

"The decrease in shipments from the United States to Alaska for 1919 from the record made in 1917 and 1918 is explained by the fact that large enterprises begun before the war had been completed and the materials entering into them delivered, the curtailment of work on the Alaska Railroad, a decrease in the beginning of new enterprises and a natural decline in building on account of the higher costs."

#### DISBURSEMENTS IN THE SOUTHERN DIVISION.

Disbursements in the Southern Division of the Alaskan Engineering Commission for the week ended February 21, 1920, totaled \$4948.17. Salaries and wages were \$4288.70; purchase orders, \$460.43; compensation, \$131.39; special deposit account, \$30.00, and other expenses, \$37.65.

## WEEKLY FORCE REPORT.

The number of employees of the Alaskan Engineering Commission as shown on the payrolls for the week ended February 21, 1920, was as follows:

Mile	Item of work	Purchas- ing	Sup- ply	D I V I S I O N						T'tl
				Ac- count- ing.	Maint. & Op.	Southern Const'c- tion	Admin- istration	Northern Maint. & Op.	Southern Const'c- tion	
	Seattle office and Pur. Agent's Reps.	14	...	5	...	...	...	...	...	19
1	Stores	...	28	...	...	...	...	...	...	28
	Dock	...	5	...	...	...	...	...	...	5
	Mess	...	3	...	...	...	...	...	...	3
	Maintenance of equipment	...	...	...	12	...	...	...	...	12
	Hospital	...	...	...	...	2	...	...	...	2
	B. & B. No. 9. work on Seward dock	...	...	...	...	9	...	...	...	9
	Accounting office	...	...	2	...	...	...	...	...	2
3	Extra gang 1, clearing sawmill site	...	...	...	...	2	...	...	...	2
	Contractors, logs and lumber	...	...	...	...	18	...	...	...	18
20	Contractors, ties	...	...	...	...	2	...	...	...	2
40	Mess house	...	...	...	2	...	...	...	...	2
48	B. & B. No. 6. cons. bridge No. 79	...	...	...	...	2	...	...	...	2
52	Engineering party	...	...	...	...	5	...	...	...	5
	B. & B. No. 7, constructing bridge 78	...	...	...	...	45	...	...	...	45
56	Steam shovel No. 1	...	...	...	...	31	...	...	...	31
86	B. & B. No. 10, saw logs	...	...	...	...	24	...	...	...	24
1-114	Operation, road	...	...	...	43	...	...	...	...	43
	Maintenance of way and structures.	...	...	...	63	...	...	...	...	63
114	Headquarters office	...	...	...	...	5	4	...	...	9
	Bridge Engineer	...	...	...	...	2	1	...	...	3
	Drafting office	...	...	...	...	4	...	...	...	4
	Townsite and land	...	...	...	9	...	1	...	...	10
	Disbursing office	...	...	5	...	...	...	...	...	5
	Accounting office	...	...	12	...	...	...	...	...	12
	Hospital	...	...	...	5	6	1	...	...	12
	Stores	...	24	...	...	...	...	...	...	24
	Material yard	...	55	...	...	...	...	...	...	55
	Operation, road	...	...	...	45	...	2	...	...	47
	Docks and boats	...	...	...	3	...	...	...	...	3
	Power and pumping	...	...	...	12	...	...	...	...	12
	Maintenance, equipment	...	...	...	68	...	1	...	...	69
	Floating	...	...	...	8	...	...	...	...	8
	Framing bridges	...	...	...	...	8	...	...	...	8
122	Contractor, piling	...	...	...	...	2	...	...	...	2
114-238	Operation, road	...	...	...	35	...	...	...	...	35
	Maintenance of way and structures.	...	...	...	149	...	1	...	...	150
172	Mining, Eska	...	...	...	85	...	1	...	...	86
188	Mining, Chickaloon	...	...	...	35	...	...	...	...	35
236-238	Steam shovel No. 2	...	...	...	...	81	...	...	...	81
238	T. & T. maintenance lineman	...	...	...	1	...	...	...	...	1
243	Contractors, coyote holes	...	...	...	...	7	...	...	...	7
245	Contractors, grading	...	...	...	...	12	...	...	...	12
246	B. & B. No. 1, constructing bridges	...	...	...	...	24	...	...	...	24
249	Stores	...	5	...	...	...	...	...	...	5
	Engineers and freighting operations	...	...	...	...	72	...	...	...	72
	T. & T. maintenance lineman	...	...	...	1	...	...	...	...	1
264	Engineers	...	...	...	...	3	...	...	...	3
266	Engineers, wagon road & camp construction & freighting operations	...	...	...	...	80	...	...	...	80
268	Engineers	...	...	...	...	4	...	...	...	4
	Contractors, grading	...	...	...	...	36	...	...	...	36
	T. & T. maintenance lineman	...	...	...	1	...	...	...	...	1
270	Contractors	...	...	...	...	14	...	...	...	14
275	Wagon road cons. & freighting op'ns	...	...	...	...	49	...	...	...	49
292-306	T. & T. crew, constructing line	...	...	...	...	14	...	...	...	14
244	Engineers	...	...	...	...	...	...	3	...	3

WEEKLY FORCE REPORT.

Mile	Item of work	Purchasing	Supply	D I V I S I O N						T'tl	
				Accounting	Maint. & Op.	Southern Const'n	Southern Administration	Northern Const'n	Northern Administration		
344	Contractors							16		16	
347	Trail crew							12		12	
350	Engineers							9		9	
	Contractors							18		18	
356	Engineers and general camp							17		17	
	Contractors							105		105	
355	Engineers, carpenters & tracklayers							85		85	
355-411	Section men							17		17	
362	Contractors, coal							13		13	
363	Contractors, coal							25		25	
411	Nenana headquarters			4				6	8	2	20
	Shops, roundhouse and train crew							16	20		36
	Store, warehouse and yard		22					7	8		37
	Sawmill							9			9
	Hospital							6	6	1	13
	Townsite							1		1	2
	Janitors and watchmen							9			9
	Power plant, linemen and operators							11			11
	Mess							7			7
	Corral		1					6			7
	Contractors, logs, ties and cordwood								14		14
412	Terminal							5			5
420	Sawmill								11		11
	Contractors								30		30
412-450	Section men and pumpmen							16			16
	Tanana Valley R. R.:										
	General			1							1
	Operation and maintenance							19			19
	Rehabilitation							18	2		50
	Totals	14	143	29	577	563	12	126	457	6	1927
	Increase or decrease (-) compared with last week	6	-5	-1	-1	3	0	3	37	2	38

RECAPITULATION

Division	Pay Roll	Contractors	Total
Purchasing	14		14
Supply	143		143
Accounting	29		29
Southern	1961	91	1152
Northern	365	221	589
Totals	1613	312	1927

SATISFACTORY LOGGING OPERATIONS AT CAMP 86

"Under the direction of Foreman L. O. Nyberg, logging operations at Camp 86 are progressing very satisfactorily," is the statement made by F. A. Hansen, engineer maintenance and construction for the Alaskan Engineering Commission. Mr. Hansen returned to Anchorage last Wednesday from a trip in his gasoline car to Camp 86.

"The lumber cut from the logs at Camp 86," says Mr. Hansen, "makes the best timber found in that section of Alaska, and superior to any for supply stock and snow shed timber. There are about four or five million feet of lumber available at this point and under favorable conditions it will be possible to deliver before the 'break-up' along the sides of the track, about 500,000 feet, board measure. The timber at present is being transported a

distance of two miles on bob-sleis to Camp 86; each team of two horses hauling about 1200 feet, board measure, each trip.

"The intention is to log all summer, delivery to be made on the banks tributary to Bird Creek and floated down the creek to the railroad at Bird Creek bridge, Mile 87. There the logs will be picked up by locomotive cranes and transported to the sawmills."

Report from the mining department says: At the Eska mine 766.4 short tons of coal were mined during the week ended February 21, and at the Chickaloon mine 14.4 short tons were mined. There were 86 men on the payroll at the Eska mine and 25 men on that of the Chickaloon mine at the close of the period. Drilling continued in the Shaw West tunnel at Eska and in the Second East tunnel at Chickaloon.

MASTER MECHANIC SUBMITS REPORT OF LOCOMOTIVE ENGINEERS' PERFORMANCE FOR THE MONTH OF JANUARY, 1920.

The following table shows locomotive engineers' performance for the month of January, 1920, as reported by E. P. Hebbert, master mechanic for the Southern Division of the Alaskan Engineering Commission.

Engineer	Engine miles made	Total tons handled	Hours O. T. worked	Pints lubricating oil used eng. valve	Total ton mileage made	Ton. coal used	Average		Engine mile per pint oil used eng. valve trip day	Tons coal used per trip day eng. valve	Oil used per trip day, pints used per trip day	Hard cup grease used per trip day					
							ton miles per ton coal	ton miles per ton coal									
PASSENGER AND FREIGHT MIXED SERVICE																	
Seward-Anchorage-Chickadee-Talkeetna (Class 2 6 0 and 1 6 0 Locomotives)																	
B. C. Plims	2268	15788	77	84	11	(Engines Nos. 265, 275, 620.) 08835	182	12.5	3620	160.5	27.0	51.5	7.28	3.36	1.76	.00	1.30
Chas. Mathison	2160	4682	100 1/2	62	66	(Engine No. 26)	176	11.0	1973	143.1	39.7	13.9	9.26	3.29	2.99	.81	.60
GENERAL WORK TRAIN SERVICE																	
Thos. Peterkin	1900		107 1/2	68	64	(Engines Nos. 261, 266)	163	11.6		171.6	28.0	29.8	5.82	2.43	2.29	.00	.71
A. F. Johnston	1342		94 1/2	21	32	(Engines Nos. 20, 225, 265, 266)	117	11.5		174.1	55.9	41.9	5.85	1.20	1.60	1.00	.75
W. F. Clark	1438		76 1/2	36	36	(Engine No. 29)	110	10.3		194.7	40.0	40.0	6.67	1.73	1.73	.59	.19
E. W. Brayford	1833		97 1/2	52	63	(Engines Nos. 224, 264)	180	10.2		196.4	55.2	39.1	6.67	1.93	2.33	.00	.25
A. M. Wilson	2246		116 1/2	60	52	(Engines Nos. 265, 275)	182	12.3		162.1	37.1	43.2	6.50	2.14	1.86	.71	.71
J. Reavess	1684		120 1/2	28	36	(Engines Nos. 278, 285)	181	9.1		218.5	60.1	46.8	6.81	1.01	1.33	.00	.55
L. B. Denny	1873		98	32	40	(Engines Nos. 218, 285)	202	9.3		215.7	58.5	46.8	6.99	1.10	1.39	.00	.33
L. Stipp	1611		76 1/2	41	63	(Engines Nos. 221, 224, 264, 265)	138	10.9		183.4	39.4	25.6	6.43	1.78	2.74	.00	.40
H. Howard	645		29 1/2	32	21	(Engine No. 221)	30	8.1		218.0	20.2	26.9	8.59	3.56	2.67	.00	.00
Switch Service and Extra-Anchorage-Class 2 6 0 Locomotives (Engines Nos. 224, 225, 247, 264)																	
Chas. Bahlsor	1688		73	32	32		117	11.5		138.6	52.8	52.8	4.68	1.28	1.28	.00	.00

RECAPITULATION

Year Month	Total engine miles made		Miles made per engine valve		Miles made per ton coal	
	engine miles made	valve	engine valve	oil	made per ton coal	Eng. miles
1918 January	7218	15.2	14.9	13.9		
1919 January	9620	28.1	32.7	13.2		
1920 January	20991	38.1	38.7	11.2		

**OFFICIAL CIRCULARS.****ACTING CHIEF CLERK APPOINTED.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Feb. 23, 1920.

Circular No. 410:

**TO ALL CONCERNED:**

During the absence of C. L. Mason, chief clerk, assigned to other duties, C. V. Marshall is appointed acting chief clerk.

WM. GERIG, Assistant Chief Engineer.

**INSTRUCTIONS TO TRAINMEN.**

Department of the Interior,  
Alaskan Engineering Commission  
Office of Trainmaster  
Anchorage, Alaska, Feb. 27, 1920.

Bulletin No. 226:

**TO ALL CONCERNED:**

On account of track conditions from Mile 236 to Mile 239, north of Talkeetna, box and refrigerator cars are not to be taken north of Mile 236 and all freight for Mile 239 will be handled on flat cars or in coal cars, and such freight will be properly protected by tarpaulins furnished by Stores Department. These tarpaulins are to be billed on waybills, also notation to be returned to originating station after car is made empty.

Trainmen handling cars which are covered with tarpaulins will watch cars carefully in order that tarpaulins will not be set on fire by sparks from locomotives.

J. T. CUNNINGHAM, Trainmaster.

**MEAL STATION DISCONTINUED.**

Department of the Interior,  
Alaskan Engineering Commission  
Office of Trainmaster  
Anchorage, Alaska, Feb. 27, 1920.

Bulletin No. 225:

**TO ALL CONCERNED:**

Effective this date, eating house at Hunter, Mile 40, has been discontinued. The only place where it is possible to secure meals is at the Commission camp at Tunnel, also mess house at Kern. On account of the number of men being fed at Tunnel, it is only possible to secure meals at that camp at regular meal hours and train and engineers on freight run between Seward and Anchorage should arrange to take their lunch with them on all trips.

J. T. CUNNINGHAM, Trainmaster.

**REQUESTS MUST COME THROUGH FOREMEN OR TIMEKEEPERS.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Feb. 27, 1920

Circular No. 82:

**TO ALL CONCERNED:**

Employees of this department desiring complimentary railroad transportation or reduced rate on steamship line, as provided for in the regulations, are advised to make their request for same before their separation from the service. Such request should not be made by employees direct to this office, but to the foreman or timekeeper in charge who should send the request to this office by the employee so that he may be properly identified.

Respectfully,

F. A. HANSEN,  
Engineer of Maintenance and Construction.

**CONDUCTORS', BRAKEMEN'S AND BAGGAGEMEN'S SENIORITY LIST.**

Department of the Interior,  
Alaskan Engineering Commission  
Office of Trainmaster  
Anchorage, Alaska, March 1, 1920.

Bulletin No. 226-A:

**TO ALL TRAINMEN:**

Following is the seniority dating of all trainmen on Southern Division as of this date:

**Conductors' Seniority List.**

Jenkins, Geo. L. ....	7- 8-15	Dillon, J. S. ....	6-19-17
Moore, J. J. C. ....	9-23-15	Thatcher, A. M. ....	6-21-17
Galloway, John ....	4- 1-16	Long, Arthur ....	7-30-17
Knight, F. L. ....	4- 4-16	McInnis, Dan ....	7- 2-18
Jones, Oliver ....	5-18-16	Clarkin, J. F. ....	7-10-18
Sessions, Arthur ....	6-17-16	Curran, F. B. ....	7-22-18
Olson, C. E. ....	11- 6-16	Bowman, J. W. (1) ..	8-22-18
Sharpless, S. K. ....	4-16-17	Campbell, Lee (2) ...	8-22-18
Grandjean, Wm. C. ...	4-17-17	McMahon, M. D. ....	9-10-18
O'Shea, Frank ....	4-18-17	McKenzie, D. J. ....	10-15-18
Maitland, L. G. ....	5-29-17	Lunburg, G. ....	12-15-18
Lewis, A. A. ....	6-17-17		

**Brakemen's Seniority List.**

Moore, J. J. C. ....	9- 1-15	Axe, Leslie ....	7- 5-17
Galloway, John ....	9-24-15	Dodson, H. J. ....	7-11-17
Knight, Frank L. ....	3-15-16	Long, Arthur ....	7-28-17
Lewis, A. A. ....	4- 4-16	Graham, A. O. ....	8-16-17
McInnis, Dan ....	4-13-16	Curran, F. B. ....	11- 6-17
Jones, Oliver ....	4-13-16	Campbell, Lee L. (1) ..	6-10-18
Palmer, H. C. ....	4-13-16	Long, H. A. (2) ....	6-10-18
Carey, John ....	4-17-16	Clarkin, J. F. ....	6-12-18
Brennan, John ....	4-21-16	Sager, Chas. ....	7- 9-18
Olson, C. E. ....	5-18-16	Brennan, P. ....	8- 5-18
Sessions, A. ....	5-24-16	Bentley, Geo. ....	8- 6-18
Sharpless, S. K. ....	6-17-16	Roderick, John ....	8-27-18
O'Shea, Frank ....	6-24-16	Woodard, G. K. ....	9- 9-18
Grandjean, W. C. ...	6-26-16	Peterson, Fred ....	9-23-18
Dillon, J. S. ....	10- 7-16	McKenzie, D. J. ....	10- 5-18
Odd, C. A. ....	4-11-17	Lunburg, G. ....	11-13-18
Thatcher, A. M. ....	4-18-17	Hyland, M. ....	6-16-19
Scanlon, L. J. ....	4-18-17	Davies, P. O. ....	6-30-19
Martin, F. R. ....	4-18-17	Smith, J. W. (1) ....	7- 6-19
Maitland, L. G. ....	4-19-17	Wilson, E. V. (2) ...	7- 6-19
Dicus, Q. B. ....	4-24-17	Larsen, C. L. ....	8-14-19
McMahon, M. D. ....	5- 9-17	Bibber, G. A. ....	9- 8-19
Bowman, J. W. ....	6- 8-17	Turner, C. A. ....	10- 5-19
Sheshan, C. M. ....	6-12-17	Gordon, Thos. ....	10-21-19
Jones, E. G. (2) ....	6-17-17	Larson, C. M. ....	1- 2-20
Young, A. W. ....	6-21-17	Boyer, Milton ....	1-14-20
McCutcheon, H. E. ...	6-26-17		

**Baggagemen's Seniority List.**

Hammar, Wm. ....	2-26-17	Eckmann, C. M. ....	1- 9-20
Hook, H. H. ....	4-24-17		

J. T. CUNNINGHAM, Trainmaster.

**SPEED RECORD BROKEN.**

The fastest time ever made between Seward and Anchorage was on Feb. 28, 1920, when the regular passenger train departed from Seward at 8.15 a. m. and arrived in Anchorage at 3.30 p. m., same date. The train consisted of three passenger coaches, one buffet-observation car, three carloads of merchandise and one caboose. One hundred and twenty-five passengers, nine sacks of first-class, and 71 sacks of second-class mail were carried in this train.

**INCOME TAX DUE AND PAYABLE MARCH 15, 1920.**

Payment of income tax began January 1, 1920, and will continue until midnight March 15, at which time all returns must be in to escape the possibility of a maximum of \$1000 fine for delinquency.

Division Notes.

Seventy-three piling were driven by B. & B. gang No. 1 during the week, in bridges Nos. 193 and 194, a total of 12 bents, which were also capped and decked.

Larochelle & Roberts, sawmill contractors at Mile 31.4, sawed approximately 40,000 feet of lumber during the week, and practically completed the erection of their mill.

Fair progress only was made at Camp 86, logging. Nine hundred logs, containing approximately 150,000 feet of lumber, were cut and delivered in the yard during the week.

Bridge and building gangs Nos. 2 and 3, at Anchorage, are engaged in work repairing stoves, and in repairing and remodeling outfit cars preparatory to placing these cars in commission for spring work.

Five hundred and forty-two cubic yards of material were cast over by steam shovel No. 2, and the shovel advanced from station 10617 plus 50 to station 10620 plus 50, a distance of 300 feet. The shovel worked one day only. No track was laid during the week.

Hoben & Davis, saw-log contractors at Mile 31.4, delivered 78 logs, containing 19,000 feet of lumber, during the week ended February 21, 1920. Very little was accomplished by these contractors during the week reported, owing to unfavorable weather conditions prevailing.

REINSTATEMENT OF WAR RISK INSURANCE WITHIN 18 MONTHS STILL HOLDS GOOD.

To relieve any confusion that may exist in the minds of former service men on account of the special provision of lapsed War Term Insurance which authorized reinstatement up to December 31, 1919, regardless of date of discharge, announcement is made by Director R. G. Chomeley-Jones of the Bureau of War Risk Insurance that the provisions for reinstatement of lapsed or canceled insurance, within 18 months from date of discharge, upon payment

of only two months' premiums on the amount of insurance to be reinstated, provided the insured is in as good health as at the date of discharge or expiration of the grace period whichever is the later date, and so states in his application, still hold good.

"The provision that discharged service men are permitted to reinstate at any time within three calendar months following the month of discharge by merely paying the two months' premiums, without making a formal application or a statement as to health is also still in force.

"The provisions for reinstatement do not protect a man until he actually reinstates. If he waits he may not be in as good health as he was at the time of discharge and consequently may not be able to secure reinstatement.

"Don't put off reinstatement. Do it now."

NATIVES OF ALASKA A DISTINCT ASSET TO THE TERRITORY.

"It should be a matter of interest to every one to know that the Alaska natives have not severely resented the coming of the white man to Alaska, but have been his guide to practically every mineral deposit of consequence now being developed in the Territory," says Arthur H. Miller, superintendent Alaska native schools.

"A speaker," continued Mr. Miller, "stated in an interesting talk to the Anchorage Chamber of Commerce recently, that the Kanata natives of the Kanata village on the shore of Shelikoff Straits, led his prospectors to the paraffin deposit and oil seepages of the Cold Bay oil fields.

"The copper mines of the Copper River, and many deposits of placer gold have been pointed out to white men by Alaska natives.

"When we take into consideration the millions of dollars' worth of furs and fish caught by the Alaska natives bartered or sold to the whites for a song, we realize the truth of the statement made by one of the governors of the Territory that, 'The natives of Alaska are a distinct asset to the Territory.'"

TELEGRAPH RATES.

Department of the Interior, Alaskan Engineering Commission Anchorage, Alaska, Feb. 25, 1920.

Telegraph and Telephone Tariff No. 3:

The following rates are effective March 1, 1920:

Table with columns for destinations (Anchorage, Birchwood, Chickaloon, Deadhorse Hill, Girdwood, Matanuska, Moose Creek, Seward, Talkeetna, Tunnel, Wasilla) and corresponding rates for telegraph and telephone services.

Night Letters—Fifty words or less at regular day rate. For each 10 words or less, one-fifth the day rate.

Press Rate—One-quarter cent per word between any two offices. Ten words minimum.

War Tax—Five cents per message to and including 50c. When more than 50c, war tax will be 10c.

Connections—At Seward for continental United States via Seattle, and points in Alaska not on the lines of the Alaskan Engineering Commission.

Approved: WM. GERIG, Assistant Chief Engineer.

E. R. McFARLAND, Superintendent Telegraph and Telephone.

# ALASKA RAILROAD RECORD



VOL. IV. ANCHORAGE, ALASKA, TUESDAY, MARCH 9, 1920.

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.

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

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

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

### SUPPLY DIVISION IMPORTANT FACTOR IN RECEIVING AND DISTRIBUTING SUPPLIES.

The Supply Division of the Alaskan Engineering Commission under the personal supervision of Lieut.-Col. H. P. Warren, has been well organized and equipped for the transportation of employees of the Commission, and tons of freight and commissary supplies shipped from the States to Seward and Anchorage, to be used in construction of the Alaska Government Railroad.

The Supply Division was created December 1, 1919, by Col. F. Mears, chairman and chief engineer of the Alaskan Engineering Commission, for the purpose of securing and transporting supplies of material and labor for the completion of the railroad. Headquarters of the Supply Division are established at Seward, and the work of this Division is divided into three parts, the requisition and distribution of material and supplies; the employment and distribution of labor, and the transportation of both supplies and personnel from Seattle to Alaska.

#### Stores Department.

Material and supplies are handled by the stores department, and all requisitions are made by the general storekeepers, or, in the case of special equipment, by the head of the Supply Division. All requisitions are forwarded to the headquarters of the Supply Division in Seward where they are checked against the stock cards showing supplies on hand and then are ordered from Seattle or filled from stock. All questions arising in the office of the general

purchasing agent in Seattle relative to changes or amplifications of specifications, dates of delivery and price of material are taken up direct with the head of the Supply Division in Seward. Similar questions arising in Alaska are referred to the same office.

#### Storehouses Distributing Points.

Upon receipt of supplies in Alaska they are forwarded to the various storehouses, from which they are distributed all along the line of construction. The storehouses are required to keep a physical record only of the supplies they have on hand. All financial accounting of the Supply Division is recorded in the Seward office.

#### Employment Bureau.

The employment bureau has been established at Seward under supervision of the Supply Division. The duties of the bureau consist largely of replying to all applications for employment, choosing from such applications those best fitted to fill positions which are vacant, issuing transportation requests for employees, meeting new employees arriving from the States and providing them with railroad transportation, sleeping house accommodations and general instructions, and filing all records relating to employment. The office of the bureau is on the ground floor of the general office building in Seward, and it is open at any time that may be necessary to accommodate employees coming from up the line desiring to secure transportation requests on steamers.

It is interesting to know that sufficient applications are received from persons in the States desiring employment, to renew the entire force of the Commission each month, on an average. All applicants receive a personal letter in reply explaining as nearly as possible the conditions in the line of work for which they apply.

#### Transportation.

Largely all the material, equipment and supplies for the Alaska Government Railroad are shipped from Seattle, Washington, and the ocean transportation is handled by the Pacific and the Alaska Steamship companies under a special contract. The Alaskan Engineering Commission owns its own dock at Seward and Anchorage, and at each point maintains a receiving and forwarding agency for handling its own supplies and commercial shipments. It is anticipated that about two-thirds of the Commission freight will be unloaded at Anchorage and about one-third at Seward, during the coming season.

The following statement shows the distribution of the

BUY WAR SAVING STAMPS. PRICE THIS MONTH \$4.14.

freight received at Seward since January 1, 1920:

Month	A. E. C. Freight		Commercial Freight	
	Seward (tons)	Anchorage (tons)	Seward (tons)	Anchorage (tons)
January .....	8.10	722.80	197.63	112.32
February .....	.87	528.10	183.30	146.11
Totals .....	8.97	1250.90	380.93	258.43
		1259.87		639.36

From this it appears that two-thirds of the tonnage landed at Seward during the two months past was freight for the Commission, practically all of which was consigned to Anchorage. Of the other portion of the commercial freight landed, 60 per cent was for Seward and 40 per cent for Anchorage. The impossibility of transporting the 1250 tons of Commission freight and the 250 tons of commercial freight by former methods shows vividly how important the railroad has already become in the handling of the freight situation.

#### PROGRESS REPORT OF ENGINEER OF MAINTENANCE AND CONSTRUCTION.

The report of F. A. Hansen, engineer of maintenance and construction in the Southern Division, for the week ended February 28, 1920, embraces activities from Seward to Hurricane Gulch. The report points out that alterations and additions now under way in the office building at Seward, to be occupied by Lieut.-Col. H. P. Warren, head of the Supply Division for the Alaskan Engineering Commission, are 40 per cent complete, and two signs were painted and placed on the Seward dock for the store department. The baggage trucks on the Seward dock were repaired, and a platform for loading was constructed; also minor repairs were made on the old warehouse on same dock.

Hoben & Davis, saw-log contractors working at Mile 34, delivered 163 logs containing 48,000 feet of lumber during the week reported. Weather conditions were more favorable at the end of the week, which points to better progress in the delivery of logs in the future. Working under unfavorable conditions, 1033 logs containing approximately 260,000 feet of lumber have been delivered up to February 28.

Larochelle & Roberts, sawmill contractors working at Mile 34, sawed 30,000 feet of lumber during the period reported. This material consisted largely of 4 by 10's, 4 by 12's and 12 by 12's. Approximately 100,000 feet of lumber have been sawed, up to February 28. These contractors are rapidly completing the construction of their mill.

Two hundred and seventy-five cubic yards of rock were excavated by Divyak & Co., station contractors, during the week from their cut in Mile 47.7. This material was used in widening the fill in bridge No. 69.

C. C. Nelson & Co., station contractors at Mile 49, have been engaged in removing ice from the north end of tunnel No. 1, clearing 300 feet.

The ditcher has been engaged in clearing snow from the wye track at Mile 52, and in widening the cuts made by the rotary through the various slides and deep snow. Fair progress only was made on logging work at Mile 86. However, 392 logs, containing 40,000 feet of lumber, were delivered. At the end of February 28, 1293 logs containing 190,000 feet of lumber have been placed in the yard.

Seven hundred and ninety-five cubic yards of frozen gravel were cast over by steam shovel No. 2, working at

end of steel during the week. This material was used as filling for bridges Nos. 183, 184 and 186. The shovel advanced from station 10592 plus 40 to station 10593 plus 31, a distance of 91 feet, and track was laid ahead of the shovel from station 10619 plus 15 to station 10664 plus 34, a distance of 4519 feet.

Owing to deep snow and mild weather the sled road north from end of steel is in no condition for satisfactory freighting. However, 8000 pounds per sled load from Mile 239 to Deadhorse, and about 5000 to the sled north of Deadhorse can be transported. The overflow in the Susitna River made it necessary to abandon the sled road from Camp 236 to Mile 239. The teams are being loaded temporarily at Mile 239. Twenty-two four-horse teams are engaged in freighting supplies and 198 tons were moved 2318 ton miles during the week.

A new camp is in course of construction at Mile 242 for use of freighting outfits. This camp will consist of one 31 by 80 foot canvas barn, to accommodate 30 head of horses, one 16 by 24 foot tent and one 14 by 16 foot tent for mess house, two 16 by 24 foot bunk tents, and one 14 by 16 timekeeper's office. Clearing and pole removal for this camp are 50 per cent complete.

Forces engaged in drilling at Susitna River site, Mile 264, report hole No. 2, south pier, a depth of 68 feet. The shaft now being sunk on the north bank, at a depth of 15 feet, struck a layer of coarse gravel. There water came in too rapidly for the small pump to control, and work was suspended until a larger pump can be obtained.

Nick Davis & Co., working at Mile 270, are facing up the cut at station 12218 plus 25 preparatory to driving coyote holes. Pariso & Co. have completed snow removal, while Frank Daniels & Co. are making rapid progress working on coyote holes. P. McCormick & Co. continue grading.

Work of excavating on the Hurricane Gulch bridge foundations was suspended during the week, as it was impossible to transport sufficient supplies through to the men, by dog teams. This work, however, will be resumed the moment four-horse teams can be used for freighting in supplies.

#### STEEL TRUSS FOR ALASKA GOVERNMENT RAILROAD READY FOR SHIPMENT IN JUNE.

In a cable to Wm. Gerig, assistant chief engineer for the Alaskan Engineering Commission, Col. F. Mears, chairman and chief engineer, stated that he and Chas. L. Mason, chief clerk, arrived safely in Washington, D. C., Feb. 28. The cable further states that a stop-over was made at Chicago, where Col. Mears gathered satisfactory information from engineers who have charge of fabrication of the 504-foot steel truss for the Alaska Government Railroad that is to span the Susitna River at Mile 264.

The steel will leave Chicago about June 1, due to arrive in Anchorage August 1, according to the report given Col. Mears by the engineers at Chicago.

Col. Mears, accompanied by C. L. Mason, left Anchorage for Washington, D. C., February 15, for the purpose of appearing before the appropriation committee of Congress, in connection with the hearings on the \$8,000,000 appropriation for the work of the Alaskan Engineering Commission during the fiscal year beginning July 1, 1920. It was expected that Col. Mears and Mr. Mason would be detained in Washington for an indefinite period, but a recent message advises that they have made reservations on the Alameda, scheduled to sail from Seattle, March 18.

### EXAMINER OF ACCOUNTS RETURNS TO HEAD-QUARTERS.

B. H. Barndollar, examiner of accounts for the Alaskan Engineering Commission, after an absence of three months on business for the Commission, resumed his duties at Anchorage headquarters last Saturday. On this business trip as far north as Fairbanks. Mr. Barndollar was in conference with F. D. Browne, engineer in charge of the Northern Division, in regard to matters affecting the Accounting Division. A brief interview with Mr. Barndollar today as to his observation of conditions in general along the line of his trip disclosed the following:

Two mines are producing coal in the Nenana field. Both are situated in the lignite fields about fifty miles south of Nenana. The total output is in the neighborhood of 150 tons per day. One mine is adjacent to the railroad line, while the other is about one and one-half miles distant up Lignite Creek. The Lignite Creek mine is operating in a vein 30 feet thick. The coal is hauled to the railroad in two-horse sleds which carry three tons to the load and make from six to nine trips per day. At one point the vein is on a level with the creek and the sleds are driven into the mine and loaded there. There are a number of other large veins on Lignite Creek, and many others at Healy Creek and elsewhere in the field. The quality of coal supplied has greatly improved since the first operations in that field. A large vein of coal was recently discovered within a few hundred feet of the present end of steel and an application for lease of the tract containing this vein is pending.

Although the Alaskan Engineering Commission has been using nearly the entire output of the two mines, the use of coal by private consumers is growing, and coal is now the principal fuel used in Nenana. On the other side of the river, however, the locomotives are still burning wood, and there has been practically no sale of coal in Fairbanks or that neighborhood. Some sample lots, however, have been distributed in Fairbanks by the coal companies and it is doubtless only a question of time until coal is used almost exclusively. A ton of lignite coal is about equal to a cord of wood in fuel value, and at present costs about the same at Fairbanks, but it is more economical to handle. One reason for continuing the use of wood is that the supplies of wood are contracted a considerable time ahead, and the quality of coal furnished at first was not up to the present standard. However, the cost of wood is constantly rising, while a material reduction in the price of coal is to be expected in the near future when the business is further developed. It is apparent from the great quantity of coal which is in sight and the ease with which it can be mined that the price of coal will eventually be low. The two concerns now mining coal are very capable and there is no question that their operations will be carried on energetically and effectually, both in mining the coal and developing the market.

### Satisfactory Train Service Between North Nenana and Fairbanks.

The railroad between North Nenana and Fairbanks is giving very good service, operating two passenger trains a week, which are well patronized. The line extending southward from Nenana is also doing a fair passenger and freight business. Shortly after the connection between North Nenana and Fairbanks was completed a large number of men in that Division were laid off and many of them

started for the coast or the States to look for other employment. This caused a great deal of uneasiness in the town of Nenana since many of those who were leaving had been in the country for many years and it was felt that their departure marked a backward step in the life of the community. A propaganda for a higher scale of wages was pushed by the Nenana Commercial Club on the theory that the men were leaving because the wages were not high enough. However, many of the men who left have, it is understood, obtained jobs in the Southern Division, and some of those who went to the States are returning and are spreading the news that conditions in Alaska are better than in the States. It is reasonable to suppose that the tide is turning as there is a marked increase of work along the railroad line in the Northern Division, and nearly all who have employment appear to be contented. Some lines of business have possibly been over done somewhat in that section, but aside from this there is good reason to hope that prosperous conditions will obtain, so far as Nenana is concerned, for some time to come.

### Permanent Settlement Expected at Healy.

There is no snow on the track or right of way south of Nenana. Freight is being hauled by wagons over the bare ground for the first six miles southward from the end of steel. The freight is then transferred to sleds, which travel on the river ice for a distance of eight miles further. Considerable quantities of construction material and supplies are being stored by the Commission at various points along the line which is to be under construction the coming season. Practically all the work in the Nenana River Canyon has been let, and the contractors have already made substantial progress. All the work south of the end of steel is under the immediate supervision of Dan Leech, who is pushing the work energetically and getting results. A large and complete camp has been completed at Healy, the present end of steel. It is expected that a permanent settlement will exist at this point which is at the center of the present and prospective coal operations.

### MOTION PICTURE PROJECTOR TO BE INSTALLED IN ANCHORAGE SCHOOL.

Anchorage has the honor in being the first school in Alaska to be equipped with a motion picture machine. It is a modern projector, purchased through the efforts of the Parent-Teachers' Association of Anchorage, and will be presented by that Association to the Anchorage school.

When the subject of purchasing and installing a motion picture machine in the school building was first suggested at a meeting of the Parent-Teachers' Association, keen and active interest began shortly afterward, and financial support from various sources was not lacking. The Anchorage Woman's Club was the first to come forward with a contribution. Needless to say that the students are overflowing with enthusiasm, and selected excellent talent from their midst which presented a very creditable entertainment in the school house auditorium Feb. 27, for the purpose of raising funds to assist in defraying the expense of purchasing and installing the machine, which has already been shipped and is now en route to Anchorage.

Fred C. Knowlton, former chief timekeeper of the old Seward Division of the Alaskan Engineering Commission, has reported for duty in the disbursing office of the Southern Division as assistant chief timekeeper.



## WEEKLY FORCE REPORT.

Mile	Item of work	D	I	V	I	S	I	O	N		
		Purchas- ing	Sup- ply	Ac- count- ing.	Maint.& Op.	Southern Const'e-Admin- stration	Northern Maint.& Op. Const'e-Admin- stration	Ttl			
345	Telephone .....							8	8		
347	Trail crew .....							14	14		
350	Engineers .....							10	10		
	Contractors .....							18	18		
356	Engineers, camp operation .....							18	18		
	Contractors .....							119	119		
358	Engineers, carpenters, camp oper't'n .....							66	66		
358-411	Section men .....							19	19		
362	Contractors, coal .....							13	13		
363	Contractors, coal .....							25	25		
411	Nenana headquarters .....			4				5	7		
	Store, warehouse and yard .....		22					7	8		
	Shops, roundhouse and train crew....							18	20		
	Sawmill .....							17			
	Hospital .....							6	6		
	Townsite .....							1	1		
	Janitors and watchmen .....							9			
	Power plant, linemen and operators..							11			
	Mess .....							7			
	Corral .....		2					6			
	Contractors .....							12			
412	Terminal .....							6			
412-460	Section men, pumpmen .....							19			
	Contractors .....							30			
429	Sawmill .....							11			
	Tanana Valley R. R.:										
	General .....			1							
	Operation and maintenance .....							19	1		
	Rehabilitation .....							48	2		
	Totals .....	19	144	29	574	570	12	114	485	7	1954
	Increase or decrease (-) compared with last week .....	5	1	0	-3	7	0	-12	28	1	27

## RECAPITULATION

Division	Pay Roll	Contractors	Total
Purchasing .....	19		19
Supply .....	144		144
Accounting .....	29		29
Southern .....	1049	107	1156
Northern .....	374	232	606
Totals .....	1615	339	1954

## GOVERNOR OF ALASKA ADVOCATES OPENING PULP INDUSTRY.

"Alaska desires to throw open her millions of acres of National Forests so that the billions of feet of paper wood of the northland can assist in relieving the pulp and news print famine," Governor Thomas Riggs, jr., declared in an address delivered at Seattle, Wash., recently.

Governor Riggs made a stop-over in Seattle, on his way to Washington, D. C., where he expected to help press pending legislation intended to remove restrictions and allow pulp manufacturers to go into the Tongass and Chugach reservations, the northern Territory's two great reserves.

"Pulp and paper men are anxious to go to Alaska and establish mills as great as those operated in British Columbia, not far south of the Alaska boundary line," the

Governor asserted. "Under the present laws the pulp makers cannot enter the reservations with any certainty that they will be permitted to remain. Alaska's great forests stretch over approximately 34,000 square miles, an area nearly equal in size to the state of Indiana, according to estimates made by government officials." The Governor further pointed out that, "Several hundred feet of good pulp wood, including western yellow pine, hemlock, Sitka spruce, white fir and lodge pole pine, are on the forest reserves alone. The Tongass reserve, in southeastern Alaska, is especially adapted to the manufacture of pulp and paper, forestry officials have reported. There is plenty of water power, ocean harbors open the year round, timber skirting the water and weather similar to that of Puget Sound."

The Governor intends to ask Washington to restore the reserves to the national domain or to open them to the pulp industry.

### ACTIVITIES OF THE BUREAU OF EDUCATION.

In transmitting his report to the Secretary of the Interior for the fiscal year ended June 30, 1919, P. P. Claxton, Commissioner of Education, refers to the Alaska Division as follows:

"During the year the field force of the Bureau of Education in Alaska consisted of three superintendents, three acting superintendents, 121 teachers, eight physicians, and 11 nurses. Sixty-eight schools were maintained, with an enrollment of 3700.

"In October, 1918, following the line of steamship transportation from Seattle, influenza broke out in the coast towns of Alaska and rapidly spread to the interior settlements. Furnishing relief to the native races of Alaska is a duty of the Bureau of Education, but in the great emergency created by the epidemic, the Bureau of Education could not, by itself, effectively cope with the situation. Gov. Riggs, therefore, as executive head of the Territory, accepted the responsibility of directing the fight against the disease, and took immediate, energetic and effective action to check its ravages among the native races of Alaska, as well as among the white people.

"The Surgeon General of the Public Health Service authorized Gov. Riggs to employ physicians and nurses and to purchase medicines. As a sufficient number of doctors and nurses could not be had in Alaska, 19 physicians and three nurses were secured in the State of Washington and sent to southern Alaska on the naval collier Brutus. All of the Bureau of Education's physicians, nurses, superintendents, and teachers were placed at the governor's disposal and rendered zealous service in fighting the epidemic in the native villages. White people throughout the territory co-operated heartily. The assistance of the Red Cross was also secured.

"Up to January 31, 1919, the epidemic had resulted in the death of more than 1600 natives. At least 150 orphans were cared for and fed. About 90 per cent of the fatalities and of the indigency was among the native population.

"The epidemic was especially severe in the Nome and St. Michael regions, where it resulted in the death of at least 850 natives, more than 150 children being left orphans. It will, however, be possible to find homes for these orphans among the Eskimos in the villages on the coast north of Bering Strait.

"Among the victims of the epidemic were Mr. Walter C. Shields, who for many years had been superintendent of the work of the Bureau of Education in the northwestern district; Dr. Frank W. Lamb, physician in charge of the Bureau of Education's hospital at Akiak; and Mrs. Harriet T. Hansome, assistant teacher at Hydaburg.

"In May influenza made its appearance among the Eskimos in the Bristol Bay region and among the Aleuts at Unalaska. As in the previous epidemic, vigorous measures were taken to combat the disease. The Navy Department sent the Unalga, the Bear, the Vicksburg, and the Marblehead with physicians and nurses to the stricken districts. In the village of Unalaska the epidemic caused 45 deaths and in the Bristol Bay region 440 deaths.

"An orphanage is being erected at Kanakanak, in which the bureau will care for about 150 destitute children who were made orphans by the epidemic.

"In 1911 the bureau entered upon the policy of encouraging the establishment in native villages of cooperative enterprises financed by native capital and conducted by the natives themselves, under the supervision of the teacher of the local United States public school. Such enter-

prises are now in successful operation in nine villages in widely separated regions. Each enterprise is bringing prosperity to the village in which it is located.

"Conspicuous among these undertakings is the Metlakatla Commercial Co., on Annette Island, in southeastern Alaska, which was organized in 1916 with a capital of \$2295, and 30 shareholders. The auditing of the affairs of the company in January, 1919, showed a capital of \$21,140 at that date, and a net profit of \$13,721. The number of stockholders had increased to 156. The returns to the natives of Metlakatla from the Annette Island Packing Co., having fish-trapping privileges within the reserved waters adjacent to Annette Island and permission to erect and operate a cannery on Annette Island, amounted during the season of 1918 to \$70,252.55 for fish royalties, trap fees, labor, and lumber purchased from the local sawmill.

"The successful operation of the lease granted to the Annette Island Packing Co. at Metlakatla led to the adoption of similar policy at Tyonek, in southwestern Alaska. For several years canneries and packing companies have provided the natives of Tyonek with fishing equipment and have purchased the fish caught. Under this arrangement the Tyonek natives never realized more than \$4000 in a season. Under a lease entered into during January, 1919, with a Seattle capitalist granting him the privilege of operating a saltery and fish trap within the Tyonek reservation, the annual income to the Tyonek natives from royalties and wages paid will be about \$10,000.

"Congress appropriated \$75,000 for the support of the medical work of the bureau among the natives of Alaska during the fiscal year 1918-19. Eight physicians and 11 nurses were employed; hospitals were maintained by the bureau at Juneau, Nulato, Kanakanak, Akiak, and Kotzebue; the hospital at Haines was operated in cooperation with the Woman's Board of Home Missions of the Presbyterian Church. Materials for use in erecting a hospital building at Noorvik, in Arctic Alaska, were shipped from Seattle in June, 1919. As heretofore, all teachers in settlements remote from a hospital, physician, or nurse were supplied with medicines for use in relieving less serious illness.

"The policy of receiving native girls for theoretical and practical training as nurses, inaugurated in 1918, has been successfully pursued at the hospital in Juneau.

"Reports from the reindeer stations for the past year have not yet been received. Assuming that there has been the usual net increase of 20 per cent in the number of reindeer during the year, there should be approximately 145,000 reindeer in the herds in Alaska, June 30, 1919.

"The magnitude and value of the reindeer enterprise have rendered necessary the employment of an expert in animal industry, who has proceeded to northwestern Alaska, where he will carefully study the prevention and treatment of diseases among the reindeer, as well as scientific breeding, herding, butchering and marketing.

"On account of the vast extent of the Territory of Alaska, with its villages scattered at intervals along the thousands of miles of coast line and on its great rivers, the taking of the census of Alaska is an undertaking of great difficulty."

### BASE CAMP OFFICIALLY NAMED.

The base camp at the present end of steel, opposite the mouth of Healy Creek, formerly known as Camp 360, or Camp 358, will hereafter be officially known as HEALY.

### EDUCATION AND RECREATION IN THE ARMY

By MAJOR GENERAL WILLIAM G. HAAN,

That education and recreation as applied to the new Army has passed the experimental stage and is now a vital factor in the training of the soldier was shown at a convention of Army educational officers, held at Camp Zachary Taylor, near Louisville, Kentucky, on December 9, 10 and 11.

Early in the year, the War Department, actuated by a deep sense of responsibility felt toward the millions of men brought into the service during the war, as well as by the astounding facts as to illiteracy and physical condition of the young men of the country as shown by draft statistics, and the excellent work done by the Commission on Education and Special Training, had conceived an army built up on a new plan. It was proposed to make the Army not only a military force to be trained and ready in time of national emergency, but a great educational institution where young men of the best mental, moral and physical conditions, and with the highest ideals of patriotic citizenship would be produced.

This plan was realized, in a measure, when the Congress appropriated the sum of \$2,000,000 to be devoted to this purpose during the fiscal year 1920. Accordingly, in September of this year instructions went forward to the commanding generals of all divisional camps and of territorial departments, who at once appointed on their staffs, officers known as Education and Recreation Officers to assume direct charge of the work. Each officer has associated with him at least one civilian expert in educational affairs, who furnishes assistance and advice in establishing schools and manual training classes.

#### Army Assumes Responsibility for Each Day.

But it remained for the Camp Taylor Convention, called by the Secretary of War in order that the work in general might be coordinated and rough places smoothed out, to show that the Army is now in reality a great training school where the mothers of our young Americans will be glad to see their boys go. This idea of the Army as a vast university in khaki is admittedly hard to conceive, but nevertheless the thing has been accomplished right before our eyes.

(Continued in next issue)

### STEAMSHIP SUNK BY SUBMARINES TO EXTINGUISH FIRE IN CARGO.

The most spectacular and costly marine accident which has occurred at the Canal since it has been in operation, resulted from an explosion in the No. 3 hold of the American steamship Marne on the afternoon of January 24, while she was reloading part of her cargo at pier 11, Cristobal. The explosion was immediately followed by fire. On her way to the Canal the Marne had experienced trouble with her telegraph and on arrival made application to discharge part of her cargo at one of the terminal piers in order that the trouble might be located and remedied. She carried 8000 tons of general cargo, bound from New York to Melbourne. In the cargo was 160,000 cases gasoline and benzine and in her tanks about 1700 tons of fuel oil. The fire of this inflammable material being beyond the control of the terminal fire engines and fire tugs, the ship was towed away from the pier and sunk in shallow water. The great heat made it impossible to sink the vessel by opening cocks below the water line and she was sunk by shots from two of the Navy submarines. Fifty-four shots

were fired from 3-inch guns. Armor-piercing shells were used first, fired into the vessel amidships. The holes they made were not large enough to admit water rapidly, and about six shrapnel shells were fired into the stern which pierced the hull and the Marne settled and sank in about forty feet of water, inside the breakwater, about a mile from the outer end. After sinking, her decks were awash and the oil floating on the top continued to burn, protected against the action of the monitors on the fire tugs by the ship's superstructure. Cases of gasoline and benzine on fire floated away from the ship and spread out over the harbor for a distance of half a mile. At night, these were a lurid and unusual sight. The fire continues, but is gradually exhausting itself and is causing no danger to other property.

The Marne is a vessel of 6869 gross and 4885 net tons, 395.5 feet in length by 55 feet beam, with a depth of 31.4 feet, and was built in 1919 for the United States Shipping Board by the Federal Ship Building Company at Kearny, New Jersey. She was in the service of the New York and Australia Line. Investigation is being made of the extent of damage and the probabilities of salvage.—The Panama Canal Record.

### FEBRUARY WEATHER AT ANCHORAGE.

Date	Temperature			Precipitation		Wind	Day
	Max	Min	Range	Rain	Snow		
Feb. 1.....	11	-22	33	....	....	N	P.Cldy.
Feb. 2.....	20	10	10	....	....	N	P.Cldy.
Feb. 3.....	25	17	8	....	....	N	P.Cldy.
Feb. 4.....	31	21	10	....	....	N	Cldy.
Feb. 5.....	33	25	8	0.5	2.3	N	Cldy.
Feb. 6.....	31	20	11	0.4	2.0	S	P.Cldy.
Feb. 7.....	30	11	9	....	....	NW	Cldy.
Feb. 8.....	50	18	32	0.5	2.5	S	Cldy.
Feb. 9.....	29	12	17	0.1	0.5	N	Cldy.
Feb. 10.....	24	4	20	0.5	3.0	E	Cldy.
Feb. 11.....	37	11	26	0.5	2.0	NE	P.Cldy.
Feb. 12.....	23	12	11	0.6	3.0	N	Cldy.
Feb. 13.....	34	18	16	0.9	5.0	N	P.Cldy.
Feb. 14.....	54	29	23	....	....	E	P.Cldy.
Feb. 15.....	55	33	22	0.2	....	SE	P.Cldy.
Feb. 16.....	51	33	18	0.5	....	SE	P.Cldy.
Feb. 17.....	44	32	12	0.17	....	E	P.Cldy.
Feb. 18.....	46	26	20	0.2	....	N	Clear
Feb. 19.....	29	15	14	....	....	N	P.Cldy.
Feb. 20.....	37	28	9	0.19	....	N	P.Cldy.
Feb. 21.....	43	31	12	....	....	N	P.Cldy.
Feb. 22.....	42	21	21	....	....	W	P.Cldy.
Feb. 23.....	49	31	18	....	....	NW	P.Cldy.
Feb. 24.....	51	32	19	....	....	S	P.Cldy.
Feb. 25.....	45	34	19	....	....	W	P.Cldy.
Feb. 26.....	45	25	20	....	....	NE	P.Cldy.
Feb. 27.....	37	23	14	....	....	N	P.Cldy.
Feb. 28.....	48	11	37	....	....	SE	P.Cldy.
Feb. 29.....	49	32	15	0.02	1.0	N	Clear

SUMMARY—Temperature: Mean maximum, 39.97; mean minimum, 20.45; mean, 29.21; maximum, 55, Feb. 15; minimum, -22, Feb. 1; greatest daily range, 37. Precipitation: Total, 5.28 inches; greatest in 24 hours, 0.9, Feb. 13. Snow: Total snowfall, 21.3 inches; on ground 15th, 15 inches; at end of month, 6 inches. Number of days with .01 inch or more precipitation, 14; clear, 2; partly cloudy, 20; cloudy, 7.

### Division Notes.

Rochen & Co., station contractors at Mile 242, are making rapid progress on their grading contract.

Painting of floors in the Seward office building of the Alaskan Engineering Commission, is reported 95 per cent complete.

A temporary bridge now in course of construction for transporting supplies across Indian River, is 90 per cent complete.

Mike Price & Co., began work on their grading contract between stations 11753 and 11820, and at present are at work building a camp.

No piling were driven by Bridge and Building gang No. 1, during the week, but bridge No. 194 containing eight bents was decked complete.

At Camp 269, work of constructing a canvas barn 30 by 60 feet is practically complete, and excavation for clearing for a powder house is 50 per cent complete.

The saw mill at Indian River sawed 22,231 feet board measure in two days early in the week of February 28, and during the remainder of the same week, was engaged in logging.

Brenner & Co., who are driving coyote holes at Mile 244, showed a total of 151 lineal feet of coyote holes driven at the end of week February 28. Seventy-one feet were driven during the same period.

At Anchorage, work commenced on the construction of twenty demountable outfit car bodies. At the same point, work of repairing stoves, repairing and remodeling outfit cars preparatory to spring work, was continued.

Work began on the installation of a shower bath, sink and range boiler in the old office building at Matanuska, now occupied by a detachment of the 21st. Infantry, as authorized by A. F. E. No. 192. At the end of the week this work was reported 60 per cent complete.

Alaskan Engineering Commission forces working on the under grade crossing at Mile 50.7, moved 175 cubic

yards of solid rock during the week ended February 28. Commission forces also raised 5 segment bents in the south portal of tunnel No. 6, during the same period.

The mess house formerly operated by the Alaskan Engineering Commission at Mile 40 is discontinued. A buffet car service has been inaugurated and attached to the regular train between Anchorage and Seward, supplying the need of the mess house heretofore, at Mile 40.

Eight hundred and thirty-five short tons of coal were mined at the Eska and Chickaloon mines during the week ended February 28, according to the report of the mining department. Of the coal mined, 827 short tons were produced at the Eska and eight short tons at the Chickaloon mine. Eighty-seven employees were reported on the Eska mine payroll and 34 on the Chickaloon mine payroll. The work at the Eska mine consisted in the continued driving of the Shaw West tunnel and at the Chickaloon mine of the continued driving of the Second East tunnel.

### FAST FREIGHT RECORD.

Records in the transportation department of the Alaskan Engineering Commission show that the freight train which departed from Seward, 10 a. m., March 2, and arrived at Anchorage 6.30 p. m., same date, covered the distance of 114 miles in fastest time ever made by a freight train operated by the Alaska Government Railroad, between the two points mentioned. This train consisted of two carloads of merchandise, one carload of machinery, one carload of steel, four carloads of car parts, three empty coal cars and one caboose. The train was in charge of Conductor Arthur Sessions and Engineer Charles Matheson.

### DISBURSEMENTS IN THE SOUTHERN DIVISION.\*

The disbursements of the office in the Southern Division during the period February 22 to February 28, were \$25,683.59. The payment of salaries and wages amounted to \$23,605.07; for purchase orders, \$1712.62; special deposit account, \$35.00, and other expenses, \$330.90.

### CLIMATOLOGICAL DATA, JANUARY, 1920.

STATIONS	Mile on Railroad	Approximate Elevation, feet	Temperature in Degrees, Fahr.					Precipitation Inches			Number of Days			Prevailing Direction of Wind.				
			Mean Maximum	Mean Minimum	Mean	Highest	Date	Lowest	Date	Greatest Daily Range	Total	Greatest in 24 Hours	Total Snowfall, Inches		Clear	Partly Cloudy	Cloudy	
SEWARD																		
E. L. Sweek, Obs.	0	20	37	27	32	40	26	12	1	39	4.65	2.0	22	2	3	24	S	
ANCHORAGE																		
D. D. Vint, Obs.	115	40	37.97	20.45	29.21	55	15	-22	1	37	5.28	0.9	21.3	2	20	7	N	
MATANUSKA																		
F. E. Rader, Obs.	151	200	35.4	19.4	27.4	49	24	-22	1	27	1.76	.60	14	1	3	25	SE	
CHICKALOON																		
J. E. Manning, Obs.	188	910	32.3	16.7	24.5	47	14	-20	1	27	.....	.....	31	6	23	.....	S	
TALKEETNA																		
J. F. Major, Obs.	227	366	32.13	18.62	25.37	45	25	-27	1	54	.....	.....	83.5	2	7	20	NW	
INDIAN RIVER																		
A. F. Stowe, Obs.	266	735	28.34	15.55	21.94	34	15	-36	1	45	10.99	1.26	96.02	1	4	24	NE	

# ALASKA RAILROAD RECORD



VOL. IV. ANCHORAGE, ALASKA, TUESDAY, MARCH 16, 1920.

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.

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

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

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

### ASSISTANT CHIEF ENGINEER SUBMITS REPORT EMBRACING ACTIVITIES DURING FEBRUARY.

Wm. Gerig, assistant chief engineer in the Southern Division of the Alaska Government Railroad, submits his report embracing activities during the month of February as follows:

There was a shortage of labor throughout the month. Advertisements were inserted each day in the Anchorage and Seward newspapers specifying the kind and number of men wanted for jobs on this work. The scarcity of common labor was most apparent, as from 15 to 20 men have been in demand daily during the entire month. It has also been quite hard to fill the positions vacant as chainman.

The average force employed on the Southern Division during the month of February was 1211 force account employees and 97 contractors.

#### Operation.

The Seward Division of the Alaska Railroad was successfully operated during the month between Anchorage and Seward, with the exception of the period February 6 to February 14, when, on account of heavy snowfall, ice on the tracks and some snow slides, it was considerably interrupted. Ice on the rails was from one to two inches thick for miles at a stretch between Spencer and Glacier. Pick and shovel crews were sent out to clear the right-of-way, also the rotary, spreader and ditcher were used in clearing the ice and snow. With this exception the schedule of two mixed trains per week in each direction was maintained throughout the month, supplemented by such ad-

ditional freight extras as were necessary to fill the requirements.

After the middle of the month, due to warm and settled weather, the ice along the right-of-way melted down considerably, making a good clear track and facilitating the operation of trains. On February 28 a record run was made by passenger train from Seward to Anchorage, 7 hours and 15 minutes being the total time consumed.

Operation from Anchorage to Talkeetna was continued during the month on a regular schedule of two trains per week each way, supplemented by additional work extras hauling material and supplies north to the end of steel at Mile 236. The schedule to Talkeetna was maintained, although there had been an unprecedented snow-fall in that vicinity. There was, however, a delay of ten days in operation between Talkeetna and the end of steel at Mile 236.

The regular schedule of two trains per week each way between Anchorage and Chickaloon was also maintained.

#### Maintenance and Construction.

Construction work was continued throughout the month in the vicinity of the Second Summit district, Miles 47 to 56, although the forces were considerably reduced on account of unfavorable weather conditions. Divyak & Co., station contractors at Mile 47½, continued work during the entire month. Janovich & Co., station contractors at Mile 47½, finished their work.

Work was begun on the enlargement of tunnel No. 1 by C. O. Nelson & Co., and by the end of the month the contractors had cleared the tunnel of ice for a distance of about 300 feet.

Steam shovel No. 1 at Mile 56 was shut down on February 7 on account of unfavorable weather conditions. This shovel was used in filling the long trestle in Mile 54½ and had completed the work to such an extent that heavy equipment could be put over this trestle. Considerable additional material will be required to bring the fill up to grade and to widen to proper dimensions.

Work of timbering tunnel No. 6 was commenced during the month, and five segment bents in this tunnel were raised.

The work under way at the several places in the Loop district, near Mile 50, was continued with a reduction of forces.

Excavation for abutments of bridge No. 78 was completed. Concrete was poured complete for the south abutment. Excavation also was completed for bents Nos. 8, 9, 10, 15, 18 and 20. Bent No. 19 is 90 per cent complete and bent No. 20 is 10 per cent complete. Concrete was placed

BUY WAR SAVING STAMPS. PRICE THIS MONTH \$4.14.

for bent No. 15. The work on this bridge was shut down on February 12 on account of unfavorable weather conditions.

The work on the temporary trestle at Mile 50.4 was also shut down on February 7. Bents Nos. 1 to 23 were framed and erected and sway-braced to an extent of 50 per cent. Bents 24 to 28 are entirely completed. Longitudinal struts were placed from bents Nos. 1 to 23.

Work on bridge No. 79 continued until the twelfth of the month, when it was shut down on account of unfavorable weather conditions. The forms for pier No. 10 have been placed, and those for abutment pier No. 13 are 95 per cent completed. Excavation for pier No. 10 is completed. Excavation for both abutment piers is completed. Excavation for bents Nos. 5 to 8 is 50 per cent complete, and for bents 11 to 19 is practically complete. Excavation for bent No. 9 is complete.

The Alaskan Engineering Commission forces engaged on excavation work on the under grade crossing at Mile 50.7 moved 300 cubic yards of rock during the month.

No construction work of any importance was undertaken between Mile 52 and Mile 239, north of Talkeetna. In Mile 239 steam shovel No. 2 cast over 6086 yards of frozen material during the month. This shovel was advanced from station 10607 plus 66 to station 10620 plus 50, a distance of 1284 feet. Track, however, was laid to station 10664 plus 34, a distance of 5544 feet.

Construction work was continued during the month north of Mile 239. Rocha & Co., grading contractors at Mile 242, handled about 1350 yards of frozen material during the month. Brenner & Co., driving coyote holes at Mile 244, drove 151 feet of holes during the month, this being good progress.

The contractors on the work through Indian River Canyon have practically established their camps, but have made very little progress in construction work, due to the excessive snowfall.

Kenoff & Co., and Jurovich & Co. commenced work on channel changes of the Indian River.

The erection of bridges between Mile 240 and Indian River crossing of the Susitna River was continued during the month. The bridge gang in this vicinity drove 53 piling in bridges Nos. 191, 192, 193 and 194, and also completed the decking of bridges Nos. 189, 190, 191, 192, 193 and 194.

At the Susitna River crossing two test holes, for determining the soil, on the south side, were put down about 80 feet. A shaft on the north side was put down about 15 feet.

Freighting of supplies north from the end of steel was very much handicapped by weather conditions; excessive snow fall and soft weather during the large part of the month necessitated much time being spent by the force to keep the road open. Snow fell during twenty days of the month, a total of 16 feet having fallen during the winter. At Miles 236 the snow is 6 feet deep on the level; at Deadhorse 7 feet; at Mile 266, 8 feet, and at Hurricane Gulch, Mile 284, it is 9 feet deep on the level. However, toward the end of the month it ceased snowing and the weather turned cold, so that freighting operations were begun. Three hundred and forty-nine and one-half tons of freight were moved a distance of 4914 ton miles.

Work of camp construction continued during the month and the camp at Mile 269 is practically complete. It has a mess tent with a seating capacity of 75 men; three bunk houses, two engineers' quarters, one mess house, 20

by 50 feet; one warehouse, 20 by 50 feet, and one canvas barn 34 by 60 feet.

#### Mechanical Department.

Necessary routine repairs were made to locomotives, cars, and other machinery during the month. The force at the Seward shops was cut down to 10 men on February 16. The force of 28 men, stationed at Seward prior to February 16, were employed on making repairs to such equipment on the Seward end which could not be brought to Anchorage until the trestle at Mile 54 was filled. The force there now is such as is carried at a divisional roundhouse and is there for the purpose of taking care of equipment that is hosted at that place, and for such other temporary repairs as are necessary in order to get equipment out on schedule time.

Rotary No. 2, which had been in the shops for repairs, was again put in commission and was used for removing snow from track north of Anchorage.

#### Telegraph and Telephone Department.

The usual maintenance and operation continued during the month. Pioneer line construction was continued, although progress was slow on account of the heavy snowfall and poor trail conditions. Only about ten miles of line was hung, the farthest point reached being Mile 312. However, as the weather conditions were more favorable during the last few days of the month, it is thought that the pioneer line will be connected through to the north end by the end of March.

Three telegraph offices were established and made ready for regular business during the month. Their names are Tunnel, Girdwood and Deadhorse Hill.

### EDUCATION AND RECREATION IN THE ARMY

By MAJOR GENERAL WILLIAM G. HAAN,

(Continued from issue of March 9.)

No longer is the Army merely concerned with the making of a recruit into an efficient fighting man, by giving him the prescribed system of military training only for a few hours of the day and leaving him almost entirely to his own resources for the remainder of the day. It now assumes responsibility for the entire 24 hours of his day, and sees that every portion is gainfully spent in useful study or helpful recreation. In the soldier's life, education and recreation now have equal places with military training, and are definitely scheduled in the programs of daily work.

#### Object of Training to Guide Right Thinking.

All training, whether purely military or educational, has as its main object the development of the soldier's mind to make him a responsible thinking human being. Every soldier, however poorly he may be educated, or however limited his experience, has still a thinking mind, and that mind is active practically all the time. Such a man is perhaps incapable at the moment of looking at affairs in a broad sense, but the object of all training must be to guide that mind in the direction of right thinking. In order to accomplish this the instructor himself must be able to estimate about what are the channels of thought in the mind of the men being trained, in order that he may so conduct his own part of the work as to gain the confidence of the men he is instructing or leading.

#### Placing Responsibility Stimulates Pride.

In developing the soldier's mind, the most rapid progress is made by placing upon the man, as early as practicable, as much responsibility as he can stand. This

placing of responsibility on the man stimulates his pride, raises his self-respect, and urges him to better effort. This is applicable in all kinds of training. It is character building, frequently called moral training, and the most effective means of stimulating self-development.

Every soldier, down to and including the last recruit, will sooner or later become a leader in a smaller or greater sense. In battle, as battles are now necessarily conducted, direct responsibility very frequently goes out of the hands of the officers, and small groups of men must accomplish objectives by themselves; hence leadership must be assumed by some or all of those men. Any one of them may be placed in a position where he must act independently and make his own decision on his own responsibility, which requires thinking and acting on his own judgment. It requires leadership. And it is to develop these latent qualities of leadership that this educational program has been inaugurated.

New recruits are inclined to look on their officers from the very beginning with respect and as thoroughly conversant with their duties.

#### Leaders Must Act Justly to Maintain Confidence.

It is very important that this natural impression should be maintained and improved, but this cannot be done unless the leaders are in the habit of thinking correctly and justly in all matters, and acting accordingly. This is necessary to gain and maintain the confidence and respect of the men. When it has been fully accomplished, then most of the small difficulties disappear. There will be a high state of morale in the command, and whenever we find a high state of morale we always find a high state of discipline, instruction and consequent usefulness.

Officers of our future armies will be required not only to be thoroughly trained in a professional sense but must also have that human quality which comes only through a real interest felt for the welfare of the men under their command. They must not only be military instructors to the men, but also their leaders in all sports and recreation. Experience of the larger colleges and universities has shown that a certain amount of sport and recreation is a necessary part of the student's life, and as the Army is now a great university in every sense of the word, and each man composing it a student, recreational activity will be a part of its training. Here the Army chaplain enters as an important factor in the handling by military means alone of all the camp activities formerly furnished by the Y. M. C. A., Knights of Columbus, etc., and the Americanization of aliens in the Army.

Under the system of education now in force it is possible for men to receive instruction so as to fit them to be carpenters, blacksmiths, pharmacists, dental assistants, engine workers, mechanics, draftsmen, stenographers, truck gardeners, motor drivers, repair men, telegraphers, radio and telephone operators, etc. Such educational subjects as English, geography, mathematics, United States history and modern languages are also taught. Of course, at the present stage of the game it is not possible to give instruction in all subjects at any one camp or post, but so far as practicable, the desires of the enlisted man as to the courses to be taken by him will be met.

#### Certificate Issued When Course is Completed.

A certificate will be given by the local commanding officer or school officer to each man who successfully completes a course, indicating that he has satisfactorily completed the course studied. A standard War Department certificate will later be adopted, and the possession of

such a certificate by a soldier who has been discharged with a character of "Excellent" will be sufficient recommendation to a civilian employer as to the qualifications of the discharged soldier for employment.

On the other hand, it is highly important that the men themselves take the thing seriously and realize that the Government is concerned not only in making trained soldiers of them, but also making of them self-supporting and self-respecting members of the communities to which they will return on discharge.

This work is unique in the history of the Government, and highly important in showing the trend of the Army in facing the new problems developed by the World War. It will result in making the Army in time of peace a more valuable factor in the life of the nation by producing men of best possible type, having a good general education, possessing a useful trade, but, above all, thoroughly trained in moral character and the duties and responsibilities of good citizenship.

#### INSTRUCTIONS CONCERNING REPORTING FIRE IN TERMINAL YARD.

P. A. Hansen, engineer of maintenance and construction, issues instructions as to the manner in which a fire should be reported to the fire station and power house, to be understood and effective. The instructions follow:

"After informing fire station of fire, retain receiver. As soon as fireman receives notification, he will throw switch which will connect you with power house and when the power house answers, inform them. It is imperative that the above directions be followed, as this will be the only means of the power house ascertaining the location of fire so that they can give the correct whistle alarm."

Fire whistles designating location of fire follow:

Location	Signal	Indicating
Machine shop	2 blasts, pause, 1 blast	No. 21
Lumber shed, Mtl. Yd.	2 blasts, pause, 2 blasts	No. 22
Proc. Grey. whse.	2 blasts, pause, 3 blasts	No. 23
Bank Hse 4 & 5, Corral	2 blasts, pause, 4 blasts	No. 24
Mess, YMCA, Gen. Store	3 blasts, pause, 1 blast	No. 31
Marine Ways, Dock	3 blasts, pause, 2 blasts	No. 32
Government Hill	3 blasts, pause, 3 blasts	No. 33
Depot & Frt. House	3 blasts, pause, 4 blasts	No. 34
Hospital	4 blasts, pause, 1 blast	No. 41

A general alarm, for a serious fire, and when desired that all employees respond, will be designated by four long blasts of the whistle, followed by whistles showing location as indicated above.

Five long blasts of whistle will indicate that fire has been put out.

#### J. A. MOORE FORMER MANAGER ANCHORAGE TOWNSITE LEAVES LAND DEPARTMENT.

J. A. Moore, first manager of the Anchorage townsite, and for a long period in the service of the United States land department of the Government, has resigned, to engage in private business. Several offers of a private business nature have been considered by Mr. Moore, and he has decided to accept the one which appealed to him most favorably. Mr. Moore will be remembered by many residents of Anchorage and Juneau in connection with the land department.

## WEEKLY FORCE REPORT.

The number of employees of the Alaskan Engineering Commission as shown on the payrolls for the week ended\*  
March 6, 1920, was as follows:

Mile	Item of work	D	I	V	I	S	I	O	N	T'U
	Seattle office and Pur. Agent's Rps.	10		5						24
1	Stores		24							24
	Deck		11							11
	Mess		6							6
	Maintenance of equipment				9					9
	Hospital					2				2
	B. & B. No. 6, work on Seward deck					10				10
	Accounting office			2						2
3	Extra gang 1, clearing sawmill site					8				8
	Contractors, logs and lumber					19				19
20	Contractors, ties					2				2
49	Contractors					16				16
52	Engineering party					5				5
	B. & B. No. 7, constructing bridge 78					32				32
56	Steam shovel No. 1					32				32
58	B. & B. No. 10, saw logs					26				26
1-114	Operation, road				31					31
	Maintenance of way and structures.				64					64
114	Headquarters office					5	4			9
	Bridge Engineer					2	1			3
	Drafting office					4				4
	Townsite and land				8		1			9
	Disbursing office			6						6
	Accounting office			13						13
	Hospital				5	6	1			12
	Stores		22							22
	Material yard		56							56
	Operation, road				47		2			49
	Docks and boats				3					3
	Power and pumping				12					12
	Maintenance, equipment				69		1			70
	Floating				7					7
	Framing bridges					7				7
122	Contractors, piling					2				2
114-265	Operation, road				34					34
	Maintenance of way and structures.				152		1			153
172	Mining, Eka				83		1			84
188	Mining, Chickaloon				33					33
226	Steam shovel No. 2					70				70
238	T. & T. maintenance lineman				1					1
243	Contractors, coyote holes					7				7
245	Contractors, grading					12				12
246	B. & B. No. 1, constructing bridges					21				21
249	Stores		6							6
	Engineers and freighting operations					75				75
	T. & T. maintenance linemen				2					2
264	Engineers					2				2
266	Engineers, wagon road & camp construction & freighting operations					114				114
269	Engineers					3				3
	Contractors, grading					51				51
	T. & T. maintenance lineman				1					1
275	Wagon road cons. & freighting op'ns					55				55
292-300	T. & T. crew, constructing line					14				14
342	T. & T. crew									7
344	Engineers							7		7
344	Contractors							1		1
								15		15

WEEKLY FORCE REPORT.

Mile	Item of work	D Purchas- ing	I Sup- ply	V Ac- count- ing.	S		N		Ttl		
					Maint. & Op.	Const'e-Admin- tion	Maint. & Op.	Const'e-Admin- tion			
347	Trail crew							14	14		
350	Engineers							9	9		
	Contractors							16	16		
358	Engineers, camp operation							19	19		
	Contractors							130	130		
358	Engineers and general camp							60	60		
358-411	Section men							19	19		
362	Contractors, coal							13	13		
363	Contractors, coal							25	25		
411	Nenana headquarters			4				5	7		
	Shops, roundhouse and train crew							21	25		
	Store, warehouse and yard		22					7	8		
	Sawmill							15	15		
	Hospital							5	5		
	Townsite							1	1		
	Janitors and watchmen							9	9		
	Power plant, linemen and operators							11	11		
	Mess							7	7		
	Corral		2					6	8		
	Contractors, logs, ties & cordwood							12	12		
412	Terminal							6	6		
429	Sawmill							11	11		
	Contractors							39	39		
412-160	Section men, pumpmen							16	16		
	Tanana Valley R. R.:										
	General			1					1		
	Operation and maintenance							22	32		
	Rehabilitation							17	2		
	Totals	19	149	31	561	507	12	115	439	6	1989
	Increase or decrease (-) compared with										
	last week	0	5	2	-13	27	0	31	-16	-1	35

RECAPITULATION

Division	Pay Roll	Contractors	Total
Purchasing	19		19
Supply	149		149
Accounting	31		31
Southern	1061	199	1170
Northern	379	211	620
Totals	1639	350	1989

TRAIN SERVICE FAST RECORD RUNS.

Another record run was made between Seward and Anchorage, where the regular mixed-train which departed from Seward for Anchorage, Wednesday, March 10, made the run in 6 hours and 20 minutes.

This train which consisted of one buffet-observation car, one passenger coach, two carloads of commercial merchandise, one carload of supplies for the Alaskan Engineering Commission and one caboose, left Seward at 8.00 a. m. arriving in Anchorage at 2.20 p. m., in charge of Conductor G. L. Jenkins and Engineer F. W. Brayford.

Talkeetna-Anchorage Mixed Train Service.

The regular Talkeetna-Anchorage mixed train which departed from Talkeetna for Anchorage, Tuesday, March 9, made the run in 6 hours and 45 minutes. This train which consisted of one passenger coach, one baggage car, two cars of commercial coal from the Houston mines, one

carload of potatoes from Wasilla, eight empty cars and one caboose, left Talkeetna at 7.30 a. m., arriving in Anchorage at 2.15 p. m., in charge of Conductor J. J. C. Moore, and Engineer B. C. Elmes.

DISBURSEMENTS IN SOUTHERN DIVISION.

Disbursements in the Southern Division of the Alaskan Engineering Commission for the week ended March 6, 1920, were \$51,938.00. Salaries and wages were \$50,298.65; purchase orders, \$2261.50; construction contracts, \$261.92; compensation for injury, \$25.00; other expenses, \$2054.53, and special deposits, \$57.00.

Financial freedom—the greatest of all boons. That is what the Treasury Thrift and Savings Movement is bringing to the American citizen.

### SUPERINTENDENT BUREAU MINES DELIVERS INTERESTING ADDRESS BEFORE CONVENTION.

"The principle industry of the Interior is gold placer mining," John A. Davis, superintendent of the Fairbanks experimental station of the Bureau of Mines, declared in a recent address delivered before the annual convention of the American Mining Congress assembled in St. Louis, Mo. "The deposits near Fairbanks, at the head of navigation on the Tanana River," the superintendent said, "were discovered in 1902 and since that time have yielded something over \$70,000,000 almost ten times the price paid to Russia for the entire Territory of Alaska."

Superintendent Davis in the course of his address, among other things said:

"The Hot Springs—Rampart district, next in importance, extends from the Tanana to the Yukon River along a line about fifty miles from their junction, and has produced nearly \$7,000,000. The Tolovana district, lying between Fairbanks and the Hot Springs—Rampart region was not discovered until 1914, but in the five years of its history has yielded over \$3,000,000. The Bonfield and Kantishna districts are south of the Tanana River in the northern foothills of the Alaska range. They were discovered in 1902 but their development has been severely handicapped by an entire absence of any transportation facilities worthy of the name. In spite of this the Kantishna district has produced nearly \$450,000 in gold, and the Bonfield approximately \$200,000.

#### Remarkable Mining Growth Despite Cold Climate.

"Although there had been considerable prospecting for gold quartz veins in the Fairbanks district as early as 1905 it was not until three years later that discoveries of any importance were made. Since then lode mining has had a remarkable growth when due consideration is given to the difficulties caused by the winter climate, by the large amount of frozen overburden which makes the sinking of shafts to solid rock an arduous task, by the high cost of supplies and by the increasing scarcity of fuel. The production of gold from this source amounts to one and one-quarter million dollars, and in addition the district has produced antimony ore to the extent of \$200,000 and tungsten valued at \$100,000. Lode mining in other districts has been out of the question as yet, but there has been a large amount of prospecting which has shown that lode mining is to be an important industry as soon as transportation and power can be had at a reasonable price.

#### Wood Should Not Be Used For Fuel.

"When the placer mines were first discovered an abundance of fuel was to be had on the tree-clad slopes and bottoms of the valleys. Wood was plentiful and could be obtained at a reasonable cost. But after a few years of using this timber as fuel a shortage began to be apparent which has increased and grown more stringent annually, until we have reached the condition where practically all of the available timber on the important older creeks has been cut and burned, and on several of them even the very stumps have been used for fuel. The cost of securing wood has increased to a point where a price of \$16 or \$17 per cord is not exceptional: as compared with \$5 or \$6 a few years ago. But even in favored localities where wood can still be had at a nominal price, it should not be used as fuel under any conditions that have a regard for the future, because the time can easily be foreseen when such timber will be needed urgently for mining and building purposes. It should, therefore, be conserved for such use.

#### District Dependent Upon Mining Industry.

"The problem of cheaper power is a vital element in the cost of mining here that there can never be any extensive development of the latent resources of the interior of Alaska until it is satisfactorily solved. The entire district depends directly or indirectly upon the mining industry, not only for its present existence, but also for its entire future growth. There are big possibilities in agriculture, to be sure, possibilities which have been demonstrated beyond question by the wonderful farming that is now being done in the Tanana valley. But, because of remoteness the farmer cannot hope to ship his produce to the United States at a profit and must, therefore, look to local consumption for his market. And what is the source of that consumption? The mining industry and the attendant commerce depending directly upon it. If the mining industry fails, agriculture must fail also through sheer inanition, or else be so seriously crippled that it may perhaps never realize the opportunities that are now in sight. And the mining industry cannot hope to advance unless power can be had more cheaply than at present.

#### Million Yards Placer Gravel Untouched.

"The placer workings upon which this portion of Alaska has been so dependent in the past, have reached the point where most of the bonanzas have been exploited. And lode mining for any but the highest grade of ore has as yet been unthinkable. But there remain untouched many million yards of lower grade placer gravel, containing nearly twice as much gold as has thus far been recovered, that can and will be mined as soon as cheaper power and supplies are available; while the production to be had from lode mining under such conditions has not been scratched on the surface, with the completion of the government railroad supplies will be cheaper. But any reduction here must be accompanied by a marked decrease in the cost of power. Cheaper power alone offers the key to unlock interior Alaska's resources.

#### Potential Resources Known After Careful Survey.

"Realizing the importance of this question the Alaska chapter of the American Mining Congress undertook to find a solution of the problem and appointed the speaker as chairman of a committee to co-operate with the Alaska station of the bureau of mines which was working along similar lines. Several months were spent in making a careful survey of the resources of the district in order to have definite facts and data upon which to base their recommendations. The estimates have been checked and verified by conferences with prospectors, mining men and mining operators actively engaged in the district for the past 12 or 15 years as to details regarding ground of which these men have intimate personal knowledge. It was the aim of the committee to err on the conservative side, if at all, and the figures are but a fraction of what many men familiar with the district feel and know to be the potential resources here. The estimates of power cost have been verified by a number of experts of the bureau of mines engaged in fuel investigation. And the entire work has received the hearty support of the Alaska chapter and the cooperation of mining men and operators in the interior of Alaska. The findings and recommendations of the committee have been incorporated in a report by the superintendent of the Alaska station, which is now in process of publication by the bureau of mines, and of which the following is a brief summary:

#### Remedy For Fuel Shortage Utilization Lignite.

"The remedy for the fuel shortage in the interior of

Alaska lies in the utilization of the lignite deposits of the Nenana field. Here there are available some nine billion tons of fuel; but the problem is not as simple as it would appear. This fuel is lignite and possesses all the disadvantages germane to lignites the world over. It contains nearly 30 per cent of moisture, which becomes a serious consideration when transporting to the mining district not only over the railroad, but by the necessary wagon haul as well over roads that are practically impassable a good part of the time. And a ton of lignite does not represent a ton of fuel but only 1,400 or 1,500 pounds. The moisture causes slacking, disintegration and a tendency to spontaneous combustion which result in loss and waste in handling and prevent the accumulation of stock piles or storage. The moisture, a high volatile content, and a lack of coking properties contribute to make its use almost hopelessly inefficient at the small and more or less makeshift plants in the mining districts. But if this fuel is utilized in a central power plant located in the heart of the lignite fields to avoid all transportation charges, and employing the modern equipment properly designed to burn lignite to its best advantage such as would be warranted in an installation of this kind, power could be supplied at one-fourth to one-sixth of the present cost of generating it at the individual mines. And herein lies the solution of the problem.

#### - Plant Installation Would Create Market For Power.

At a price even approximating these figures there is a present and immediate demand for approximately 5000 horse-power. A central plant of this capacity, including the necessary transmission lines and other accessories, can be built for \$4,750,000. The installation of such a plant will create an ever growing market for power because of the development of mineral resources the district is known to possess, so that provision must be made for enlargement as needed to a capacity of at least 20,000 horse-power. The ultimate cost of a plant this size is \$9,000,000. With the initial installation power can be furnished in the mining districts at 2.5-8 cents per KWH. But the greater output and consequent reduction of fixed charges and operating expenses of the ultimate installation will make it possible to reduce the cost of power to at least 1.2-5 cents per kilowatt hour. This is equivalent to less than \$95 per horse-power year; as compared with \$600 and even \$700 per horse-power year, the cost of power for mining under present fuel conditions.

#### Electric Power Would Revolutionize Mining Industry.

"Power at this price will be the salvation of the interior of Alaska. It will make it possible to mine placer ground that cannot even be thought of at present. It will insure the installation of large dredges, thus establishing a business which will be operated on principles just as sound and conservative as those of any manufacturing concern. It will revolutionize the lode mining industry by removing its present restrictions to the more richly endowed spots and by enabling the mining of lower grade ore; and it will also encourage the development of prospects and stimulate the search for new deposits. With the future of the mining industry assured, the outlook for agriculture is a rosy one, because the farmer will have a dependable and ever increasing market for his products. And an increase of population will follow that will insure success of the government railroad beyond even the dreams, possibly, of its most ardent advocates."

\* You can't lose on savings put into War Savings Stamps and Treasury Savings Certificates. They are always worth more than you paid for them.

#### ENGINEER OF MAINTENANCE AND CONSTRUCTION MAKES PROGRESS REPORT.

Work proceeded on the erection of portals and segment bents in tunnel No. 4. Three packed bents, four square bents and four segment bents were erected, says the report of F. A. Hansen, engineer of maintenance and construction, in his report for the week ended March 6. The report further states that the Alaskan Engineering Commission forces engaged in excavating at the under grade crossing at Mile 60.7, have completed their work, which originally had been included in the contract of Janovich & Co., and subsequently taken over by the Commission forces after Janovich & Co. decided to proceed no farther with the work.

Good progress was made on logging work at Mile 86. Two hundred and ninety-one logs, containing 30,000 feet of lumber, were yarded during the week reported.

Work continued on remodeling, repairing and refitting outfit cars at Anchorage, and the construction of 20 demountable outfit car bodies.

The work of installing shower bath, sink and range boiler in the old office building at Matanuska for the detachment of the 21st Infantry was completed.

Steam shovel No. 2, at the end of steel, cast over 6600 cubic yards of frozen material, and the shovel was advanced from station 10663 plus 81, to 10674 plus 90, a distance of 1109 feet in the week ended March 6. Truck was laid behind the shovel from station 10664 plus 34 to station 10674 plus 24, a distance of 990 feet. A side track 1040 feet in length was laid from station 10663 plus 20 to station 10673 plus 60.

B. and B. gang No. 1 was engaged during the week building a freighting camp at Mile 241. This camp will consist of three 16 by 24 foot tents, two 14 by 16 foot tents and a 32 by 80 foot canvas barn.

Favorable weather for freighting prevailed during the week and good progress was made. A total of 243 tons of freight were moved a distance of 2661 ton miles.

The coyote shot made by Frank Daniels & Co. caused an overflow of the Susitna River and held up freighting through the canyon for three days. Forty men are now engaged in building a sled road over the hill at the Indian river canyon. This road will make it possible to freight much later in the spring and it is also entirely out of the way of the grading contractors working in the canyon.

Brenner & Co., driving coyote holes in Mile 244, had a total of 198 feet of holes driven at the end of the week. Forty-seven feet of holes were driven during the same period.

At the Susitna River bridge crossing the crew engaged in making soundings have drilled hole No. 2, on the south bank, to a depth of 80 feet. The material encountered at this depth is a fairly hard sand and gravel. The heavy Star drill outfit has been assembled and will continue work on hole No. 2. The light drill outfit has moved to the north bank and will put down a hole at the north pier site.

Jim Kenoff & Co. have been awarded a contract for the lower channel change of Indian River and B. Jurovich & Co. for the upper change. Both of these gangs are now temporarily at work on the sled road over the hill at Indian River canyon.

Work started on the construction of a 16 by 30 foot ice house at Indian River. The powder house and barn have been completed at Mile 269 and work proceeded on the erection of a 20 by 30 foot log emergency hospital, which is 20 per cent complete.

## OFFICIAL CIRCULARS.

### CONCERNING LOST FLANGER POINTS.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, March 11, 1920.

Circular No. 4.  
TO ALL SECTION FOREMEN:  
Seward to Anchorage.

A number of flanger points have been broken and lost off the rotary during recent operations.

Foremen finding these points will tag and bill to the Master Mechanic, Anchorage.

C. G. JONES,  
Superintendent of Construction.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, March 11, 1920.

Circular No. 73:  
TO ALL SECTION FOREMEN:  
Anchorage, North.

A number of flanger points have been broken and lost off the rotary during recent operations.

Foremen finding these points will tag and bill to the Master Mechanic, Anchorage.

JAMES BRENNAN,  
Acting Roadmaster.

### BRIDGES TO BE NUMBERED.

Department of the Interior,  
Alaskan Engineering Commission  
Office of Trainmaster.  
Anchorage, Alaska, March 12, 1920.

Bulletin No. 228:

TO ALL CONCERNED:

Effective this date, all bridges on Southern Division will be numbered according to miles and tenths of miles, the last figure of each number representing the tenths of the mile and the other figures the mile. For example:

Bridge 45 is located at M. P. 4.5. Bridge 2391 is located at M. P. 239.1. Bridge 835 is located at M. P. 83.5. Bridge 5 is located at M. P. 0.5.

The above has reference to miles from Seward, according to information shown in Time Card.

Information relative to bridges in Time Card, bulletins and train orders will hereafter be referred to in accordance with the above.

J. T. CUNNINGHAM,  
Trainmaster.

### DAMAGE BY FIRE PAST TWO WEEKS

At Spencer camp, end of steel, March 11, car No. 810 containing commissary supplies valued at \$2000 was destroyed by fire caused by the explosion of a lighted kerosene lamp in the car. All the supplies were destroyed, and the car valued at \$4000 burned to the trucks.

Fire was discovered at 7.15 a. m., last Thursday in the second story of the old Y. M. C. A. log building of the Alaskan Engineering Commission at Anchorage, occupied by a detachment of the 21st Infantry. The soldiers were at breakfast in the mess hall when the fire was discovered, but due to prompt work by willing hands and the fire department, the fire gained but little headway, and the loss was small.

Headquarters occupied by Tony Chimento, section fore-

man for the Alaskan Engineering Commission at Talkeetna, was destroyed by fire March 5. Mr. Chimento reports that his headquarters which was built of timber and canvas, together with all of his belongings were destroyed. Origin of the fire in the Y. M. C. A. log building, and the Chimento headquarters is unknown.

### Division Notes.

Two 16 by 24 foot mess tents have been erected at Camp 284 and ground was cleared and snow removed for a 20 by 36 tent warehouse.

Work of timbering portals of tunnel No. 6 was commenced during the month and five segment bents in the south portal of this tunnel have been raised.

Rochen & Co., grading contractors at Mile 242, handled during the month about 1350 cubic yards of frozen material. Fair progress was made at this point.

Ditcher No. 2 was sent to Mile 52 during the latter part of the month to clear snow from the wye track and widen cuts at various places through snow slides.

Daniels & Co. put off a successful coyote shot at station 12254. Two thousand two hundred and twenty-five cubic yards of rock were moved with 3000 pounds of black powder.

Work of installing shower baths, sink and range boiler at the quarters occupied by soldiers at Matanuska, as authorized by A. F. E. No. 192, was 60 per cent complete at the end of the month.

A 16 by 24 foot bunk tent was erected at Camp 275 and ground was cleared and snow removed for a 36 by 72 foot mess tent. Ground was cleared and snow removed at Mile 281 for two 16 by 24 bunk tents and one 20 by 30 foot mess tent.

Good progress was made on the logging work at Camp 86. One hundred and sixty-five thousand feet of logs were taken out and placed in the yard during the month, and at the end of the month there were in the yard 1293 logs, containing 190,000 feet of lumber.

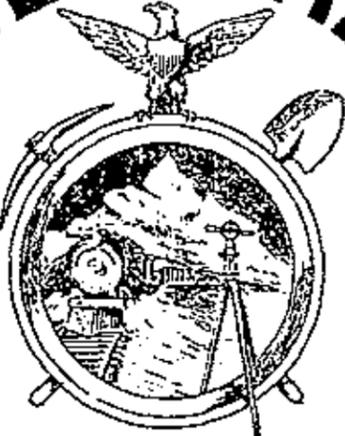
During the month Alaskan Engineering Commission forces were engaged in repairing and remodeling outfit cars for use on construction work during the coming season. Work was also commenced on the construction of 20 additional demountable outfit car bodies.

Steam shovel No. 2, working at Mile 239, cast over 6086 cubic yards of frozen material during the month, and the shovel was advanced from station 10607 plus 66 to station 10620 plus 50, a distance of 1284 feet. Track was laid from Station 10608 plus 90 to station 10664 plus 34, a distance of 554 feet.

Steam shovel No. 1, at Mile 56, loaded 590 cubic yards of gravel during the month, which was dumped for filling in bridge No. 85. Also 18 carloads were dumped for making concrete at tunnel No. 6. This shovel was shut down February 7, and the forces put to work clearing snow and ice from the track in the nearby vicinity.

The monthly report from the mining department concerning activities at the Eska and Chickaloon mines for the month of February, 1920, shows that at the Eska mine, the Shaw West tunnel was driven a distance of 40 feet, mining approximately 3040 short tons of coal. The report also shows that 85 employees were on the payroll at this mine. At the Chickaloon mine the Second East Gangway was driven a distance of 75 feet, and the No. 5 West, a distance of 12 feet. Sixty-nine short tons of coal were mined, and 36 employees on the payroll during the month at this mine.

# ALASKA RAILROAD RECORD



VOL. IV. ANCHORAGE, ALASKA, TUESDAY, MARCH 23, 1920,

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.

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

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

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

### OIL LAND LEASING BILL AS APPLICABLE TO ALASKA.

Advice from Thomas Riggs, jr., governor of Alaska, with reference to important information regarding the oil land leasing bill as applicable to Alaska, will be found in the following:

Applicant for prospecting permit must be citizen or association of citizens or corporation. Alaskans can file for not more than five permits of 2,560 acres each; preference right for six months procured by erecting monument or stake not less than four feet high and posting notice that application for permit will be made within six months. Notice to give day and hour of posting and approximate area with courses and distances from monument or other objects. Application for permit then addressed to commissioner general land office and filed in land office district, which is Juneau, together with applicant's name and address with affidavit of citizenship if native-born, or certified copy of naturalization and statement that applicant does not have interest in more than four other permits and descriptions of land by legal subdivision if surveyed, or by metes and bounds if unsurveyed, and reason why land is believed favorable for prospecting and proposed method of exploring and amount of capital available for exploration and experience together with reference for reputation and surety bond for \$1,000 for damage to oil strata due to improper operations. Land located prior to November 1910, has preferred rights and cannot be jumped if substantial improvements made prior to that date or if not less than \$250 expended to date of approval of act.

### DUE TO ALASKA GOVERNMENT RAILROAD CONSTRUCTION MINING ACTIVITIES INCREASE.

Twenty lode claims located at the head of Crow Creek, nine miles from the town of Girdwood, on the Alaska Government Railroad, are to be the scene of lively mining activities in the very near future. This property is divided into two groups, known as the upper and lower groups, the former consisting of 11 claims, and the latter of nine claims. A good wagon road runs within two miles of the property. The foregoing is a statement made by Frank H. Whitney, a pioneer Alaska miner, who is representing a company organized for the purpose of developing the claims. Fifteen years ago Mr. Whitney began prospecting in Alaska, and in the year of 1911 he located these quartz claims, but has developed the property to the extent that the prospects prove the commercial worth of the claims. There are three separate and distinct ore veins on the lower group previously mentioned, each of which can be traced 1500 feet in length. Mr. Whitney further states that on the lower group there is a 25-foot tunnel. The upper vein is two to three feet in width; the center vein is 12 inches in width and the lower vein about six inches in width. All three veins are within a space of 50 feet. The veins are close to the granite formation and run parallel with it and dip to the granite. The average assays of the ore from these three veins show values of \$103.00 per ton.

On the upper group of 11 claims there is one vein 12 to 14 inches in width which can be traced 2000 feet. The assays of ore from this vein run from \$50.00 to \$1500.00 per ton. On this upper property there is a 60-foot tunnel. All the veins in both upper and lower groups are in quartz diorite, granite and argillite.

Twenty tons of supplies and equipment are to be freighted to the camp for the coming season, and a jack-hammer rig will be installed on the lower ground this spring for further development.

### ENGINEER MAINTENANCE AND CONSTRUCTION SUBMITS REPORT FOR MONTH OF FEBRUARY.

During the month of February, 1920, weekly reports from F. A. Hansen, engineer of maintenance and construction, have been regularly submitted and published, therefore, only a brief summary from the monthly report is offered, as follows:

The work of strengthening the sub-structure of the Seward dock and laying an additional track on the dock to

BUY WAR SAVING STAMPS. PRICE THIS MONTH \$4.14.

facilitate the handling of cargo from the various boats, is completed. Authorized alterations and improvements to be made in the apartments of the general office building at Seward, are 40 per cent complete. Floors in the same building are being repainted; this work is 95 per cent complete.

During the early part of the month, Hoben & Davis, saw log contractors working at Mile 3¼, delivered 636 logs containing 171,750 feet of lumber, and up to and including the end of the month, they delivered 1111 logs, containing 277,000 feet. Comparatively little progress was made on this work owing to unfavorable weather conditions which made logging very difficult at this point.

Larochelle & Roberts, saw mill contractors working at Mile 3¼, were largely engaged during the month erecting their saw mill, which is now practically complete. At the end of the month they reported having sawed 115,000 feet of lumber.

Divyak & Co., operating at Mile 47¾, worked throughout the month, removing 1000 cubic yards of material which was used for widening fill in bridge No. 69. These contractors expect to complete their work early in March.

C. O. Nelson & Co., station contractors, to whom a contract was awarded to retimber tunnel No. 1 and enlarge the tunnel to standard section, began work the latter part of February, and at the end of the month reported having 300 feet of the tunnel cleared of ice.

Excavation work on bridge No. 78, for both abutments has been completed and concrete poured for the south abutment. Concrete was placed for bent No. 15. Work on this bridge was discontinued February 12, owing to unfavorable weather conditions.

Bents Nos. 1 to 23 of the temporary trestle placed at Mile 50.4 were framed, erected, and the sway-bracing 50 per cent complete. Bents Nos. 24 to 28 are completed. Longitudinal struts were also placed from bents Nos. 1 to 23. Work was discontinued on this trestle February 7. On bridge No. 79, the forms for abutment pier No. 10 have been placed and those for abutment pier No. 13 are 95 per cent complete. Excavation for pier No. 10 is complete and for pier No. 11, 60 per cent complete. Excavation for both abutment piers is complete. Work of excavating for bents Nos. 5 to 8 is about 50 per cent complete, while that for bents Nos. 14 to 19 is practically complete. Work on this particular job was discontinued February 12, owing to unfavorable weather conditions.

Forces of the Alaskan Engineering Commission were engaged during the month excavating the under-grade crossing at Mile 50.7, removing 300 cubic yards of material, 60 yards of which have been placed as riprap around piers of bridge No. 79.

At the close of the month, 93 piling had been driven by B. & B. gang No. 1 in bridges Nos. 191, 193 and 194. Ties and guard rails were placed on bridge No. 188. Bridges Nos. 189, 190, 191, 192, 193 and 194 were decked complete.

Brenner & Co., engaged in driving coyote holes at Mile 244, have driven a total of 151 feet of holes during the month, and are making satisfactory progress.

#### Progress Made During Week March 13.

The report for week ended March 13, shows that satisfactory progress was made during that period all along the line in the Southern Division, from Seward to Hurricane Gulch.

Beginning with alterations now being made in the office building of the Alaskan Engineering Commission at Seward, for the purpose of providing living apartments

for Lieut-Col. H. P. Warren, engineer in charge of the Supply Division, the report states that these alterations are nearing completion rapidly.

Work of repairing the plastering in the stairway between the second and third floors in the general office building at Seward, has been completed, and the work of erecting an office building on the Seward dock, is 85 per cent complete.

Further progress made during the week reported, follows:

Hoben and Davis, saw log contractors, at Mile 3¼, delivered 162 logs containing 52,000 feet of lumber during the period reported.

Larochelle & Roberts, in the same location and period sawed 62,000 feet of lumber.

C. O. Nelson & Co., station contractors, engaged in enlarging tunnel No. 1, are making good progress. They are driving the heading at the north portal and from station 2551 north. Approximately 60 feet of heading has been done.

At tunnel No. 4 the erection of portals by Commission forces was continued. One packed bent was erected at the north portal of this tunnel and the packing and lagging on both north and south portals was completed.

One hundred and eighteen logs, containing 35,000 feet of lumber, were yarded at Mile 86 during the week.

Two carloads of piling, containing 60 pieces, a total of 2,378 lineal feet, were taken out and loaded on cars for use on construction of Bridge No. 543.

Three outfit car bodies have been completed in Anchorage, except for the painting and placing of the windows and running boards, and work is proceeding on the fourth.

Work was completed on the remodeling and repairing of outfit cars at Anchorage. The men who were engaged on this work were temporarily taken off to make repairs to the Railroad Club building, occupied by soldiers of the 21st Infantry, which was damaged by fire on March 11, and which will be covered by a separate report.

Material was assembled at Anchorage consisting of a horizontal boiler and steam pump to be shipped to the Big Susitna for use in drilling test borings being made to determine the character of material where foundation piers will be placed.

Steam Shovel No. 2, at the end of steel, cast over 5045 cubic yards of frozen material, working two shifts. The shovel was advanced from station 10674 plus 90 to station 10683 plus 35, a distance of 845 feet. Track was laid behind the shovel from station 10674 plus 24 to station 10684 plus 30, a distance of 1056 feet.

B. & B. Gang No. 1 drove 46 piling. Fourteen were driven for Bridge 195, which was capped and decked complete. Bents 1 to 6, inclusive, of Bridge No. 196 were driven and capped, a total of 32 piles.

Rochen & Co., grading contractors, will soon have the fill between station 10733 plus 30 and 10755 plus 47 completed. This fill is now 90 per cent complete.

Brenner & Co., drove 56 feet of holes during the week and now have a total of 254 feet of coyote holes driven.

Good weather prevailed throughout the week until Saturday when about eight inches of snow fell, making the roads heavy. During the week a total of 415 tons of freight were moved a distance of 4322 ton miles. Freight-ing throughout the Indian River Canyon was held up one day on account of the ice breaking. The road that is being built over the hill at this place in order to avoid the canyon road is now 90 per cent complete.

## STATEMENT RELATIVE TO THE NEW MINERAL LEASING LAW.

On February 26, 1920., Secretary Lane of the interior department issued the following statement relative to the new mineral leasing law:

Inquiries received in the department show that there is much misinformation abroad relative to the scope and effect of the mineral leasing bill which was approved by the president today. For instance, many have gained the impression that leases on proven oil lands of great value are to be had by the mere filing of an application ahead of anybody else.

In the first place, it should be understood that the proven oil lands of the Government are largely covered by claims of various kinds that have been in litigation for some years, and which claims must be submitted for adjustment, within six months, under Secs. 18, 18a and 19 of the new law; until such claims are acted upon, none of those lands can be leased and then only to the extent of which such claims are rejected.

In the next place, under the act when the Government grants a lease for either oil or coal land, except under the relief sections or as the result of a permit, it will be by competitive bidding, of which ample notice will be given to the public.

The only part of the act which is self-operative, and with respect to which a person can take any steps, leading to the acquirement of any right, before the regulations of the department are issued or before the department has taken the necessary preliminary steps to offer the lands for lease, is that portion of Sec. 13 of the act which provides for securing a preference right for an oil prospecting permit, by posting a notice on the ground; and this applies only to lands not in the geologic structure of a producing oil field. These regulations are in the hands of the printer, and will be issued immediately they are off the press. Copies may be had on request from the commissioner of the general land office.

There can be no doubt as to the very great importance of this legislation; it marks a wide departure in public policy. It opens to development and use large resources that have been virtually locked up as a result of withdrawals or inadequate laws, and will offer a means of settling litigation that has been pending for years, with fairness to the litigants and the public interests.

## TRAIN SERVICE MONTH OF FEBRUARY BETWEEN ANCHORAGE AND SEWARD.

	Anchorage to Seward		Seward-Anchorage		Time
Date	Departed	Arrived	Departed	Arrived	hr. m.
2	8.05 a. m.	5.50 p. m.			9 45
4*			8.00 a. m.	8.15 p. m.	
				Feb. 5	36 15
5*	8.00 a. m.	9.25 p. m.			13 25
15	8.00 a. m.	6.00 p. m.			10 00
18			8.00 a. m.	8.00 p. m.	12 00
19	8.00 a. m.	7.40 p. m.			11 40
21			8.00 a. m.	5.20 p. m.	9 20
23	8.00 a. m.	4.30 p. m.			8 30
25			8.00 a. m.	4.45 p. m.	8 45
26	8.00 a. m.	5.45 p. m.			9 45
28			8.15 a. m.	3.30 p. m.	7 15

\*Trains delayed account of snow and ice. Ice on rail was from one to two inches thick.

There were no trains operated from February 5 to 15 on account of the track being covered with snow and ice.

## WORK ACCOMPLISHED IN THE MECHANICAL DEPARTMENT WEEK ENDED MARCH 13.

The engine service furnished in the Southern Division of the Alaskan Engineering Commission during the week ended March 13, was as follows:

Mixed-train service: Engine No. 265, 6 days; engine No. 224, 4 days; engine No. 620, 4 days.

Work-train service: Engine No. 226, 7 days; engine No. 242, 7 days; engine No. 264, 7 days; engine No. 221, 1 day and engine No. 285, 1 day.

Switch service: Engine No. 225, 4 days; engine No. 620, 2 days; engine No. 221, 1 day and engine No. 10, 1 day.

In the Seward machine shops, work was completed in the overhauling of Marion shovel No. 5, running repair work for Crane No. 1, running repair work for engine running into Anchorage terminal yard and repair work for rotary snow plow No. 1.

In the Anchorage machine shops, work consisted of repairs to engines Nos. 221, 225, 285, 620, 224, 665 and 275. Progress was made in the overhauling of engine No. 277, while the overhauling of engine No. 280 is 85 per cent complete. Other work consisted of repairing rotary No. 2, overhauling steam shovel No. 1, fitting up and delivery to the Maintenance of Way Department, shovel No. 6., ready for service.

Further repair work such as locomotive type boiler retubed for the Indian Creek sawmill, Atlas boiler for the water service department, pump for launch "Betty M," Browning Crane-Ditcher No. 2, the fitting up of compressor for the Maintenance of Way Department, for spraying, and various other repairs.

Activities in the enginehouse, boiler shop, blacksmith shop, car shop, tin shop, marine ways, power plant and pump station covered an enormous amount of work to such an extent that a total of 118 hours overtime were necessary to complete the work outlined for the week reported.

## PROGRESS REPORT FROM THE TELEGRAPH AND TELEPHONE DEPARTMENT.

For the week ended March 6, a report from E. R. McFarland, superintendent of the telegraph and telephone department, says that the hanging of the second wire between Deadhorse Hill, Mile 248.6, and Indian River was completed to Indian River, Mile 267.9, and that two No. 9 C.C.C. wires were strung across the Susitna River at this point, to take care of the proposed metallic circuit. The stringing of the pioneer line north has reached Carlson's Roadhouse, Mile 320.

During the same period reported, there were two local telephones connected, one disconnected and two moved. There were also three long distance telephones connected and one disconnected. Four cabooses were rewired for telephones. Installation of lights in the basement of bunk house No. 5, and temporary repairs made in the Y. M. C. A. building, was the work assigned to the electric light and power force, during the week. Locomotive No. 261 was wired and equipped for lighting. Other work consisted of repairs to street lighting distribution system and generator equipment.

The man on the wooden horse is like the man who works week after week without saving money. He gets nowhere. Buy War Savings Stamps and Treasury Certificates. No better investment.



WEEKLY FORCE REPORT.

Mile	Item of work	D Purchas- ing	I Sup- ply	V Ac- count- ing.	Southern			Northern			Ttl	
					Maint.& Op.	Const'ion	Admin-istration	Maint.& Op.	Const'ion	Admin-istration		
344	Contractors											
347	Trail crew								10			10
350	Engineers								12			12
	Contractors								10			10
356	Engineers and general camp								36			36
	Contractors								21			21
358	Engineers, carpenters & tracklayers								145			145
358-411	Sectionmen and pumpmen								59			59
362	Contractors, coal								31			31
363	Contractors, coal								13			13
411	Nenana headquarters			2					25			25
	Shops, roundhouse and train crew								7	7	2	18
	Store, warehouse and yard								20	25		45
	Sawmill								7	7		36
	Hospital									17		17
	Townsite								5	5	1	11
	Janitors and watchmen								1		1	2
	Power plant, linemen and operators.								9			9
	Mess								11			11
	Corral								7			7
	Contractors, logs, ties & cordwood		2						7			9
412	Terminal									11		11
429	Sawmill								6			6
412-400	Section men, pumpmen									11		11
	Contractors								19			19
	Tanana Valley R. R.:									31		31
	General			1								1
	Operation and maintenance								31			31
	Rehabilitation									51	1	52
	Totals	19	143	29	610	620	12	161	503	5		2102
	Increase or decrease (-) compared with last week	0	-6	-2	51	23	0	16	34	-1		113

RECAPITULATION

Division	Pay Roll	Contractors	Total
Purchasing	19		19
Supply	143		143
Accounting	29		29
Southern	1130	112	1242
Northern	398	271	669
Totals	1719	383	2102

MINING DEPARTMENT REPORT.

Production at the Eska coal mine operated by the Alaskan Engineering Commission for the week end of March 6, 1920, aggregated 818 short tons of coal. Eighty-four employees were reported on the payroll at this mine. The work at the Eska mine consisted in the continued driving of the Shaw West tunnel. There was no coal mined at the Chickaloon mine during the week ended March 6, but driving of the Second East tunnel continued with 23 employees on the payroll.

For the week ended March 13, a report from the two mines shows that at the Eska mine, driving continued in the Shaw West tunnel, 866.4 short tons of coal were mined, and 87 employees were on the payroll. There was no coal mined at the Chickaloon mine during the period reported, but driving continued in the Second West and Second East tunnels. Thirty employees were on the payroll.

COPIES OF RECORD WANTED.

Anyone having copy or copies of the Alaska Railroad Record of volume, number and date as indicated in the following, and can spare the copy or, have no further use for it, the land and industrial department of the Alaskan Engineering Commission would thankfully receive the copy or copies.

Vol.	No.	Date.
IV	1	Nov. 11, 1919.
IV	3	Nov. 25, 1919
IV	4	Dec. 2, 1919
IV	5	Dec. 16, 1919
IV	7	Dec. 23, 1919
IV	10	Jan. 13, 1920
IV	12	Jan. 27, 1920
IV	15	Feb. 17, 1920

### CLIMATIC CONDITIONS OF ALASKA VEXED PROBLEM IN RAILROAD CONSTRUCTION.

"The ordinary difficulties of maintenance and construction of railways are greatly accentuated by the extremes of climate in Alaska," says F. A. Hansen, engineer of maintenance and construction for the Alaskan Engineering Commission, in an interview today. "Certainly in no part of the United States does the thermometer range from 100 degrees in the shade in the summer to 60 and 70 degrees below zero in the winter, and no other place, except perhaps in the tropics, is the precipitation so great, ranging from 40 to 80 inches in the rainy districts. These conditions in a rugged country mean of course, avalanches, torrents and all the peculiar effects of the tremendous lifting and distorting power of freezing moisture.

"The line of the Alaska Government Railroad from Seward to Mile 90 passes through a district that combines all the above extremes except the extremely low temperature. Flanked by glaciers and rugged mountain sides that are saturated by heavy rainfall and alternately frozen by the north wind and thawed by the breezes of the Japan current blowing through Portage Pass, the railroad finds its difficult way. It is then confronted by the tremendous tides of Turnagain Arm second only to those of the Bay of Fundy. In the winter a sea of ice moving at the rate of ten miles an hour tearing at the rock protected slopes of the railway, having a tendency to lift trestles from their foundations. This has been overcome by filling in around the piling with heavy rock where the piling extends into Turnagain Arm.

"Under the influence of a warm chinook wind the snow on slopes that reach back into the mountains for a mile or two, starts to melt and then with a roar comes the 'slide.'

"While snowslides cannot be stopped it becomes necessary to build snow sheds along the line where these slides usually cross the railroad.

"Another problem is the sudden rise in temperature and rain in January which saturates the snow and fills the flangeway between the rails with water as there is no other escape. Then a sudden drop in temperature will freeze the water settled, causing a solid sheet of ice covering the flangeway and over the top of the rails. This is overcome by watching the weather conditions and operating trains over this piece of track continuously and using the flanger to throw out the water as fast as it accumulates.

"The difficulties of construction have been extraordinary this year. Pushing ahead from Indian River which is at the head of navigation on the Susitna River, it was necessary to transport supplies into the Broad Pass country over the snow which has averaged since the first of January at least ten feet in depth. Five and six feet of snow will fall from Talkeetna to the Broad Pass summit in a single storm. Of course all trails are obliterated and must be remade despite the fact that teams are constantly on the trail. For long distances because of the rough country constituting the banks of the river the trail is built on the river itself. A sudden thaw and the river opens up and the trail is gone. Several times teamsters have had narrow escapes with their lives as sled and cargo sank beneath the softened ice. Starting with a load from the end of steel a chinook blowing, the thermometer barely above the freezing point by nightfall it may fall to 40 below zero and both horses and men exhausted by exposure make their way to Camp. One such experience as this may ruin a good team.

"From Mile 240, 'four ups' transport supplies to the 'front' over trails clear through to Hurricane Gulch, Mile 284, which is our objective point for the coming season. Material and supplies are being distributed all along the line for the season's work.

"Not the least affected by the heavy snow have been the engineers. Running surveys in ten feet of snow, climbing slippery side hills to cross section, and digging out their basic data from under several feet of snow, is another trying experience.

"Camp construction for the stationmen and supply Camps seem almost impossible with timbers frozen solid and everything deep in snow and ice. Keeping warm under canvas, with the thermometer low is a difficult proposition.

"These are a few of the many difficulties that confront engineers in railroad construction in Alaska.

"From this it should be readily understood that it is absolutely necessary for the engineers to be constantly on the alert in the winter months to see that the main Camps are established, and material, supplies and contractors' equipment are distributed all along the line. This means a big saving because it is much easier and cheaper to transport supplies and material by means of sleds over the ice than to build expensive wagon roads of corduroy over tundra and muskeg.

"Winter operations as described have many advantages insofar as the equipment, supplies and material can be transported on sleds to the different distributing points and there they are ready for construction work during the short season of summer months in June, July, August and part of September."

### AMERICA'S WEALTH.

Under the caption which heads this story, the New York Herald in a recent issue points out the remarkable wealth and recuperative powers of the United States, and believes that, "despite the six wars, despite the cries of pessimists, despite the oracles of despair on every side, not yet is America bankrupt financially, morally or spiritually. American institutions, American ideals are safe." It says further:

"Study of the six wars in which America has been involved, beginning with the revolution and ending with the great European war, reveals its remarkable wealth and recuperative powers. Notwithstanding the challenge of pacifists and peace leagues, the United States offers a living example of vitality and dynamic force of a peaceful people six times driven to the sword—six times forced to appeal to arms. The record of these six wars is conclusive proof that the United States possesses unparalleled recuperative power.

"When the revolutionary war ended it was found that the struggling nation owed \$170,000,000. It may be assumed that that was the approximate cost of the first American war. The war of 1812 cost the government about \$129,000,000. The Mexican war cost \$173,000,000,000. The civil war cost about \$2,476,000,000. The war with Spain cost about \$487,000,000. The great war of 1917-1918 cost, according to authentic figures, a gross total of \$32,000,000,000—less \$9,400,000,000 loaned to other countries—leaving a net cost of \$22,600,000,000.

"During this period the wealth of the United States has increased steadily—from a few millions to \$187,000,000,000 in 1912 and (estimated) \$328,000,000,000 in 1918. Probably no people have displayed more financial power, more economic recuperation than the people of America."

**SECRETARY OF INTERIOR AUTHORIZED CHARGE FEE FOR COPIES OF RECORDS AND DOCUMENTS.**

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior, the head of any bureau, office, or institution, or any officer of that department, may, when not prejudicial to the interests of the Government, furnish authenticated or unauthenticated copies of any official books, records, papers, documents, maps, plats, or diagrams within his custody, and charge therefor the following fees: For all written copies, at the rate of 15 cents for each 100 words therein; for each photolithographic copy, 25 cents where such copies are authorized by law; for photographic copies, 15 cents for each sheet; and for tracings or blue prints the cost of the production thereof to be determined by the officer furnishing such copies, and in addition to these fees the sum of 25 cents shall be charged for each certificate of verification and the seal attached to authenticated copies: Provided, That there shall be no charge for the making or verification of copies required for official use by the officers of any branch of the Government: Provided further, That only a charge of 25 cents shall be made for furnishing authenticated copies of any rules, regulations, or instructions printed by the Government for gratuitous distribution.

Sec. 2.—That nothing in this Act shall be construed to limit or restrict in any manner the authority of the Secretary of the Interior to prescribe such rules and regulations as he may deem proper governing the inspection of the records of said department and its various bureaus by the general public, and any person having any particular interest in any of such records may be permitted to take copies of such records under such rules and regulations as may be prescribed by the Secretary of the Interior.

Sec. 3. That all authenticated copies furnished under this Act shall be admitted in evidence equally with the originals thereof.

Sec. 4. That all officers who furnish authenticated copies under this Act shall attest their authentication by the use of an official seal, which is hereby authorized for that purpose.

Sec. 5. That the Act of Congress approved April 19, 1904, chapter 1396, be, and the same is hereby, repealed; but nothing in this Act shall be so construed as to repeal the provisions of sections 490 to 493, inclusive, and 4934 of the Revised Statutes, fixing the rates for patent fees; or the Act approved March 3, 1891, chapter 541, fixing a rate for certifying printed copies of specifications and drawings of patents; or of section 14 of the Act of February 20, 1905, chapter 592, to authorize the registration of trade-marks used in commerce with foreign nations or among the several States with Indian tribes, and to protect the same; nor shall anything in this Act be construed to repeal any of the provisions of section 8 of the Act approved April 25, 1906, chapter 1876, authorizing the officer having charge of the custody of any records pertaining to the enrollment of members of the Five Civilized Tribes of Indians to furnish certified copies of such records and charge for that service such fees as the Secretary of the Interior may prescribe; nor shall anything herein contained prevent the Secretary of the Interior, under his general power of supervision over Indian affairs, from prescribing such charges or fees for furnishing certified copies of the records of any Indian agency or Indian school as he may deem proper; and the said Secretary is hereby authorized to charge a fee of 25 cents for each certified copy issued

by him as to the official character of any officer of his department.

Sec. 6. That all sums received under the provisions of this Act shall be deposited in the Treasury to the credit of miscellaneous receipts.

**OPERATING EXPENSES OF ANCHORAGE TOWNSITE AMOUNT TO \$1692.98 FOR FEBRUARY.**

One thousand six hundred and ninety-two dollars and ninety-eight cents was the amount expended during the month of February in maintaining and operating the Anchorage townsite, according to figures compiled at the townsite office.

The report in detail follows:

Administration:			
Total to January 31, 1920	\$1,180.92		
Salaries	125.36		
Stationery and supplies	1.89		
Fuel, light and telephone	30.10		
Maintenance of buildings & grounds	1.32	\$1,339.59	
Fire Protection:			
Total to January 31, 1920	5,612.71		
Salaries	457.69		
Maintenance of team	51.90		
Maintenance equipment & hydrants	236.85		
Fuel, light and telephone	27.35		
Miscellaneous supplies	7.68	6,394.18	
Maintenance of Streets and Alleys:			
Total to January 31, 1920	1,607.93		
Month of February	355.18	1,963.41	
Sanitation :			
Total to January 31, 1920	2,675.26		
Disposal of garbage	342.41		
Inspection	4.00		
Maintenance of sewers	32.80		
Superintendence	18.15	3,072.62	
<hr/>			
Total	\$12,769.80	\$12,769.80	

**SHIPMENTS FROM ALASKA IN FEBRUARY VALUED AT \$1,254,398.**

The shipments of merchandise from Alaska to the States during the month of February, 1920, were valued at \$1,254,398, according to the report of John W. Troy, United States collector of customs, with headquarters at Juneau:

The report in detail follows:

Curios		\$ 610
Fresh fish, other than salmon	570,210 lbs.	65,753
Dried, smoked or cured fish	942,340 lbs.	60,169
Kippered herring	144 lbs.	20
Pickled fish	3,680 lbs.	39,240
Canned salmon	7,344 lbs.	1,084
All other salmon		5,092
Clams		15
Shrimps		1,190
Fur and furskins (except seal skins)		59,503
Copper ore, matte and regulus	5,121,609 lbs.	973,602
Lead ore, matte and regulus	95,890 lbs.	6,233
Lead bullion	5,850 lbs.	380
All other articles (manufactured furs)		2,405
<hr/>		
Total value of products of Alaska		\$1,215,297
Products of U. S. returned		39,101
<hr/>		
Total value of shipments of merchandise		\$1,254,398

TO THE OFFICERS AND EMPLOYEES OF THE INTERIOR DEPARTMENT.

Department of the Interior,  
Washington D. C. March 2, 1920.

Your attention is directed to Sections 118, 119, 120 and 121 of the Criminal Code (35 Stat., 1119), which provide in effect as follows:

That no legislative, executive, or judicial officer or employee shall solicit or be concerned in soliciting or receiving any money or contribution for political purposes, nor any other officer or employee of the Government; that no solicitation or receipt of political assessments shall be made by any person in any room or building occupied in the discharge of official duties by any officer or employee of the United States; that no officer or employee shall be discharged or demoted for refusing to make any contribution for political purposes; and that no officer or employee of the Government shall directly or indirectly give or hand over to any other officer or employee in the service of the United States or to any member or delegate to Congress any money or other valuable thing for the promotion of any political object whatever.

Section 122 of the Criminal Code provides in effect that:

Whoever shall violate any provisions of the four preceding sections shall be fined not more than \$5000 or imprisoned not more than three years or both.

Under Section 1, Rule 1 of the civil-service rules, competitive employees, while retaining the right to vote and to express privately their opinions on political subjects, are forbidden to take an active part in political management or in political campaigns. This also applies to temporary employees; employees on leave of absence with or without pay; substitutes and laborers. Under this rule, a competitive employee may attend political meetings or assemblies, as a spectator, but is prohibited from becoming politically active in city, county, State, or National elections, whether primary or regular, or in behalf of any party or candidate, or any measure to be voted upon.

ALEXANDER T. VOGELSONA,

Acting Secretary.

TWO HUNDRED AND TWO PATIENTS TREATED AT HOSPITAL DURING FEBRUARY.

Two hundred and two patients were treated at the Government hospital during the month of February, according to the monthly report of Dr. J. B. Posen, chief physician for the Alaskan Engineering Commission.

Of the total number of cases 47 were private patients, 38 were members of families of the Alaskan Engineering Commission and 195 were dispensary cases.

Of the patients confined to the hospital, who were employees of the Alaskan Engineering Commission, 12 were confined as the result of illness and 5 as the result of accidents.

Of the patients treated 9 were employees of the United States Government in departments other than the Alaskan Engineering Commission. One patient died during the month reported.

DISBURSEMENTS IN THE SOUTHERN DIVISION

Disbursements in the Southern Division of the Alaskan Engineering Commission for the week ended March 14, 1920, were \$87,413.77. Salaries and wages were \$597,637.77; purchase orders, \$599,293; compensation, \$66,677; other expenses, \$462.20, and special deposits, \$445.00.

Division Notes.

At Camp 269 the 20 by 20 log emergency hospital was completed last week.

The mess house at Camp 235 was completed, and the sawmill at this camp was engaged in logging.

A 14 by 24 timekeeper's tent was erected at Camp 264, and the removal for a 30 by 60 mess house was 70 per cent complete.

More Loukes & Co., who have been awarded a contract for grading from station 11920 to 11940, are now on the ground preparing for work.

Stationmen's cars have been distributed from station 1279 to Station 13095, the stationmen's rails have been distributed from Station 13000 to Station 13095.

C. O. Nelson & Co., station contractors engaged in enlarging tunnel No. 1, started work at the north portal, at station 2551 plus 00, and also at station 2551 plus 00, and are making satisfactory progress.

Divyak & Co., station contractors working at Mile 47.7, have completed their contract. The yardage on the work amounted to 14,542 cubic yards of material, the larger portion of which was used as filling at bridge No. 69.

Alterations under way in the apartments of H. P. Wharton, engineer in charge of the Supply Division at Seward, are 50 per cent complete. The coal bin for the general office building and painting of floors in same building are complete.

Hoban & Davis, saw log contractors working at Mile 31, sawed 35,000 feet of lumber during week ended March 6. These contractors experienced considerable trouble with the timber under the faller. A supply of superior brick has been supplied, and more satisfactory work is expected.

The crew working on sounding at the Susitna River bridge crossing have drilled Hole No. 3 on the north bank to a depth of twenty feet. The shaft on the north bank is being widened to accommodate a three inch duplex pump, which is on the ground, and a 20 horse-power boiler will be installed during the week of March 20, and work of sinking the shaft will be resumed. The heavy star drill cut it was engaged during the week in pulling casing from Hole No. 1.

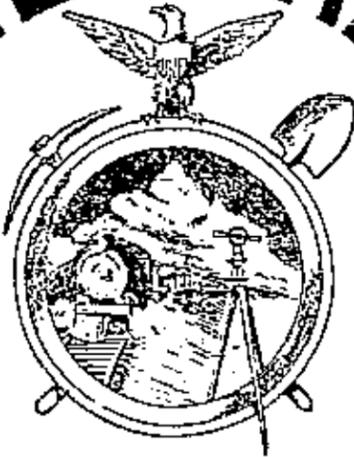
Nick Davis & Co. in Indian River Canyon, Mile 270, have 50 lineal feet of coyote holes driven. P. McCormick & Co. have completed 20 lineal feet of coyote holes. Frank Deal & Co. have completed their bridge for hauling material across Indian River and are making good progress on their grading work. Frank Spadero & Co., grading contractors at Mile 281, Hurricane Gulch, have their camp 90 per cent complete, and will start grading next week.

LOCOMOTIVE PLACED AS A MONUMENT TO WESTERN PIONEER RAILWAY MEN.

California's oldest locomotive the C. P. Huntington No. 1, has been placed in the plaza, near the Southern Pacific railway station, at Sacramento, as a monument to the achievements of pioneer railway men of the West.

The locomotive was built in the East, shipped around Cape Horn in 1883 and was the first locomotive to be operated in California, railroad officials declare. It was brought to Sacramento by the original Central Pacific Company of which C. P. Huntington was president and for years was on the run between Sacramento and Folsom, a prosperous mining town.

# ALASKA RAILROAD RECORD



VOL. IV. ANCHORAGE, ALASKA, TUESDAY, MARCH 30, 1920.

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.

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

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

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

### COL. F. MEARS, CHAIRMAN AND CHIEF ENGINEER, RETURNS TO HEADQUARTERS.

Col. F. Mears, chairman and chief engineer, accompanied by Chas. L. Mason, chief clerk, returned to Anchorage last Saturday from their trip to Washington, D. C.

"It was a record trip from Seward to Washington, made in 10 days and 17 hours, and this would have been lowered by at least a dozen hours if we had not missed connections in Chicago by just one hour," says Mr. Mason.

Further reference will be made to Col. Mears' trip to Washington, in the next issue of The Railroad Record.

### FIVE THOUSAND EMPLOYEES GIVE SECRETARY LANE A FAREWELL RECEPTION.

Secretary Franklin K. Lane severed his connection with the Cabinet February 28, 1920. Five thousand employees of the department at Washington, D. C., gathered in the corridors of the Interior Department building, Saturday, February 28, and gave the departing Secretary a farewell reception, on which occasion decorations, music, dancing and speechmaking were plentiful.

The employees of the department presented the retiring Secretary with a beautiful silk flag as a parting reminder of their esteem. This gift was quite appropriate in view of the Secretary's oft-quoted address on "The Flag," which he delivered in 1916 on Flag Day, and which is in the form of the flag speaking, setting forth what it stands for.

### Seven Years Head of Interior Department.

Upon completing his activities as head of the Interior Department, February 28, 1920, Secretary Franklin K. Lane, in his report to the President, briefly reviews his many years of active service in the department, and says: "After seven years in this department, I am appreciative of its opportunities for usefulness as one could not be who had not lived in it. It is the most distinctively American of all the departments."

After pointing out that the department is built upon the confidence that a free people do not ask for patronage, but do hope for opportunities, the Secretary continued: "It is a department of aid and of revealing. It shows what may be done with thought and knowledge to make a greater estate out of a vastly rich inheritance. It is this phase of our work that I would impress; that the supreme usefulness of this department is to lie in its ability to make clear the fuller uses to which our resources of many kinds may be put. The call is for thinking, planning, engineering statesmanship. For we are quickly passing out of the rough-and-ready period of our national life, in which we have dealt wholesale with men and things, into a period of more intensive development in which we must seek to find the special qualities of the individual unit, whether that unit be an acre of desert, a barrel of oil, a mountain canyon, the flow of a river, or the capacity of the humblest of men. To conquer and to master—the same old task is ours; but not in the same old way. We have discovered this land and made it ours, but this is not the end of the journey, for now we are to give thought, the deepest thought to the ways in which it may be made to yield most abundantly in the things which a complex society with a most imperious curiosity demands. And so I dare to hope that the days of this department's greatest usefulness are yet to come as a Department of Stimulation and Development."

Dealing somewhat more concretely, perhaps, with what he regards as "things done and not done," the Secretary says:

"In my first annual report there were six recommendations:

"(1). That a railroad should be constructed by the Government in Alaska.

"(2). That a leasing bill should be enacted to cover Alaskan coal deposits.

"(3). That all federal activities in Alaska should be united under a federal board of administration resident in that Territory.

"(4). That we depart from our historic policy of sell-

BUY WAR SAVING STAMPS. PRICE THIS MONTH \$4.14.

ing or granting patent to public lands containing coal, oil, gas, phosphate, and potash, and institute a new policy of leasing such lands.

"(5). That we make possible the development of water power by the substitution of a wise leasing bill for the impracticable permit system.

"(6). That more liberal terms be made to homesteaders upon government lands under irrigation projects.

"Four of these proposals have become law and one is on the verge of ultimate adoption. Measures to carry out these ideas were drafted and introduced in the Congress then in session, and the first two of these suggestions were within the year put into law, with the result that the Alaskan railroad from Seward to Fairbanks is now more than three-fourths completed, and the coal lands of Alaska have for five years been subject to lease though as yet not in any large quantity leased.

#### Third Recommendation Not Considered.

"The third of these recommendations has not prospered. I have been able to secure no sympathetic consideration for it notwithstanding a special study made of the difficulties to the departments and the embarrassment to Alaskans arising from the present unbusinesslike method of conducting affairs. This is not remarkable, for the proposal runs counter to the static policies of many bureaus in several departments, and aims at doing government work with a minimum of red tape by the granting of authority to men on the ground. Some day I am sure we will deal as sensibly with the white men of Alaska as we have dealt with the Philippines and therefore I do not despair of this plan being adopted. It will come when suspicion and distrust give way to a policy of careful selection of agents in whom deep confidence is placed.

"Alaska needs and deserves wise handling. It should be policed by a constabulary similar to that which has given such perfect order to the Canadian Northwest. The ocean way should be cleared of the rock pinnacles which make traveling so and so hazardous, or these should be clearly marked. Land suitable for grazing should be leased in large bodies for a long term of years. The reindeer which flourish there should be supplemented by musk ox from Canada, thus giving a new meat supply to the coast. And for all these the revenues of Alaska will be adequate, there need be no drain upon the Federal Territory, if the business management of this territory is placed in the hands of a few well selected men with broad powers.

#### The Old Order Changeth.

"The fourth suggestion, of a leasing bill for various minerals of the non-metalliferous sort, has had a career of much adventure. It has as I am writing been finally passed by both Houses of Congress and signed by you. But this has been after much buffeting and many hard and nearly fatal blows. The leasing principle was initiated with the measure providing for the leasing of Alaskan coal. It was followed by a separate bill touching potash which has been put into effect. And now as to all coal, oil, gas, phosphates and sodium, the old order has passed, the government retains the title, remains a landlord over at least fifty million acres of such mineral lands, and will for the life of the deposit as it is developed receive a revenue therefrom. The great bulk of this revenue will go into the development of western arid lands, replenishing the reclamation fund, while the States from which the minerals come will receive a liberal share. Thus there has come into effect a new plan whereby the resources of the West will develop the West and coal and oil will be transmuted

into green fields and electric power. I leave upon my desk for the consideration of my successor a complete set of regulations intended to interpret and give vitality to this bill.

"We have turned a new page in the history of our method of dealing with the national domain. Instead of longer treating land as land, and permitting it all to go from us under the same laws or on the same scale, we are attempting now to dispose of land with respect to its use, some in small tracts for general farming, more in larger tracts for grazing, and much we withhold for superior uses as for power sites and reservoirs, for reclamation on projects and parks. There will soon be no public lands outside Alaska save those on which herds graze or travel from one feeding ground to another, the forests, or those which are pleasure places for the people, or those containing some mineral deposit for which there is general need. And these last are no longer to be given away but to be leased upon conditions making for careful development and a public profit. Ten years hence, I venture to believe, the chief work of the land office will no longer be that of a huge real estate selling agency but rather that of a great leasing concern.

#### The Call For Power.

"The fifth suggestion was that the leasing principle should be applied to power sites and reservoirs. For ten years there has been little development upon our streams of their power possibilities. And yet there has been increasing demand for power. No other country has such an undeveloped resource and in no country has there been so great an apparent indifference during the decade to such work. The reason is that the government did not itself wish to make the improvement and private capital would not put itself at the caprice of the government by building on the basis of revocable permits. Moreover it was a matter of large expense, great worry and dealing with several departments to secure even such permits. The answer has been found in a bill by which a commission is created composed of the Secretaries of War, Interior, and Agriculture, who have jurisdiction over navigable waters, public lands and forest reserves, which may lease such lands for fifty years on reasonable guarantees to the government and the lessee. This measure is now in conference, having passed both houses of Congress and will doubtless be law in a few weeks.

"The sixth suggestion was that the terms of the Reclamation Act should be revised so as to make possible the improvement of irrigated farms by men of little means. This measure was the product of the experience of years upon private as well as government projects. It was passed, and almost instantly so lifted the morale of the water users, in that it stimulated their hope and confidence, that these farmers are now generous in their acknowledgment of the Government's ability as engineer and manager."

Further in the report, Secretary Lane dwells at length upon the handling of the Indian, neglected interest in the rural school, National Park Service, why Congress should enable the Interior Department to make Washington, D. C., the school center of the country, Americanization, and why a suitable provision should have been made for the soldier men on their return. The report concludes:

"We need for the day that is here and upon us, men who have little to do but study the problems of the time and test their capacity at meeting them. In a word we need more opportunity for planning, engineering, statesmanship above, and more fixed authority and responsibility below."

### IMPRESSIVE PARTING ADDRESS TO SECRETARY LANE.

In addressing Secretary Franklin K. Lane, the day after he severed his official connection with the Cabinet, Alexander T. Vogelsang, Acting Secretary, among other things said:

Mr. Lane:

After twenty-one years of high public service, you are today again a citizen in private life.

For the past seven years you directed with vision, with justice, and with human touch the great Interior Department of our Government. Under you, that department has been given a new and higher status in the public mind. You roused its soul from dull routine and the commonplace to a true and keen understanding of its real mission and purpose in our scheme of government. Your inspiration and your genius have so leavened it throughout, that today it stands foremost in beneficial service to the country.

The department during your term has made and has retained the high-water mark of its existence. You laid the courses and distances and you inspired the personnel to march with you with enthusiasm and in solid rank for seven years.

We reached on yesterday the parting-of our ways, you to travel in private life the road which we hope will lead to the comfort and the competence which you have so truly and so fully earned; we to carry on the public duties laid upon us with your spirit and your example to ever cheer and help us.

We wish to mark this point of parting with an imperishable stake, and have therefore chosen to do so in the form of this silver service, which we give to you with that love of man which many waters cannot quench, and which floods cannot drown.

#### Well-Merited Tribute to Mrs. Lane.

I am also pleased to say that we are mindful of our unpayable debt to Mrs. Lane for her tireless and unselfish devotion to our general welfare, especially to those of our number who were called to the Colors. Wherefore, to her have we alloted an undivided share and interest in this tribute. May it remain with you and yours through all the years to come as perpetual evidence of the admiration and affection which the members of the Department of the Interior hold for you both.

In thousands of industrial plants in the United States, the first dollars out of the pay envelopes are now being handed over to the Treasury of the War Savings Society. Scores of thousands of girls have passed resolutions endorsing the Treasury Savings movement.

The purpose of the Treasury Savings movement is simply to teach the people to make the most of their possessions, to spend carefully, to save regularly, and to invest their savings in the surest of all securities,—Government Bonds.

When we erect our new Statue of Liberty we may well use the Village of Cornith as the figure, and beneath carve the creed of universal freedom: "He looks the whole world in the face for he owes not any man."

Officials of the Treasury Department has this to say of the Treasury Savings movement: "At this moment when we are in the midst of our fight, we will call the people back to the old-time virtues. We will justify what the war cost in money and material. We will bring out of this chaos of reconstruction a stronger America."

### ENGINEER MAINTENANCE AND CONSTRUCTION SUBMITS WEEKLY PROGRESS REPORT.

F. A. Hansen, engineer of maintenance and construction in the Southern Division, submits the following report for the week ended March 20, 1920:

The carpenter work in connection with alterations being made for Mr. Warren's apartments at Seward is 95 per cent complete, and the painting is 65 per cent complete.

The new office building on the Seward dock, as authorized by A. F. E. No. 198, is 90 per cent complete. Piles were driven for the floating dock at Seward, as authorized by A. F. E. No. 199, and carpenter work on this dock is 50 per cent complete. Two fender piles were driven in the Seward dock during the week.

Hoben & Davis, saw log contractors at Mile 3¼, delivered 163 logs, containing 48,000 feet of lumber. This rather poor showing for the week was due to the comparatively long distance the logs had to be hauled.

Larocheille & Roberts, at the same location, sawed 61,000 feet of lumber during the week of March 20.

The work of enlarging tunnel No. 1, which is being done by C. O. Nelson & Co., is progressing satisfactorily. Heading has been completed between station 2550 plus 65 and station 2551 plus 35, a distance of 70 feet, and from station 2551 plus 00 to 2552 plus 50, a distance of 50 feet. Three sets of old timbers, a distance of eight feet, were removed.

Work has been resumed on bridge No. 79 and excavation was done on bents Nos. 14 to 19, inclusive, which are now 97 per cent complete. Stringers were laid on the temporary trestle at Mile 50.4, which is the north approach to bridge No. 79.

Work in connection with the erection of tunnel portals at the north portal of tunnel No. 5 follows: Three bents were packed, five bents were squared, and five segment bents raised during the week, and two bents were lagged and packed.

Snow was removed from bridge No. 88 from bents No. 199 to 210, inclusive, preparatory to redriving this bridge. Excavation was started on bents No 205 to 209, inclusive.

Three hundred and two logs, containing 52,580 feet of lumber, were yarded at Mile 86 during the week.

The carpenter work in connection with repairing the Railroad Club House, recently damaged by fire, is complete and the painting is 50 per cent complete. Repairs are now being made to the furniture damaged in this fire.

The fourth outfit car body has been completed with the exception of painting, placing of windows and running boards.

Steamshovel No. 2 at the end of steel, working two shifts, cast over 6680 cubic yards of material and the shovel was advanced from station 10683 plus 25 to 10696 plus 88, a distance of 1352 feet. Track was laid from station 10691 plus 89 to 10696 plus 66, a distance of 1386 feet.

Thirty two inches of snow fell during 24 hours the first of the week. This, of course, made the sled-roads very heavy and small slides that occurred on the side hills south of Deadhorse blocked the freighting from the end of steel for two days. A total of 352 tons of freight were moved a distance of 2123 tons miles.

Rochen & Co., grading contractors, have completed the fill between station 10736 plus 40 and station 10755 plus 47, and are opening up the north end of the cut at station 10758 plus 00.

Brunner & Co. drove 62 feet of coyote holes during the week. They now have 216 feet of holes driven.



## WEEKLY FORCE REPORT.

Mile	Item of work	D		I		V		S		N		Ttl	
		Purchas- ing	Sup- ply	Ac- count- ing.	Maint. & Op.	Southern Const'e- Admin-	Northern Maint. & Op.	Southern Const'e- Admin-	Northern Maint. & Op.				
347	Trail crew .....									12		12	
350	Engineers .....									10		10	
	Contractors .....									36		36	
356	Engineers and general camp .....									19		19	
	Contractors .....									143		143	
358	Engineers, carpenters & tracklayers .....									60		60	
358-411	Sectionmen and pumpmen .....									35		35	
362	Contractors, coal .....									13		13	
363	Contractors, coal .....									25		25	
411	Nenana headquarters .....			2						7	7	2	18
	Shops, roundhouse and train crew... ..									21	25		46
	Store, warehouse and yard .....		22							8	8		38
	Sawmill .....										16		16
	Hospital .....									5	5	1	11
	Townsite .....									1		1	2
	Janitors and watchmen .....									9			9
	Power plant, linemen and operators.. ..									11			11
	Mess .....									7			7
	Corral .....		1							7			8
	Contractors, logs, ties & cordwood... ..										11		11
412	Terminal .....									5			5
429	Sawmill .....										6		6
412-460	Section men, pumpmen .....									19			19
	Contractors .....										31		31
	Tanana Valley R. R.:												
	General .....			1									1
	Operation and maintenance .....									31			31
	Rehabilitation .....										47	1	48
	Totals .....	19	145	29	612	641	12	166	494	5			2123
	Increase or decrease (-) compared with last week .....	0	2	0	2	21	0	5	-9	0			21

## RECAPITULATION

Division	Pay Roll	Contractors	Total
Purchasing .....	19		19
Supply .....	145		145
Accounting .....	29		29
Southern .....	1148	117	1265
Northern .....	394	271	665
Totals .....	1735	388	2123

## HEALTH AND EDUCATION IN ALASKA.

Constructive health measures are regarded by the Alaska school service as essential parts of the educational program.

Congress appropriated \$75,000 for the support of the medical work of the bureau among the natives of Alaska during the fiscal year 1918-19. Eight physicians and 11 nurses were employed; hospitals were maintained by the bureau at Juneau, Nulato, Kakanak, Akiak and Kotzebue; the hospital at Haines was operated in cooperation with the Woman's Board of Home Missions of the Presbyterian church. Materials for the use in erecting a hospital building at Noorvik, in Arctic Alaska, were shipped from Seattle in June, 1919.

The policy of receiving native girls for theoretical and practical training as nurses, inaugurated in 1918, has been successfully pursued at the hospital in Juneau.

Seven hundred and eighty-six short tons of coal were mined at the Eska mine during the week ended March 20, 1920., according to the report of the mining department. Eighty-four employees were reported on the payroll. The work at the Eska mine consisted of continued driving of the Shaw West tunnel. There was no coal mined at the Chickaloon mine during the week reported, but driving of the Second East and Second West tunnels continued with 39 employees on the payroll.

The opportunity of laying aside money regularly in the safest of all investments—government securities—has not gone with the passage of the Liberty Bond campaigns. Government Savings securities in \$5. War Savings Stamps, and \$100 and \$1000 Treasury Certificates remain on sale at banks, post offices and other authorized agencies. Their steady purchase will do much to cut down the present high cost of living.

### ENGINEER IN CHARGE OF NORTHERN DIVISION SUBMITS REPORT FOR MONTH OF JANUARY.

In submitting his report for the month of January, F. D. Browne, engineer in charge of the Northern Division of the Alaskan Engineering Commission, says that contracts for clearing the entire section from Mile 334.6 to Mile 347.3 were awarded January 10, the contractors on the ground at the end of the month, but no clearing started. Clearing, however, was completed south of Nenana to Mile 353.6, also some clearing done between Mile 347.3 and 353.6, amounting to 33.97 acres. As to grading, four grading contracts were awarded for rock work during the month. Line is now covered to tunnel at Mile 354.7 except some earthwork in Miles 356. Fair progress was made by contractors who were at work the entire month. Yardage is not very high, due to work on coyote holes and preliminary work which occupied a greater part of the time. Frost and boulder cut at Mile 358 to 359.2 was completed during the month.

Track was extended from Camp Creek to Mile 357.92, end of completed grade, and a siding was laid on the left at end of track with only one switch, that on the north end, placed. This siding serves for supply track to the store and warehouse.

Owing to cold and extremely windy weather, only fair progress was made on Camp construction, and that on buildings at Base Camp, Mile 358. However, an emergency hospital is in course of construction as resident engineer's camp, Mile 356, and the contractor at Camp 350, has made fair progress with log buildings. The emergency hospital at Mile 356 is 75 per cent complete, while the log cabin bunkhouse and the log cabin mess house at Camp 350, are 100 per cent complete.

At Camp 358, the store and warm storage, warehouse and barn are 75 per cent complete; the blacksmith shop 100 per cent, and the mess building 10 per cent complete. A spur was laid at Mile 362.5 for loading coal transported from Lignite Creek. In the Nenana yard, the track driver began work of extending trestle for cold storage. Three bents were driven during the month.

The electrical department ran continuously during the month of January, furnishing electricity and power to the several buildings and shops of the Commission, lights on the Commission residence and Nenana townsite, also lights and power to all customers desiring this service within the Nenana townsite.

The electrical department produced 21,988 K. W. H., distributed as follows: 11,313 K. W. H. were consumed by the Commission, 1105 K. W. H. by Nenana townsite street lights, and 9570 K. W. H. by commercial customers. There were 2 meters cut out and 3 installed during the month.

Telephone service was furnished the several offices, shop camps and to Fairbanks through the exchange of the Fairbanks Telephone Co. This service was continuous on a 24 hour basis. Three telephones were discontinued and three installed. A total of 147 cash messages were handled through the camp lines, and a total of 374 messages distributed from Nenana to Fairbanks and Fairbanks to Nenana.

A wire was strung from the main office building to the span across the Tanana River making this metallic line thus far. A repeating coil was installed to connect with the grounded line. A crew started construction January 29, from Mile 410 south, stringing one No. 9 iron wire additional to Mile 390, and 2 additional iron wires from Mile 390 to Mile 353. From this point they will continue on a

scatherly direction with 3 wires to meet the construction gang working north from Indian River.

In the mechanical department, boilers were washed on engines Nos. 239 and 270, tubes removed from engine No. 203, also tubes rolled and repaired. Engines Nos. 232 and 270 are in main service. Other repairs in the mechanical department such as repair work on engine No. 5 and on Bucyrus Shovel Nos. 1 and 2 are from 50 to 75 per cent complete.

The expenditures in the Nenana townsite for the month reported totaled \$802.03. Labor \$338.33; material and supplies, 36.60 and other expenses \$427.10. Receipts totaled \$1451.59. Water rentals, \$99.37; assessments, \$1257.85; penalties, \$91.95 and advertising delinquent assessments, \$2.12.

Six section foremen made daily inspection of track—no other work possible. Track in fair running surface, although heaving is becoming apparent in a number of places.

The output from mine at Mile 363.3 was materially increased during the month. Practically the same quality of coal was obtained. Two thousand and eighty-five long tons of coal were delivered during the month, 829 tons of which were consumed by the Commission and 1256 tons stored in the yard.

Operating the regular twice a week schedule was maintained between Fairbanks and North Nenana for passengers and freight service. Snow caused considerable trouble, which necessitated two trips over the line with the snow plow.

Six hundred tons of commercial freight and 100 tons of Commission freight were handled during the month. Snow drifted on the hill and near Chatanika requiring three trips to be made over the line with snow plow.

#### LOCAL NOTICE TO MARINERS.

Department of Commerce,  
Lighthouse Service,

Office of 16th Lighthouse District,  
Ketchikan, Alaska, March 15, 1920.

Alaska—Icy Strait, Port Frederick-Inner Point Sophia Light, was changed on March 15, 1920, from FW light to FL. W. acetylene light, flashing 0.6 sec., candlepower 130. Lantern is mounted on a small white accumulator house, erected on a skeleton wooden tower.

By direction of Commissioner of Lighthouses.  
W. C. DIBRELL, Superintendent.

#### LOCAL NOTICE TO MARINERS.

Department of Commerce,  
Lighthouse Service,

Office of the 16th Lighthouse District,  
Ketchikan, Alaska, March 19, 1920.

Alaska—Lisianski Strait-Lisianski Strait Entrance Light, established March 17th, 1920, is a Fl W. acetylene light, CP about 130, flashing 1.0 sec. every 10. sec., shown from 200mm lantern, 3 1/4 foot burner, lantern mounted on top of 4 by 6 foot white wooden accumulator house.

By direction of Commissioner of Lighthouses.  
W. C. DIBRELL, Superintendent.

The thrift and savings movement is teaching countless thousands every month the blessings of independence.

## OFFICIAL CIRCULARS.

## PRESERVATION OF FISH AND GAME.

Department of the Interior,  
Alaskan Engineering Commission,  
Anchorage, Alaska, March 25, 1920.

General Circular No. 17:

TO ALL CONCERNED:

As a warning to all employees of the Alaskan Engineering Commission, or members of station gangs engaged upon construction work, attention is hereby directed to the following extracts from laws made for protection of the fish and game of the Territory of Alaska:

Section 11 of the Act passed by the United States Congress and approved by the President June 26, 1906, provides as follows: "That the catching or killing, except with rod, spear, or gaff, of any fish of any kind or species whatsoever in any of the waters of Alaska, . . . shall be subject to the provisions of this Act."

Punishment is fixed by this Act in section 13, as follows: "That any person . . . violating any provision of this Act or any regulation established in pursuance thereof, shall, upon conviction thereof be punished by a fine not exceeding \$1000 or imprisonment at hard labor for a term of not more than 90 days, or by such fine and imprisonment."

The following provisions are from Act of Congress approved June 7, 1902: "From and after the passage of this Act the wanton destruction of wild game animals or wild birds, except eagles, ravens, and cormorants, the destruction of nests and eggs of such birds, or the killing of any wild birds other than game birds, except eagles, for the purpose of selling the same or the skins or any part thereof, except as . . . provided, is hereby prohibited." The fine for violation is fixed at \$200.00 and three months' imprisonment.

The regulations issued by the Department of Commerce and the Department of Agriculture under said Acts, also additional laws passed by the Territorial Legislature of Alaska, for the protection of fish and game, are very strict; however, they do permit, with very reasonable restrictions, the use of game and fish as food, wherever necessary, and also, when properly used, as an object of recreation for real sportsmen. Speaking generally, they prohibit:

1. Their use as a matter of sale and exchange.
2. The use of any method of catching or killing that involves waste or wanton destruction, such as dynamiting streams or lakes or the use of unsportsmanlike implements.
3. The killing of females of certain species, and generally any killing during breeding season, or of young game, while it is immature.

The object of these laws is to prevent the extermination of Alaska's abundant fish and wild game, a resource of the Territory well worth perpetuating. The history of all attempts to preserve the wild game of any country has clearly demonstrated that the time to do so is while the game is plentiful. This requires the cooperation of the better people of the community. No good citizen can seriously object to the purposes of these laws, and, having them in mind, there can be no reason why he cannot do his part in carrying out their intent.

All employees of the Commission are urged to assist in

this matter, and any employee or member of contracting gang who violates the laws or regulations will be summarily dealt with.

In order that the Commission may more effectually cooperate with the proper officials in this matter, certain of its employees will be officially designated by the U. S. Marshal to be specially charged with the duty of preventing, so far as possible, any offenses against the laws, and will report and arrest flagrant violators.

F. MEARS, Chairman.

## TELEPHONE CONVERSATIONS SHOULD BE BRIEF

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, Feb. 24, 1920.

The following circular No. 113, under date Oct. 3, 1916, is republished for the information and guidance of all concerned:

"On account of the overloaded condition of the telephone lines, as well as the lack of wires, it is requested that all employees of the Alaskan Engineering Commission cooperate with the telegraph and telephone department and make their conversations over telephones as brief as possible.

Holding the wire while looking up records, also carelessness in answering calls, as well as long-drawn-out and unnecessary conversations, ringing central and then looking up the number desired, all tend toward a delay in the service and such practices should be avoided.

F. MEARS, Commissioner."

Wm. GERIG,  
Assistant Chief Engineer.

## INSTRUCTIONS TO LINEMEN, TRACK WALKERS, AND OTHERS.

Department of the Interior,  
Alaskan Engineering Commission  
Telegraph & Telephone Department  
Anchorage, Alaska, Feb. 24, 1920.

Circular No. 25:

TO ALL CONCERNED:

Linemen, track walkers and others can do much to head off wire interruption if, when there is a heavy accumulation of wet snow or frost hanging to the wires, they will shake or jar the poles or fixtures to which the wires are fastened.

As the districts in which this phenomena occurs is usually limited in extent, it should not always be necessary to allow it to accumulate until the wires give way with the strain. A light long pole will often answer the purpose. Bumping the poles with a cross-arm or heavy stick of wood will usually shake the wires clear for several spans in either direction. If there is a very heavy snow fall on the ground and it is impracticable to get near the line, a light hand-line or rope with a smooth weight on one end can be used.

Prompt action should be taken in the case of wet snow, for if allowed to freeze fast wires will not be so easily cleared.

E. R. McFARLAND,  
Superintendent Telegraph and Telephone.

Approved:

Wm. GERIG,  
Assistant Chief Engineer.

OFFICIAL CIRCULARS (Continued)

INSTRUCTIONS TO RECEIVING AND FORWARDING AGENTS.

Department of the Interior,  
Alaskan Engineering Commission,  
Seward, Alaska, March 19, 1920.

Supply Division Circular No. 15:

TO ALL CONCERNED:

Hereafter Receiving and Forwarding agents at Seward and Anchorage will report to the accounting department, Supply Division, Seward, exceptions taken on each shipment of Commission freight, as soon as possible after the freight is received. These exceptions should show in detail the shortages and damages.

The accounting department will furnish promptly to the receiving and forwarding agents the commercial value of the shortages so that the bill of lading can be accomplished.

H. P. WARREN,  
Engineer in Charge, Supply Division.

CONCERNING MIS-USE OF TELEGRAPH RECEIVING BLANKS.

Department of the Interior,  
Alaskan Engineering Commission  
Telegraph & Telephone Department  
Anchorage, Alaska, Feb. 24, 1920.

Circular No. 26:

TO ALL CONCERNED:

Operators and others are cautioned against the mis-use of telegraph receiving blanks. To prevent fraudulent use of these blanks they should be kept where the public and other employees will not have access to them.

Copies of telegrams received should be made on blank paper and plainly marked "copy of telegram." Under no circumstances will receiving blanks be used for making copies of telegrams received, whether official or commercial, nor will they be given to others for that purpose.

E. R. McFARLAND,  
Superintendent Telegraph and Telephone.

Approved:

Wm. GERIG,  
Assistant Chief Engineer.

Division Notes.

The sled road over the hill at Indian River Canyon has been completed.

A 16 by 24 foot tent bunk house was erected at Camp 264, and snow cleared from the ground for a 30 by 60 mess house.

Nick Davis & Co., Mile 270, put off a successful coyote shot; about 4500 cubic yards of rock was moved with 3500 pounds of powder.

Forty tons of ice were placed in the ice house at Camp 266. Logging has been completed at Camp 266. A total of 900 logs have been placed in the yard, and 10,000 feet of lumber were sawed during the week.

At the Susitna Crossing, hole No. 3, in the north bank, is down a depth of 45 feet. Good material for foundation has been found. Hole No. 2, in the south bank, was deepened from 80 feet to 87 feet. The remainder of the casing has been pulled from hole No. 1.

A 20 by 36 warehouse tent is nearly complete at Camp 284, and a 16 by 24 timekeeper's office and a 14 by 16 bunk tent have been completed at this point.

ANCHORAGE TIDE PREDICTIONS.

The tide predictions at Anchorage for the month of April, 1920, are as follows:

Date	Time and height of low and high water.			
Thursday, April 1	1.24	10.53	4.48	11.16
Friday, April 2	30.6	0.7	31.1	0.3
Saturday, April 3	5.06	11.38	5.34	11.59
Sunday, April 4	31.8	-1.5	32.1	-0.3
Monday, April 5	5.18	12.18	6.17	12.18
Tuesday, April 6	32.6	-3.0	32.6	-3.0
Wednesday, April 7	0.39	6.25	12.56	6.56
Thursday, April 8	0.4	32.7	-3.6	32.5
Friday, April 9	1.20	7.01	1.29	7.36
Saturday, April 10	0.2	32.4	-3.4	31.8
Sunday, April 11	2.01	7.35	2.20	7.16
Monday, April 12	1.4	31.4	-2.4	30.6
Tuesday, April 13	2.11	8.06	3.01	8.57
Wednesday, April 14	3.1	30.1	-0.8	29.1
Thursday, April 15	3.22	8.20	3.43	9.43
Friday, April 16	5.1	28.5	1.2	27.4
Saturday, April 17	4.06	8.47	4.26	10.38
Sunday, April 18	7.2	26.9	3.4	26.2
Monday, April 19	4.56	9.23	5.24	11.40
Tuesday, April 20	9.1	25.1	5.5	24.8
Wednesday, April 21	5.58	11.33	6.27	11.33
Thursday, April 22	10.4	24.0	6.9	23.6
Friday, April 23	0.42	7.05	12.52	7.32
Saturday, April 24	24.6	10.7	23.8	7.3
Sunday, April 25	1.39	8.05	1.55	8.35
Monday, April 26	25.2	9.5	24.6	6.6
Tuesday, April 27	2.31	9.08	2.50	9.30
Wednesday, April 28	26.4	7.2	26.2	5.1
Thursday, April 29	3.17	9.57	3.42	10.19
Friday, April 30	28.2	1.3	28.1	3.5
Saturday, April 1	4.02	10.45	4.27	11.04
Sunday, April 2	30.0	1.2	30.1	2.1
Monday, April 3	4.12	11.29	5.16	11.48
Tuesday, April 4	31.7	-1.6	31.8	0.9
Wednesday, April 5	5.22	12.10	6.00	12.10
Thursday, April 6	33.2	-3.9	33.0	-3.9
Friday, April 7	0.32	6.01	12.53	6.44
Saturday, April 8	0.4	34.1	-3.6	33.6
Sunday, April 9	1.14	6.39	1.37	7.31
Monday, April 10	0.4	34.1	-3.1	33.3
Tuesday, April 11	1.58	7.20	2.22	8.31
Wednesday, April 12	1.1	33.9	-3.6	32.3
Thursday, April 13	2.44	8.04	3.04	9.15
Friday, April 14	2.4	32.7	-3.9	30.8
Saturday, April 15	3.33	8.58	3.59	10.14
Sunday, April 16	4.0	30.8	-1.7	29.3
Monday, April 17	4.25	10.09	4.55	11.18
Tuesday, April 18	5.6	28.9	0.9	28.1
Wednesday, April 19	5.26	11.26	5.58	11.26
Thursday, April 20	7.0	27.4	3.2	26.7
Friday, April 21	0.20	6.33	12.37	7.04
Saturday, April 22	27.5	7.5	26.6	4.7
Sunday, April 23	1.18	7.41	1.43	8.07
Monday, April 24	27.6	6.8	26.7	5.2
Tuesday, April 25	2.11	8.44	2.42	9.03
Wednesday, April 26	28.3	5.0	27.1	4.3
Thursday, April 27	3.01	9.39	3.36	10.01
Friday, April 28	29.2	2.7	28.5	4.0
Saturday, April 29	3.52	10.28	4.25	10.48
Sunday, April 30	30.2	0.5	29.6	3.2

The tides are placed in order of occurrence, with their times on the first line and heights on the second line of each day. A comparison of consecutive heights will indicate whether it is high or low water. Heights are reckoned from mean lower low water, which is 0, and the datum of soundings on the Coast and Geodetic Survey charts for this region. The depth of water may accordingly be estimated by adding the tabular height of the tide to the soundings, unless a minus (-) sign is before the height, in which case it is to be subtracted. The time is legal standard established by act of the United States Congress for the meridian 150 degrees West. All hours later than 12 noon appear in bold-faced type; anti-meridian figures are given in the ordinary light-faced type.

CORRECTIONS FOR TURNAGAIN ARM POINTS AS COMPARED WITH ANCHORAGE.

Location	Time of Tide	High Water
Fire Island	35 min. earlier	3.0 ft. lower
Lotter Creek	35 min. earlier	0.4 ft. higher
Sheep Creek	32 min. earlier	0.7 ft. higher
McHugh Creek	30 min. earlier	0.9 ft. higher
Rainbow Creek	28 min. earlier	1.2 ft. higher
Falls Creek	25 min. earlier	1.4 ft. higher
Indian Creek	18 min. earlier	1.6 ft. higher
Bird Creek	8 min. earlier	1.9 ft. higher
Bird Point	75 min. later	2.5 ft. higher
Sunrise	35 min. later	2.8 ft. higher

Heights of low water are approximately the same. Heights are reckoned from Mean Lower Low Water at Anchorage.

DISBURSEMENTS IN THE SOUTHERN DIVISION:

The disbursements of the office in the Southern Division during the week ended March 21, 1920., were \$6732.33. The payment of salaries and wages amounted to \$5671.83; for purchase orders, \$246.45; compensation, \$306.60; special deposit account, \$20.00 and other expenses, \$487.45.

# ALASKA RAILROAD RECORD



VOL. IV. ANCHORAGE, ALASKA, TUESDAY, APRIL 6, 1920.

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.

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

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

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

### JOHN BARTON PAYNE SECRETARY OF INTERIOR.

John Barton Payne, former general counsel for the Railroad Administration, succeeds Franklin K. Lane as Secretary of the Interior.

In the reorganization of the Interior Department, following the resignation of Secretary Lane, John W. Hollowell, assistant to the Secretary, who had charge of all Alaskan matters, principally the construction of the Alaska Government Railroad, closed up his affairs in Washington, and departed for New York recently to join Herbert Hoover in carrying forward the work of the American Relief Association. Mr. Hollowell's work will be handled temporarily by A. T. Vogelsang, first assistant secretary.

John Barton Payne, the new Secretary of the Interior, is a native of Virginia, but resided in Chicago many years. He has covered the Pacific Coast quite thoroughly at various times, his last trip into that region being in the service of the Shipping Board shortly after the declaration of war against Germany. There is no record of Secretary Payne ever visiting Alaska. It is said by those who know the Secretary intimately that he is a man who has a strong habit of doing his own thinking, and his line of thought seems to run along rather conservative lines. He reorganized the Shipping Board, making a careful study of details of the organization to conform to modern business methods.

### INTERESTING FEATURES CONCERNING COL. MEARS' RECENT TRIP TO WASHINGTON, D. C.

As announced in a previous issue of The Alaska Railroad Record, Col. F. Mears, chairman and chief engineer of the Alaskan Engineering Commission, accompanied by Chas. L. Mason, chief clerk, made a hurried trip to Washington, D. C., leaving Anchorage Feb. 15.

#### Object of the Trip.

The object of the chairman's somewhat hurried but necessary trip to the capital at that time was for the purpose of appearing before the committee of the House on Appropriations to submit and explain the annual estimate for the continuation of the construction of the Alaskan Government Railroad during the fiscal year ending June 30, 1921. "It was a record trip from Seward to Washington, D. C.," both Col. Mears and Mr. Mason declare, as they referred to their carefully kept notebooks which show that they left Seward at 2 a. m. Feb. 17, and arrived at Washington, D. C., at 7 p. m. Feb. 27.

Anticipating their arrival at Washington, plans were previously arranged for their reception, therefore very little delay was experienced in securing the necessary attention from Congress and Department heads.

Together with business matters, Col. Mears and Mr. Mason were fortunate, thereby pleased, in having the opportunity to witness the splendid farewell reception which was tendered Secretary Lane by the officials and employees of the Department of the Interior on Saturday evening, Feb. 28. This reception took place in the spacious corridors of the first floor of the Interior Department Building, at which Secretary Lane was the recipient of a beautiful American flag of silk material, presented by all of the employees of the Interior Department at Washington.

#### Col. Mears Briefly Describes Reception.

Describing in part the brilliant occasion, Col. Mears says: "It was a most beautiful and inspiring affair, and the Secretary was not the only one whose heart was touched by the sentiments of friendship and loyalty manifestly expressed, but also by many who were present, and the charming appreciative attitude of Secretary Lane throughout the entire evening was truly characteristic of the man."

Further details of the reception are that the large auditorium of the Interior Department was given over to the display of moving pictures outlining the work of the various bureaus of that department, including the moving

BUY WAR SAVING STAMPS. PRICE THIS MONTH \$4.15.

pictures taken along the Alaska Government Railroad by the official photographer of the Alaskan Engineering Commission.

#### New Secretary Interested in Alaskan Railroad.

Col. Mears states that he was fortunate in securing an early meeting with Mr. Payne, the new Secretary of the Interior, who expressed himself as being deeply interested in the work of the Alaska Government Railroad. "Secretary Payne," Col. Mears further states, "is a man who comes to the Interior Department after a service of many years in important executive positions, a greater part of his life having been spent in connection with railroad organization. The administrative supervision of the Alaska Government Railroad work will pass out of the hands of our good friend, Mr. John W. Hollowell, who retired shortly after Secretary Lane, and the jurisdiction of Alaska Railroad affairs will fall to the First Assistant Secretary of the Interior, Mr. Alexander T. Vogelsang. Secretary Vogelsang gave considerable time and attention to an examination into, and a discussion of Alaska Railroad affairs, and while we have undoubtedly lost an especially good friend and champion in Mr. Hollowell, I feel that we have gained another good friend in Mr. Vogelsang."

At this point, having finished all business matters at Washington, Col. Mears and Mr. Mason started on their return trip to Anchorage, but their work was by no means completed. Deeply concerned to know something as to what progress was being made by the American Bridge Company, on a large order which was placed recently with this company for the fabrication of a large steel arch bridge which will span the Susitna River at Mile 264, a two-day stop-over was made at Chicago, to discuss this matter with Consulting Engineer Ralph Modjeska, relative to the bridge plans. This offered an opportunity to go through the machine shops and rolling mills of the United States Steel Products Company at Gary, Ind., (only a short distance from Chicago) where the bridge is to be constructed.

#### Progress on Bridge Fabrication.

At Gary it was found that all drawings for the bridge had been completed a few days before Col. Mears arrived at that plant, and that some of the material was already in process of fabrication.

As the contract is let to the American Bridge Company for complete erection of the bridge in place, this company is very keen to get early delivery from the steel mills in order that they can erect the bridge and swing it clear of falsework in the Susitna River before the ice starts in the fall. The company anticipates actual shipment of the bridge members from Gary during the month of July, and some of their erecting equipment is already en route to Alaska.

Advancing further homeward, and on arriving at Seattle, Wash., the usual routine of business with the General Purchasing Agent at this point occupied Col. Mears' time for two or three days before sailing for Seward, en route to Anchorage, where they arrived March 27.

Both Col. Mears and Mr. Mason expressed themselves as having a very satisfactory business trip as well as a very enjoyable, and an exceptionally pleasant and smooth trip northward on the "good ship Alameda."

More than 550,000 tons of merchant shipping, exclusive of Government work, are now under construction in American shipyards.

#### PROGRESS REPORT OF ENGINEER OF MAINTENANCE AND CONSTRUCTION.

The report of F. A. Hansen, engineer of maintenance and construction in the Southern Division of the Alaskan Engineering Commission, for the week ended March 27, 1920, follows:

Work of alterations in apartments of H. P. Warren, engineer in charge, Supply Division at Seward, is practically finished. Also the work of building an office on the Seward dock.

The floating dock, now in course of construction, is 80 per cent complete. Two additional fender piles were driven in the Seward dock, and radiators in the general office building were repaired.

Hoben & Davis, saw-log contractors at Mile 3 $\frac{1}{4}$ , delivered during the week 311 logs containing 56,620 feet of lumber.

Larochelle & Roberts sawed 82,000 feet of lumber during the week.

A small snow slide came down at Mile 43.5 about 10.30 a. m. on March 24. The slide was about 100 feet long and was from two to 14 feet deep over the track.

C. O. Nelson & Co., contractors engaged in enlarging tunnel No. 1, completed 55 feet of heading during the week and removed eight sets of old timbers.

On bridge No. 79 excavation for bents Nos. 14, 15, 17, 18 and 19 were completed. Forms were made for bents Nos. 14, 15 and 17. On the temporary trestle at the north end of the bridge sway-bracing was completed during the week.

At the south portal of tunnel No. 5 three packed bents, two square bents and three segment bents were erected, packed and lagged during the week. On the south portal of tunnel No. 7 sills were laid and one packed bent and three segment bents were set in place.

Work was continued on the rebuilding of bridge No. 543, old number 88. Snow and ice were cleared for bents between stations 2888 plus 50 to station 1891 plus 36. Excavation was completed for bents Nos. 205 to 209, both inclusive, and excavation was started on bents Nos. 198 to 201, inclusive.

Two hundred and sixty-six logs containing 48,500 feet of lumber, were yarded at Mile 86.

Five outfit car bodies have been completed at Anchorage, and work is proceeding on the sixth.

A refrigerator was built in the buffet car "Seward". New flooring was laid in the kitchen of the mess house at Anchorage. Outfit cars at Anchorage are being repaired and refitted. Painting proceeded on the coach "Seward," but had not been quite completed at the end of the week. House No. 34 was kalsomined throughout and the Railroad club house was rekalsomined. The work of cleaning stoves and chimneys in Government cottages at Anchorage was completed and stoves were set up in five outfit cars.

Steam shovel No. 2, at the end of steel, working two shifts, cast over 11,672 cubic yards of material and the shovel was advanced from station 10698 plus 88 to station 10709 plus 77, a distance of 1289 feet. The depth of the snow averages from five to six feet on the level. Track was laid behind the shovel from station 10698 plus 66 to station 10712 plus 19, a distance of 1353 feet.

Roehen & Co. have been engaged during the week filling between station 10756 and station 10756, and have this piece of work about 75 per cent completed.

Brenner & Co. drove 75 feet of coyote holes during the week, at which time they had 391 feet completed.

**FORMER SECRETARY ALWAYS APPRECIATIVE.**

Former Secretary of the Interior Franklin K. Lane, always recognized sterling worth and ability of his co-workers, never overlooking an opportunity to show his appreciation of efficiency of those in or about his department. This characteristic of Mr. Lane is shown in a letter written on the eve of his departure from the Cabinet, addressed to Colonel Frederick Mears, chairman and chief engineer of the Alaskan Engineering Commission, and no doubt is intended for all associates and employees of the Alaskan Engineering Commission, working with and in harmony with the chairman.

The letter follows:

"Washington, Feb. 28, 1920.

"Dear Col. Mears:

"I do not want to leave here without sending you this word of warm appreciation for the cooperative spirit you have always shown in helping to carry on efficiently the work of this department. Never has a man been better supported by those with whom he worked than have I by the many people in its employ, and never have I known so large a group of competent and zealous workers. No matter what my fortune in the future may be, I shall always regard myself as extremely fortunate to have been associated with this department for so long a time and to have come to know its people and their spirit so well.

"Cordially yours,

(Signed)

"FRANKLIN K. LANE."

**PIONEER LINE CONNECTING SOUTHERN AND NORTHERN DIVISION COMPLETED.**

E. R. McFarland, superintendent of the telegraph and telephone department, returned recently from a trip to the Northern Division—Fairbanks and return—in 19 days, which included four days in Fairbanks, two days in Nenana and one day with a construction crew in Broad Pass.

The journey was made with a view of ultimately making one system of all the lines of communication along the railroad. Matters in connection with prospective commercial traffic of this nature were also considered, which formed a basis of recommendations looking toward improvement of the service as far as consistent with present facilities.

Mr. McFarland accepted an invitation extended by the Nenana Commercial Club, to attend a special meeting of the club held while Mr. McFarland was in Nenana. Several matters discussed at this meeting resulted in better understanding on several vital points between the Alaskan Engineering Commission and the Nenana business men.

Mr. McFarland advises that the pioneer line connecting the Southern and Northern Division was completed at 9:45 a. m., April 3, 1920. The final connection was made at about Mile 335. Due to the heavy snows and storms in Broad Pass, this was the most difficult and hardest-fought feat yet accomplished by the telegraph and telephone department, and too much credit cannot be awarded the small crew of men whose lot it was to bear the greater amount of hardships incident to hanging the wire over Broad Pass.

Owing to the temporary character of the installation, made so because necessary to have material on the ground before the spring "break-up", it will be impracticable to talk clear through from Anchorage to Nenana for several weeks.

United States capital placed in Canada in 1919 totaled \$100,000,000.

**ACTIVITIES IN THE MECHANICAL DEPARTMENT.**

E. P. Hedberg, master mechanic in the Southern Division of the Alaskan Engineering Commission, submits a report showing activities in the mechanical department for the week ended March 20, 1920.

According to the report submitted, engine service supplied during the week was as follows:

Mixed train service. Engine 265, six days; engine 224, three days and engine 620, four days.

Work train service. Engine 266, six days; engine 221, five days; engine 285, five days; engine 242, six days and engine 224, 1 day.

Switch service. Engine 225, six days; engine 620, one day and engine 10, one day. Making a total of 48 engine days of service.

In the Seward machine shop, considerable work was handled on shop orders from the store department. Other work such as repairs for the skid driver No. 4 in service at the Seward dock, outfitting of the new floating dock, making rollers, brackets etc. Also repairing Crane No. 1, running repair work for all locomotives arriving at the Anchorage terminal, furnishing supplies as were necessary together with the repairing of switch lamps and repair work for general freight cars.

In the Anchorage machine shop, the report shows that running repair work was handled for engines Nos. 224, 285, 265 and 620. Also that the overhauling of engine No. 280 is 90 per cent complete. Other work consisted of the overhauling of engine No. 277. Engine No. 601 made a trial trip Monday, March 22, in the Anchorage yard. Light repairs and retubing the boiler to engine No. 275 is 50 per cent complete.

The report shows further in minute detail that the overhauling of Bucyrus shovel No. 1 is 90 per cent complete, and other repairs necessary for continuous operations.

Activities in the enginehouse, boiler shop, blacksmith shop, car shop, marine ways, power plant and pump station necessitated a total of 39½ hours overtime. Twelve hours of which were spent at Mile 237 making emergency repairs to steam shovel No. 6 working at that point; 2½ hours making emergency repairs to dining car operated between Anchorage and Seward, and 25 hours on emergency repairing of engines in service, to avoid delay.

**RAILROAD OFFICIALS ON TRIP OF INSPECTION.**

Col. F. Mears, chairman and chief engineer of the Alaskan Engineering Commission, left Anchorage yesterday for Talkeetna, en route to Nenana, Alaska, by way of Broad Pass, to make an inspection trip over the Northern or Fairbanks Division.

Wm. Gerig, assistant chief engineer, and F. A. Hansen, engineer of maintenance and construction will accompany Col. Mears as far as Hurricane Gulch, Mile 284, the party inspecting the line and going over the situation with respect to the big bridges at Mile 264, crossing of the Susitna, and Mile 284, crossing of Hurricane Gulch.

H. P. Warren engineer in charge of the Supply Division, will also accompany Col. Mears as far as the Northern Division for the purpose of discussing and outlining Supply Division matters with storekeepers on that Division.

In all probability Col. Mears and Mr. Warren will be absent from their respective headquarters approximately one month on this trip of inspection. Mr. Gerig is expected to return to his desk next Friday.

## WEEKLY FORCE REPORT.

The number of employees of the Alaskan Engineering Commission as shown on the payrolls for the week ended March 27, 1920, was as follows:

Mile	Item of work	D	I	V	I	S	I	O	N	Ttl
	Seattle office and Pur. Agent's Reprs.	19	...	5	...	...	...	...	...	21
1	Stores .....	...	25	...	...	...	...	...	...	25
	Dock .....	...	12	...	...	...	...	...	...	12
	Mess .....	...	6	...	...	...	...	...	...	6
	Maintenance of equipment .....	...	...	...	10	...	...	...	...	10
	Hospital .....	...	...	...	...	2	...	...	...	2
	B. & B. No. 9, work on Seward dock .....	...	...	...	...	10	...	...	...	10
	Accounting office .....	...	...	2	...	...	...	...	...	2
3	Extra gang 1, clearing sawmill site .....	...	...	...	...	1	...	...	...	1
	Contractors, logs and lumber .....	...	...	...	...	15	...	...	...	15
20	Contractors, ties .....	...	...	...	...	2	...	...	...	2
49	Contractors, tunnel .....	...	...	...	...	16	...	...	...	16
52	Engineering party .....	...	...	...	...	9	...	...	...	9
	B. & B. No. 7, constructing bridge 78 .....	...	...	...	...	28	...	...	...	28
	B. & B. No. 5, constructing bridge 79 .....	...	...	...	...	18	...	...	...	18
56	Steam shovel No. 1 .....	...	...	...	...	57	...	...	...	57
86	B. & B. No. 10, saw logs .....	...	...	...	...	25	...	...	...	25
1-114	Operation, road .....	...	...	...	...	34	...	...	...	34
	Maintenance of way and structures.. ..	...	...	...	120	...	...	...	...	120
114	Headquarters office .....	...	...	...	...	6	1	...	...	10
	Bridge Engineer .....	...	...	...	...	2	1	...	...	3
	Drafting office .....	...	...	...	...	4	...	...	...	4
	Townsite and land .....	...	...	...	8	...	1	...	...	9
	Disbursing office .....	...	...	6	...	...	...	...	...	6
	Accounting office .....	...	...	13	...	...	...	...	...	13
	Hospital .....	...	...	6	6	1	...	...	...	13
	Stores .....	...	22	...	...	...	...	...	...	22
	Material yard .....	...	40	...	...	...	...	...	...	40
	Operation, road .....	...	...	...	47	...	2	...	...	49
	Docks and boats .....	...	...	...	4	...	...	...	...	4
	Power and pumping .....	...	...	...	11	...	...	...	...	11
	Maintenance, equipment .....	...	...	...	78	...	1	...	...	79
	Floating .....	...	...	...	19	...	...	...	...	19
	Framing bridges .....	...	...	...	...	7	...	...	...	7
122	Contractors, piling .....	...	...	...	...	2	...	...	...	2
114-238	Operation, road .....	...	...	...	33	...	...	...	...	33
	Maintenance of way and structures.. ..	...	...	...	113	...	1	...	...	144
172	Mining, Eska .....	...	...	...	84	...	1	...	...	85
188	Mining, Chickaloon .....	...	...	...	31	...	...	...	...	34
236	Steam shovel No. 2 .....	...	...	...	...	79	...	...	...	79
243	Contractors, coyote holes .....	...	...	...	...	6	...	...	...	6
246	B. & B. No. 1, constructing bridges .....	...	...	...	...	17	...	...	...	17
249	Stores .....	...	6	...	...	...	...	...	...	6
	Engineers and freighting operations .....	...	...	...	...	74	...	...	...	74
	T. & T. maintenance linemen .....	...	...	...	2	...	...	...	...	2
264	Engineers and camp construction .....	...	...	...	...	60	...	...	...	60
266	Engincers, wagon road & camp con- struction & freighting operations .....	...	...	...	...	91	...	...	...	91
269	Engineers .....	...	...	...	...	5	...	...	...	5
	Contractors, grading .....	...	...	...	...	97	...	...	...	97
	T. & T. maintenance lineman .....	...	...	...	1	...	...	...	...	1
275	Wagon road cons. & freighting op'ns .....	...	...	...	...	17	...	...	...	17
284	Camp and bridge construction .....	...	...	...	...	19	...	...	...	19
312	T. & T. crew, constructing line .....	...	...	...	...	13	...	...	...	13
333	T. & T. crew .....	...	...	...	...	...	...	7	...	7
344	Engineers .....	...	...	...	...	...	...	2	...	2
344	Contractors .....	...	...	...	...	...	...	10	...	10
347	Trail crew .....	...	...	...	...	...	...	12	...	12

## WEEKLY FORCE REPORT.

Mile	Item of work	D Purchas- ing	I Sup- ply	V Ac- count- ing.	S			N			T'tl
					Maint. & Op.	Const' tion	Admin- istration	Maint. & Op.	Const' tion	Admin- istration	
350	Engineers .....								8		8
	Contractors .....								36		36
356	Engineers and general camp .....								18		18
	Contractors .....								143		143
358	Engineers, carpenters & tracklayers .....								59		59
358-111	Sectionmen and pumpmen .....							35			35
362	Contractors, coal .....								13		13
363	Contractors, coal .....								25		25
411	Nenana headquarters .....			2				7	7	2	18
	Shops, roundhouse and train crew.....							22	26		48
	Store, warehouse and yard .....		23					8	8		39
	Hospital .....							5	5	1	11
	Townsite .....							1		1	2
	Janitors and watchmen .....							9			9
	Power plant, linemen and operators..							11			11
	Mess .....							7			7
	Corral .....		1					7			8
	Contractors, logs, ties & cordwood...								11		11
412	Terminal .....							5			5
420	Sawmill .....								7		7
412-150	Section men, pumpmen .....							18			18
	Contractors .....								31		31
	Tanana Valley R. R.:										
	General .....			1							1
	Operation and maintenance .....							32			32
	Rehabilitation .....								47	1	48
	Totals .....	19	135	29	631	687	12	167	475	5	2163
	Increase or decrease (-) compared with last week .....	0	-10	0	22	46	0	1	-19	0	40

## RECAPITULATION

Division	Pay Roll	Contractors	Total
Purchasing .....	19		19
Supply .....	135		135
Accounting .....	29		29
Southern .....	1195	138	1333
Northern .....	378	269	647
Totals .....	1756	407	2163

## MINING DEPARTMENT REPORT.

The report for the week ended March 27, 1920., from the mining department operated by the Alaskan Engineering Commission, shows that 810 short tons of coal were mined at the Esku mine. The work at this mine consisted of continued driving of the Shaw West tunnel with 85 employees on the payroll.

There was no coal mined at the Chickaloon mine during the period reported, but driving of the Second East and Second West tunnels continued with 34 employees.

If you shove the scoop into your pile of dollars once less every pay day, you will pile up a fuel reserve that will see you through the shortage of ill luck, illness or old age, especially if you put that fuel reserve in Government Savings Securities, War Savings Stamps, Treasury Certificates and Liberty Bonds. Then it can neither deteriorate nor be wasted. Buy Government securities.

## "GENTLEMAN"—

A man who is clean both outside and inside; who neither looks up to the rich nor down to the poor; who can lose without squealing and win without bragging; who is considerate of women, children and old people; who is too brave to lie, too generous to cheat, and who takes his share of the world and lets other people have theirs.

## OBITUARY.

The announcement of the sudden death of Mrs. I. H. Fleischman, Monday, April 5, at 3 a. m., at the Government hospital, came as a shock to the entire community of Anchorage, where Mrs. Fleischman had a host of friends. Mrs. Fleischman was the wife of I. H. Fleischman, who has been connected with the Alaskan Engineering Commission in various clerical positions since February, 1916.

OFFICIAL CIRCULARS.

REVISED WAGE SCHEDULE AND INCREASE IN PRICE OF BOARD.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, March 31, 1920

Circular No. 411:

TO ALL CONCERNED:

Par. 1. With the approval of the Chairman and Chief Engineer the following wage schedule for hourly employees is published for the information and guidance of all concerned, to become effective on April 1, 1920:

	Per hour	Per eight-hour-day
Unskilled labor	\$ .60	\$4.80
Sectionmen	.60	4.80
Spikers	.65	5.20
Strappers	.65	5.20
Heelers	.65	5.20
Track layers	.65	5.20
Machine drill helpers	.65	5.20
Pitmen	.65	5.20
Locomotive crane foreman	.65	5.20
Pit laborers	.65	5.20
Pipe lineman	.65	5.20
Blacksmith helper	.70	5.60
Boilermaker's helper	.70	5.60
Carpenter's helper	.70	5.60
Coyote men	.70	5.60
Drillers (hand)	.70	5.60
Linemen's helpers	.70	5.60
Piledriver firemen (loco.)	.70	5.60
Stationary firemen	.70	5.60
Steam shovel firemen	.70	5.60
Sheet metal helpers	.70	5.60
Plumbers' helpers	.70	5.60
Machinists' helpers	.70	5.60
Blacksmiths' helpers	.70	5.60
Carpenters' helpers	.70	5.60
Painters' helpers	.70	5.60
Timbermen	.70	6.50
Machinists' helpers (advanced)	.72	5.76
Boilermakers' helpers (advanced)	.72-75	5.76-6.00
Brakemen (over 240 hours)	.72½	5.80
Baggagemen (train)	.72½	5.80
Cranemen	.73	5.84
Machine hand	.73-75	5.84-6.00
Cranemen (shop)	.75	6.00
Drillers (machine)	.75	6.00
Firemen, loco. (over 240 hours)	.75	6.00
Powder men (with S. S. or ditcher)	.75	6.00
Piledriver man	.75	6.00
Muckers	.76½	6.10
Car repairmen	.80	6.40
Hod carriers	.80	6.40
Linemen (construction)	.80	6.40
Longshoremen	.80	6.40
Pipefitters	.80	6.40
Air brake man	.80-87½	6.40-7.00
Blacksmith	.80-87½	6.40-7.00
Carpenters	.80-87½	6.40-7.00
Electricians	.80-87½	6.40-7.00
Engineers, loco. crane	.80-87½	6.40-7.00
Engineers, derrick	.80-87½	6.40-7.00
Loggers	.80-87½	6.40-7.00

	Per hour	Per eight-hour-day
Machinists	.80-87½	6.40-7.00
Painters	.80-87½	6.40-7.00
Sawmill men	.80-87½	6.40-7.00
Sheet metal workers	.80-87½	6.40-7.00
Timber fallers	.80-87½	6.40-7.00
Tinsmiths	.80-87½	6.40-7.00
Bricklayer	.85	6.80
Steam fitter	.85-87½	6.80-7.00
Caulkers-wood	.85-87½	6.80-7.00
Lathers	.85-87½	6.80-7.00
Plasterers	.85-87½	6.80-7.00
Plumbers	.85-87½	6.80-7.00
Miners	.86¼	6.90
Boilermakers	.87½	7.00
Brass moulder	.87½	7.00
Radio operator (overtime)	.87½	7.00
Toolmaker (machinist)	.87½	7.00
Conductors (over 240 hours)	.90	7.20
Engineers—ditcher	.90	7.20
Engineers—steam shovel	.90	7.20
Machinist, special	.90	7.20
Blacksmith, special	.90-1.00	7.20-8.00
Boilermaker, special	.90-1.00	7.20-8.00
Engineers, loco. (over 240 hours)	.95	7.60

Par. 2. Wages of monthly employees, not employed on an annual basis, will receive an increase of \$10.00 per month, where the wage does not include board, and provided no increase has been granted such employee within the past six months. Where such increase has been granted within the past six months the case will be taken under special consideration.

Where board is furnished, the wages of monthly employees will be raised approximately \$5 per month, under the same general restrictions as set forth in the above paragraph.

The exceptions noted in the above two paragraphs will also apply to employees who have been employed during the past six months under new employment contract, or who have entered into re-employment under the reorganization which took effect December 1, 1919.

Par. 3. In regard to administrative, supervisory, and clerical employees, whose terms of employment are usually on an annual basis, and whose salaries are set to fit the position they are filling, these cases will be considered individually by the heads of departments. Generally speaking, where increases have been granted this class of employee during the past six months no increase in pay will be authorized.

Par. 4. In view of the steady increase, during the past two years, in the cost of food supplies, cost of freight and labor necessary to maintain mess houses of the Commission, the price of board will be increased from \$1.25 per day to \$1.50 per day, effective April 1, 1920.

WM. GERIG,  
Assistant Chief Engineer.

ADVERTISING IN NEWSPAPERS.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska March 29, 1920.

General Circular No. 18:

Attention is invited to the following provision of the United States Revised Statutes:

"Section 3828. No advertisement, notice or proposal for any Executive Department of the Government, or for

any bureau thereof, or for any office therewith connected shall be published in any newspaper whatever, except in pursuance of a written authority for such publication from the head of such Department; and no bill for any advertising, or publication, shall be paid, unless there be presented with such bill, a copy of such written authority."

The Secretary of the Interior, under date of March 11, 1915, authorized the Alaskan Engineering Commission to supervise the advertising necessary to its work, and the Commission has authorized the following officers to sign orders for newspaper advertising:

Assistant Chief Engineer, Engineer in Charge of Supplies, General Purchasing Agent, and the Engineer in Charge, Northern Division. Orders for newspaper advertising should be issued only upon the form provided for that purpose by the Commission (approved by the Comptroller of the Treasury April 6, 1915). Verbal orders, and orders not signed by one of the above named officials, or by the Chairman and Chief Engineer of the Commission, are unauthorized and will not be recognized.

Every account for advertising must be rendered upon the Commission's form of voucher (No. 38), which should be forwarded to the Special Disbursing Agent of the Commission at Anchorage, Seattle or Nenana, as the case may be, accompanied by the letter of authority to publish, and a copy of each issue of the paper in which the advertising appears.

F. MEARS, Chairman.

#### DUTIES OF THE DIVISION CAMP AUDITOR.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, April 5, 1920.

Circular No. 113:

#### TO ALL CONCERNED:

The attention of all concerned is invited to the following, relative to the duties of the Division Camp Auditor.

It is the duty of the Division Camp Auditor to visit the various camps and offices of the Commission along the lines of the railway under construction, from time to time, for the purpose of advising and assisting the Timekeepers, Assistant Timekeepers and others in charge of Camp accounts, with regard to their records and reports. He is required to inspect the work of all timekeepers. While he is instructed to report any important dereliction of duty which may come to his attention, it is expected that his services will be mainly in assisting and directing those employees, particularly any who have not yet had sufficient experience in this service to enable them to render their reports in due form without such aid. In case of any repeated failure to follow his directions and the orders of the Commission, the Camp Auditor will report the facts to the immediate superior of the employee in question, whose duty it will be to see that the matter is corrected.

It is expected that employees whose work is subject to the inspection of the Camp Auditor will cooperate with him in assuring the maintenance of proper records and the rendition of reports promptly in the required form. It is highly necessary that the methods which have been adopted as a result of experience should be followed, and it is the Camp Auditor's duty to see that they are promptly and correctly carried out.

Supervisory engineers are directed to maintain a record of the service of timekeepers, in which the reports of the Camp Auditor will be noted for future reference, as to the character of such service.

WM. GERIG,  
Assistant Chief Engineer.

#### INSTRUCTIONS TO HOSTLERS.

Department of the Interior,  
Alaskan Engineering Commission  
Mechanical Department, Southern Division  
Anchorage, Alaska March 31, 1920.

Bulletin No. 71:

#### TO ALL CONCERNED:

TO HOSTLERS hostling engines away from terminal stations:

It is the duty of an engine hostler when hostling on the line, upon receiving the engine from the engineer on track designated, to first see that there is ample water in the boiler, and there is sufficient fire in the fire box to maintain steam to keep the injector pipes, hose and other appurtenances from freezing in cold weather. The fire should be cleaned in time to have the engine ready and steamed up for the hour engine crew is called for. When banking the fire overnight, the bank should be made against the tube sheet and not against the back end sheet of the fire box.

It is also the duty of a hostler when hostling but one engine to coal the engine—but in extreme cold weather when coal is frozen it may at times be found necessary to call for assistance to coal the engine and in such cases the necessary help should be secured from Foreman at the Camp at which engine is tied up.

When hostling two or more engines, the Hostler's duty is to see that the engines are coaled and ready for service when called for—to be able to do this it may be necessary for the hostler to have help in coaling the engines in which case he will consult Camp Foreman and arrange for necessary assistance.

Where it is necessary for the Hostler to run for water such as is the case at Mile 54, it will be necessary for the Hostler to have helper from the Camp Foreman to go with him to Spencer and back. If there is only one engine to hostle, this helper may be relieved upon return from water station—in case of two or more engines to hostle this helper will take care of the coaling of the engines unless the Camp Foreman otherwise provides for the coaling.

When running for water, the speed limit of engine when handled by Hostler is four miles per hour. If the Hostler, alone, runs for water, he must in each instance stop the engine, look and listen well before getting down on the fire deck to put in a fire—he must also see that proper signals are displayed at all times.

When time allows, Hostlers should clean off the running gear of engines with squirt hose provided for that purpose and placed on the left side injector branch pipe.

Approved: E. P. HEDBERG, Master Mechanic.

Wm. GERIG,  
Assistant Chief Engineer.

#### BRIDGES KNOWN BY NUMBERS.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, March 31, 1920.

Circular No. 83:

#### TO ALL CONCERNED:

In the future when referring to any particular bridges, either in conversation or correspondence, on labor and material distribution, etc., please indicate them by their new numbers according to miles and tenths of miles. The last figure on each number represents the tenths of the

mile and the other figures the miles. For example: Bridge No. 543 would be located at Mile 54.3, Bridge No. 1408 would be located at Mile 140.8, etc.

F. A. HANSEN,  
Engineer of Maintenance and Construction.

**LIBERTY BONDS BEST SECURITY IN THE WORLD.**

The management, individual or corporate which sells or wastes its Liberty Bonds now is certainly misguided, for by such action the best security in the world is being sacrificed. There is no suggestion in the present price decline that the Government has failed to live up to its bargain with the investors of the nation. It has paid and will pay every cent of stipulated interest and principal. But many persons who loaned their money to the Government during the war have elected to "call" their loans and have forced their hands on the market in excess of absorption with consequent temporary depreciation in prices.

The security behind these obligations is the honor and faith of the United States and the whole wealth of the nation. The only security behind fake stocks is the promise of a man or men you do not know and probably will never see. Among the causes for the present market price of Liberty Bonds was the sale at the close of the year of large amounts by big holders in order to show losses which would reduce income and excess profit taxes. To this has been added the wild riot of spending which has attacked all classes and which has been the cause of sacrificing the savings of years by many.

**Division Notes.**

Joe Pradella & Co. have been awarded a grading contract in Mile 260.

All the station contractors on grading in the Indian River canyon are making good progress.

B. Jurovich & Co. contractors on Indian River channel change, at station 12300 to station 12310, started on their contract.

At Camp 275 a 16 by 24 foot engineers' bunk tent, a 14 by 16 foot engineers' office tent and a 14 by 16 foot guest tent were erected.

At Camp 264 one 16 by 24 foot bunk tent was erected and the framing of a 50 by 60 foot mess hall was 25 per cent completed. Snow removal was completed for nine 16 by 24 foot tents.

The sawmill at Indian River sawed 60,000 feet, b. m., of lumber during the week. Of this amount 22,000 feet, b. m., was hauled to camp 261 for camp construction and for the Susitna River bridge.

Work was resumed on the shaft on the north bank of the river. A 30-horsepower boiler and 3-inch Duplex pump were installed and the shaft was deepened three feet, or to a total depth of 18 feet.

Good weather for freighting north from the end of steel prevailed during the week and the sled road was in splendid shape, except that portion between Camps 275 and 234, where the snow drifted badly. A total of 520 tons of freight was moved a distance of 4169 ton miles.

B. & B. gang No. 1 moved from Mile 246 to Mile 250. The bridges between these two points were not driven, as the operation of the pile driver would prevent freighting operations. The pile driver was taken apart and moved on sleds, was put together again, and two bents of bridge No. 213 were driven.

**ANCHORAGE TIDE PREDICTIONS.**

The tide predictions at Anchorage for the month of April, 1920, are as follows:

Date	Time and height of low and high water.			
Tuesday, April 1	1:21	10.52	4.48	11.16
Wednesday, April 2	2:06	9.7	31.1	8.3
Thursday, April 3	3:06	11.38	5.34	11.59
Friday, April 4	3:48	11.5	32.1	-0.2
Saturday, April 5	4:36	12.18	6.17	.....
Sunday, April 6	5:39	12.0	32.5	.....
Monday, April 7	6:39	6.25	12.56	6.56
Tuesday, April 8	7:41	32.7	-3.6	32.5
Wednesday, April 9	8:29	7.01	1.39	7.36
Thursday, April 10	9:2	32.4	-3.4	31.8
Friday, April 11	10:1	7.35	2.20	3.16
Saturday, April 12	11:1	31.4	-2.4	30.6
Sunday, April 13	12:1	8.06	3.01	3.57
Monday, April 14	1:1	30.4	-0.8	29.1
Tuesday, April 15	2:1	8.29	3.43	9.43
Wednesday, April 16	3:1	28.5	1.2	27.1
Thursday, April 17	4:06	8.47	4.26	10.38
Friday, April 18	5:2	26.9	3.1	26.2
Saturday, April 19	6:56	9.23	5.24	11.40
Sunday, April 20	8:1	27.4	3.5	24.8
Monday, April 21	9:58	11.73	6.27	.....
Tuesday, April 22	10:4	24.0	6.9	.....
Wednesday, April 23	11:12	7.05	12.52	7.32
Thursday, April 24	12:6	10.7	23.8	7.3
Friday, April 25	1:39	8.95	1.55	3.35
Saturday, April 26	2:52	9.5	21.6	8.6
Sunday, April 27	4:07	9.08	2.50	3.30
Monday, April 28	5:21	7.2	26.2	3.1
Tuesday, April 29	6:37	9.77	3.42	10.19
Wednesday, April 30	7:52	3.3	25.1	3.5
Thursday, April 1, 1920	9:02	10.15	4.27	11.04
Friday, April 2	10:0	7.2	30.1	2.1
Saturday, April 3	1:12	11.23	5.16	11.48
Sunday, April 4	2:17	31.6	31.8	0.9
Monday, April 5	3:22	12.10	6.00	.....
Tuesday, April 6	4:22	33.9	33.0	.....
Wednesday, April 7	5:22	6.01	12.53	6.44
Thursday, April 8	6:1	24.1	-3.6	33.6
Friday, April 9	7:1	9.29	1.37	7.31
Saturday, April 10	8:1	24.1	-3.1	33.3
Sunday, April 11	9:18	7.29	2.22	2.21
Monday, April 12	10:1	33.9	-3.6	32.3
Tuesday, April 13	11:1	8.01	2.04	9.15
Wednesday, April 14	12:1	32.7	-3.9	30.8
Thursday, April 15	1:0	8.78	3.59	13.14
Friday, April 16	2:0	30.8	-4.7	29.2
Saturday, April 17	3:0	10.09	4.55	11.18
Sunday, April 18	4:0	28.9	0.9	28.1
Monday, April 19	5:0	11.29	5.58	.....
Tuesday, April 20	6:0	27.3	3.2	.....
Wednesday, April 21	7:0	6.22	12.37	7.04
Thursday, April 22	8:0	7.5	26.6	4.7
Friday, April 23	9:08	7.11	1.43	8.07
Saturday, April 24	10:0	6.8	26.7	5.2
Sunday, April 25	11:1	8.14	2.42	9.03
Monday, April 26	12:1	5.0	27.1	4.8
Tuesday, April 27	1:1	8.29	3.36	10.01
Wednesday, April 28	2:1	2.7	28.5	4.0
Thursday, April 29	3:1	19.38	4.25	10.48
Friday, April 30	4:1	6.5	25.6	3.2

The tides are placed in order of occurrence, with their times on the first line and heights on the second line of each day. A comparison of consecutive heights will indicate whether it is high or low water. Heights are reckoned from mean lower low water, which is 0, and the datum of soundings on the Coast and Geodetic Survey charts for this region. The depth of water may accordingly be estimated by adding the greater 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 local standard established by act of the United States Congress for the meridian 150 degrees West. All times later than 12 noon appear in bold-faced type; and all times earlier are given in the ordinary light-faced type.

**CORRECTIONS FOR TURNAGAIN ARM POINTS AS COMPARED WITH ANCHORAGE.**

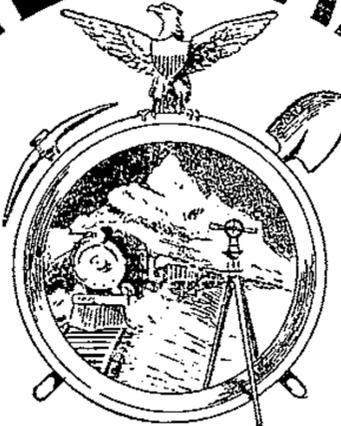
Location	Time of Tide	High Water
First Island	35 min. earlier	3.0 ft. lower
Lotter Creek	37 min. earlier	0.1 ft. higher
Stoop Creek	33 min. earlier	0.7 ft. higher
McFarley Creek	30 min. earlier	0.9 ft. higher
Rainbow Creek	28 min. earlier	1.2 ft. higher
Jolly Creek	25 min. earlier	1.4 ft. higher
High Creek	18 min. earlier	1.6 ft. higher
Red Creek	8 min. earlier	1.9 ft. higher
101 Point	15 min. later	2.5 ft. higher
Saulte	35 min. later	2.8 ft. higher

Heights of low water are approximately the same. Heights are reckoned from Mean Lower Low Water at Anchorage.

The smallest notes ever issued by the United States Government were for three cents.

Belgium ranks fifth among nations of the world as a market for American exports.

# ALASKA RAILROAD RECORD



VOL. IV. ANCHORAGE, ALASKA, TUESDAY, APRIL 13, 1920.

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.

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

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

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

### ENGINEER OF MAINTENANCE AND CONSTRUCTION REPORTS WEEKLY PROGRESS.

For the week ended April 3, 1920, F. A. Hansen, engineer of maintenance and construction, submits a report showing activities in his department from Seward to Hurricane Gulch.

The construction of the floating dock at Seward, says the report, is completed. Repairs at this point were made on the mess house, also on the warehouse on the Seward dock.

Pile driver No. 4 was loaded and shipped to Anchorage, preparatory to being sent to the Susitna River crossing.

Hoben & Davis, saw-log contractors at Mile 3 $\frac{1}{4}$ , delivered 241 logs, containing 49,500 feet of lumber, during the week reported.

Larochelle & Roberts, sawmill contractors at Mile 3 $\frac{1}{4}$ , sawed 88,500 feet of lumber in the same week.

C. O. Nelson & Co., contractors engaged in enlarging tunnel No. 1, completed 40 feet of heading and removed 11 sets of old timbers.

Excavation continued for bent No. 12 of bridge No. 79, and is now 97 per cent complete. The foundation for abutment pier No. 13 is being lowered four feet. This work started early during the week.

The switch for the cut-off line in Mile 51 was shipped during the week, having been moved 200 feet south and put in at station 2682. The moving of this switch was made necessary, as the overhead crossing at this place was thrown over in order to get it on center line.

The south portal of tunnel No. 7 was completed. Two

square bents were raised on the north portal of this tunnel.

Excavation for pile bents continued of bridge No. 543. Bents Nos. 198 to 204, inclusive, were completed during the week. Excavation is now under way on bents Nos. 195, 196 and 197.

Two boilers in the sawmill at Mile 73 were removed and shipped to Anchorage, preparatory to being overhauled and sent to Susitna River crossing.

Three hundred and eighty logs, containing 68,000 feet of lumber, were stored in the yard at Mile 86.

The sixth outfit car was finished at Anchorage during the week. The first coat of paint has been applied to five of the cars built. Work started on the construction of two 7,000-gallon wooden water tanks, which will be used for supplying water to steam shovels during the coming season. Work continued on the repairing of outfit cars at Anchorage. The kalsomining of house No. 33 was completed.

Steam shovel No. 2, at the end of steel, which is now working one shift, cast over 5925 cubic yards of frozen material and the shovel was advanced from station 10709 plus 77 to station 10721 plus 23, a distance of 1146 feet. Track was laid behind the shovel from station 10712 plus 19 to station 10722 plus 42, a distance of 1023 feet.

Rochen & Co. have completed the fill between station 10765 and station 10761. They will complete their contract about April 10.

Brenner & Co. drove 45 feet of coyote holes during the week and now have 436 feet of holes driven.

High winds early in the week blocked the sled road north from the end of steel with drifts and held up the freighting work for two days. Four hundred and fifty-three tons of freight were moved a distance of 3988 ton miles.

B. & B. gang No. 1 drove and capped one bent in bridge No. 213, three bents in bridge No. 214, three bents in bridge No. 215 and three bents in bridge No. 216, a total of 64 piles.

Adair & Co. will resume work on their piling contract April 10.

At Susitna bridge crossing the crew engaged in drilling finished pulling the casing from hole No. 2 and hole No. 3. Hole No. 4 on the north bank was drilled to a depth of 38 feet. Good material for foundation, consisting of compact sand, gravel and boulders, was encountered at this depth. A space was cleared and made ready to set up the boilers for use on the Susitna bridge pier excavation.

The 30 by 60 foot mess house at Camp 264 was 70 per cent complete.

BUY WAR SAVING STAMPS. PRICE THIS MONTH \$4.15.

## DEVELOPMENT OF THE TERRITORY BY THE ALASKAN RAILROAD

In response to a Senate resolution of March 8, 1920, requesting the information as to the development of traffic and the settlement of the country traversed by the Government Railroad in Alaska, Acting Secretary of the Interior Alexander T. Vogelsang, in a letter addressed to the President of the Senate, dated March 12, 1920, at Washington, D. C., says:

"Sir: I am in receipt of Senate resolution 329, directing the Secretary of the Interior to advise—

First. What steps have been taken or are being taken to develop and settle the country traversed by and tributary to the Government railroad being constructed in Alaska?

"Second. What steps have been taken or are being taken to develop traffic for such railroad when built?

"Third. Has any organization been created charged with the duty of settling this country and developing traffic for the road; if not, why has such organization not been formed?

"In reply, I have the honor to report as follows:

"1. Under the direction of this department over 1,000,000 acres of agricultural lands in the Territory of Alaska have been surveyed to the end that they may be available to entry and patent under the public land laws, particularly the homestead laws as applicable to Alaska. A considerable part of this surveyed territory is within country traversed by or tributary to the Government railroad now being constructed in Alaska. Under the coal land leasing law enacted October 20, 1914 (38 Stats., 741), coal lands in the Bering River, Cook Inlet, Matanuska, and Nenana coal fields have been divided into leasing blocks or units and offered for lease. The two fields last named are tributary to the Government railroad in Alaska. Under the authority contained in the Alaska railroad act of March 12, 1914 (38 Stats., 305), town sites have been established upon public lands along the line of the Government railroad and lots for business and residential uses disposed of through the Land and Industrial Department of the Alaskan Engineering Commission under the supervision of this department. Such advice and assistance in finding markets has been given to farmers located in the territory tributary to the railroad as could be given without the expenditure of money therefor.

"2. Other than as stated in the last paragraph no direct steps have been or are being taken to develop traffic for the railroad.

"3. No organization has been created charged with the duty of settling the country and developing traffic for the railroad for the reason that this department does not deem itself authorized to expend money appropriated by Congress under the act of March 12, 1914, and acts supplementary thereto, for purposes other than those described in the law, the principal purpose of which is the construction and operation of the railroad and of telegraph and telephone lines. Careful consideration of the law fails to disclose authority to expend money appropriated thereunder for such purposes as publication of literature for the advice and information of settlers or for spending money for aiding settlers to locate themselves on the land or acquire stock and equipment or for the construction of roads or trails connecting tributary districts and settlements with the railroad.

"I am firmly convinced that some such work as is implied in resolution 329 should be authorized in order that

Alaska may be developed and that the Government railroad may be supplied with traffic. Unless some such steps are taken, it may well happen that the railroad will be a losing proposition and that the Territory will remain in a comparatively undeveloped condition. In this connection I inclose a copy of letter addressed by former Secretary Lane to Hon. Wesley L. Jones, United States Senate, February 28, 1920."

"Cordially, yours,

"ALEXANDER T. VOGELSANG,  
"Acting Secretary."

Former Secretary Lane's Letter.

February 28, 1920.

"My Dear Senator: You know how deeply interested I have been during my term of office as Secretary of the Interior in the development of Alaska, and you are familiar with the recommendations which I have made from time to time with that end in view.

"Mr. J. L. McPherson, of the Alaskan Engineering Commission, has recently submitted to me a report covering the development of traffic for the Government Alaskan railroad, in which he strikingly sets forth the need of necessary aid and encouragement in the creation of local industries and a growing population that will furnish traffic for the railroad. His report contains the following summarized recommendations:

"Natural resources opened to development.

"National affairs in Alaska administered by a board with office in Alaska.

"Sale of live stock to settlers.

"The Federal farm loan act extended to Alaska and modified to meet Alaskan conditions. To provide for loans to settlers for the purchasing of farm equipment and for improvements, and for loans to associations of farmers for the erection of creameries, dehydrating plants, storage, and other facilities.

"Construction of roads and trails connecting tributary mining districts and settlements with the railroad.

"Reindeer industry open to development by white population in regions tributary to the railroad, its topography and climatic conditions, resources, and opportunities for settlement.

"The Government railroad in Alaska will be a success only to the extent in which local industries are created in the region tributary to the railroad and the country peopled. If this railroad were privately owned, all possible aid and encouragement would be extended to such ends in the building up of traffic. Constructed and owned by the Government in order to rationally develop Alaska, there is infinitely greater reason for such constructive work.

"The Alaskan Engineering Commission should be now empowered to do those things that will aid in the creation of local industries and the peopling of the country tributary to the railroad. Such measures of aid should also be extended where necessary to other sections of the Territory. Only by such means can Alaska progress and traffic be created for the railroad.

"On the eve of my retirement I wish to express the hope that Congress will at an early date enact legislation providing for the measures above recommended that will permit Alaska, through the rational utilization of its rich natural resources, to become far richer in an increasing and prosperous citizenry."

"Cordially, yours,

"FRANKLIN K. LANE,

"Hon. Wesley L. Jones,  
"United States Senate."

CALIFORNIA SENATOR INTRODUCES BILL IN INTEREST OF ALASKA.

A bill to provide for the administration of national property and interests in the Territory of Alaska, and other purposes, was introduced in the House of Representatives March 2, 1920, by Mr. Curry of California:

This bill, which was referred to the Committee on Territories, is as follows:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That a board is hereby created and established, to be known as the Alaskan Development Board, which shall be composed of three persons to be appointed by the President, by and with the advice and consent of the Senate, to serve for terms of seven years. The members of the board shall reside and maintain their principal and such branch offices as may be necessary within the Territory of Alaska. Not more than two of the board shall be appointed from the same political party, and they shall not engage in any other business, vocation, or employment. No vacancy in the board shall impair the right of the remaining members to exercise all the powers of the board. The chairman shall receive an annual salary of \$8500 and the other members an annual salary of \$8000 each.

Sec. 2. That the board hereby created shall, subject to the provisions of this Act and under such laws as Congress has enacted or may hereafter enact, have jurisdiction and control over the care, use, and disposition of all reserved and unreserved public lands, including forests and waters and resources therein, over fish and fisheries, seals, reindeer, mines, minerals and mining, Indians, Eskimos, and other Alaskan natives who are not citizens, toll roads, and over all other matters or things now subject or which may be made subject to national ownership, care, disposition, control, or regulation within the territorial limits of Alaska, except with respect to rates, regulations, and control of railroads, steamship lines, and other common carriers, which shall remain subject to the jurisdiction of the Interstate Commerce Commission under the Act of Congress entitled 'An Act to regulate commerce,' approved February 4, 1887, as amended by the Act of Congress approved June 29, 1906, and Acts amendatory thereof and supplemental thereto; and to this end there is hereby conferred upon the board hereby created all the authority, jurisdiction, rights, and powers now possessed and exercised in or concerning the matters herein described by any of the existing executive departments, commissions, bureaus, or offices.

Sec. 3. That the board is authorized to provide itself with furnished offices at some accessible point in Alaska, and with such branch offices as may be required for the transaction of business, with such books, records, stationery, and appliances, and such office and field assistants, clerks, stenographers, typewriters, and other employees as may be necessary for the proper discharge of the duties imposed by this Act upon such board, fixing the compensation of such employees within appropriations made for that purpose.

Sec. 4. That the heads of departments or of independent commissions, bureaus, and offices now having jurisdiction and control over the matters and things subject to the provisions of this Act are hereby authorized and directed to transfer to the Alaskan Development Board such jurisdiction, supervision, and control, and the appropriations made therefor may be expended by the board in manner as if same were so directed in the appropriation Acts, and such

jurisdiction and control shall hereafter be within the province of the Alaskan Development Board and shall cease and determine under the other aforesaid departments, commissions, bureaus, and offices; and such experts, employees, property, and equipment as are now employed or used by said departments, commissions, bureaus, and offices in connection with the subjects herewith transferred to the Alaskan Development Board are directed to be transferred to said board.

Sec. 5. That the board shall be under the general supervision of the Secretary of the Interior, who is hereby authorized to provide general rules and regulations, not inconsistent with law, for such supervision, including the examination, review, and investigation of the books, records, accounts, and acts of the board. Appeal will lie directly to the Secretary of the Interior from all final decisions or actions of the board.

Sec. 6. That it shall be the duty of the board to submit an annual report to Congress, through the Secretary of the Interior, and from time to time advise Congress as to existing conditions with respect to matters under its supervision or control, recommending such new laws or changes in existing laws as may be deemed advisable or necessary.

Sec. 7. That all moneys received by the board from sales, leases, fees, or any other source under its control shall be deposited in the Treasury of the United States and reserved and set aside as a special fund, to be known as the Alaskan fund, to be used for the payment of the salaries of the board, its subordinate officers and employees, and the expenses incident to the execution and administration of the business and duties of the board, the balance to remain subject to such future appropriation thereof as Congress may make for the development, improvement, and betterment of the Territory of Alaska.

Sec. 8. That nothing in this Act shall be construed as in any way granting to the board, its officers or employees, any authority, control, or jurisdiction over the political or other internal affairs of the organized Territory of Alaska.

"Sec. 9. That this Act shall take effect and be in force on and after the 1st day of January, 1921, on which date all Acts and parts of Acts inconsistent herewith shall stand repealed.

Ed. Note: The Record publishes Senator Curry's bill, together with Acting Secretary Vogelsang's letter and the letter from former Secretary Lane, as a matter of information only.

Whether saving be measured in coal or money or any other commodity there is not a business or an individual in the United States who cannot use one scoopful less to advantage. That plan of saving does not mean loss of efficiency, or of comfort or of happiness. It means the extension of all those things over a longer period of time. Buy Government securities.

While the necessity for conservation was held before us as a constant patriotic duty, we found we used one spoonful too much sugar or one cupful too much flour or one ounce too much fat. That knowledge meant the difference between life and starvation to hundreds of thousands of persons. Now we are discovering that we are spending one dollar too many and it is as easy to correct that waste as it was to refrain from the unnecessary spoonful of sugar in the coffee. Buy Government securities.

WEEKLY FORCE REPORT.

The number of employees of the Alaskan Engineering Commission as shown on the payrolls for the week ended April 3, 1920, was as follows:

Mile	Item of work	D	I	V	I	S	I	O	N	Total
	Seattle office and Pur. Agent's Reprs.	19	....	5	....	....	....	....	....	24
1	Stores .....	....	27	....	....	....	....	....	....	27
	Dock .....	....	13	....	....	....	....	....	....	13
	Mess .....	....	6	....	....	....	....	....	....	6
	Maintenance of equipment .....	....	....	....	9	....	....	....	....	9
	Hospital .....	....	....	....	....	2	....	....	....	2
	B. & B. No. 9, work on Seward dock .....	....	....	....	....	7	....	....	....	7
	Accounting office .....	....	....	?	....	....	....	....	....	2
3	Extra gang 3, clearing sawmill site .....	....	....	....	....	1	....	....	....	1
	Contractors, logs and lumber .....	....	....	....	....	23	....	....	....	23
20	Contractors, ties .....	....	....	....	....	2	....	....	....	2
49	Contractors, tunnel .....	....	....	....	....	16	....	....	....	16
52	Engineering party .....	....	....	....	....	10	....	....	....	10
	B. & B. No. 5, constructing bridge 79 .....	....	....	....	....	19	....	....	....	19
	B. & B. No. 7, track and tunnel .....	....	....	....	....	28	....	....	....	28
56	Steam shovel No. 1 .....	....	....	....	....	77	....	....	....	77
86	B. & B. No. 10, saw logs .....	....	....	....	....	28	....	....	....	28
1-114	Operation, road .....	....	....	....	40	....	....	....	....	40
	Maintenance of way and structures..	....	....	....	120	....	....	....	....	120
114	Headquarters office .....	....	....	....	....	8	4	....	....	12
	Bridge Engineer .....	....	....	....	....	2	1	....	....	3
	Drafting office .....	....	....	....	....	4	....	....	....	4
	Townsite and land .....	....	....	....	....	9	1	....	....	10
	Disbursing office .....	....	....	6	....	....	....	....	....	6
	Accounting office .....	....	....	12	....	....	....	....	....	12
	Hospital .....	....	....	6	7	1	....	....	....	14
	Stores .....	....	21	....	....	....	....	....	....	21
	Material yard .....	....	43	....	....	....	....	....	....	43
	Operation, road .....	....	....	....	47	....	2	....	....	49
	Docks and boats .....	....	....	....	4	....	....	....	....	4
	Power and pumping .....	....	....	....	11	....	....	....	....	11
	Maintenance, equipment .....	....	....	....	77	....	1	....	....	78
	Floating .....	....	....	....	18	....	....	....	....	18
	Building outfit cars .....	....	....	....	....	7	....	....	....	7
	Extra gang No. 1, loading ties.....	....	....	....	....	3	....	....	....	3
122	Contractor, piling .....	....	....	....	....	1	....	....	....	1
114-238	Operation, road .....	....	....	....	33	....	....	....	....	33
	Maintenance of way and structures..	....	....	....	142	....	1	....	....	143
172	Mining, Eska .....	....	....	....	79	....	1	....	....	80
188	Mining, Chickaloon .....	....	....	....	34	....	....	....	....	34
236	Steam shovel No. 2 .....	....	....	....	....	64	....	....	....	64
243	Contractors, coyote holes .....	....	....	....	....	6	....	....	....	6
246	Moving and camp construction (B. & B. No. 1) .....	....	....	....	....	18	....	....	....	18
249	Stores .....	....	6	....	....	....	....	....	....	6
	Engineers and freighting operations .....	....	....	....	....	73	....	....	....	73
	T. & T. maintenance linemen .....	....	....	....	3	....	....	....	....	3
264	Engineers and camp construction .....	....	....	....	....	65	....	....	....	65
266	Engineers, wagon road & camp construction & freighting operations .....	....	....	....	....	86	....	....	....	86
269	Contractors, grading .....	....	....	....	....	72	....	....	....	72
	T. & T. maintenance lineman .....	....	....	....	1	....	....	....	....	1
275	Wagon road cons. & freighting op'ns .....	....	....	....	....	22	....	....	....	22
284	Camp and bridge construction .....	....	....	....	....	22	....	....	....	22
	Contractors, grading .....	....	....	....	....	21	....	....	....	21
312	T. & T. crew, constructing line .....	....	....	....	....	11	....	....	....	11
332	T. & T. crew .....	....	....	....	....	....	....	6	....	6
344	Engineers .....	....	....	....	....	....	....	3	....	3

WEEKLY FORCE REPORT.

Mile	Item of work	D Purchas- ing	I Sup- ply	V Ac- count- ing.	S			I		O	N
					Maint.	Const'e-	Admin-	Maint.	Const'e-		
344	Contractors .....	....	....	....	....	....	....	....	11	....	11
347	Trail crew .....	....	....	....	....	....	....	....	12	....	12
350	Engineers .....	....	....	....	....	....	....	....	9	....	9
	Contractors .....	....	....	....	....	....	....	....	60	....	60
356	Engineers and general camp .....	....	....	....	....	....	....	....	18	....	18
	Contractors .....	....	....	....	....	....	....	....	153	....	153
358	Engineers, carpenters and camp opn. ....	....	....	....	....	....	....	....	55	....	55
358-411	Sectionmen and pumpmen .....	....	....	....	....	....	....	40	....	....	40
362	Contractors, coal .....	....	....	....	....	....	....	....	13	....	13
363	Contractors, coal .....	....	....	....	....	....	....	....	5	....	5
411	Nenana headquarters .....	....	....	2	....	....	....	7	7	2	18
	Shops, roundhouse and train crew....	....	....	....	....	....	....	22	26	....	48
	Store, warehouse and yard .....	....	22	....	....	....	....	6	6	....	34
	Sawmill .....	....	....	....	....	....	....	....	14	....	14
	Hospital .....	....	....	....	....	....	....	5	5	1	11
	Townsite .....	....	....	....	....	....	....	1	....	1	2
	Janitors and watchmen .....	....	....	....	....	....	....	9	....	....	9
	Power plant, linemen and operators..	....	....	....	....	....	....	12	....	....	12
	Mess .....	....	....	....	....	....	....	9	....	....	9
	Corral .....	....	1	....	....	....	....	6	....	....	7
	Contractors, logs, ties & cordwood....	....	....	....	....	....	....	....	11	....	11
412	Terminal .....	....	....	....	....	....	....	5	....	....	5
429	Sawmill .....	....	....	....	....	....	....	....	7	....	7
412-460	Section men, pumpmen .....	....	....	....	....	....	....	20	....	....	20
	Contractors .....	....	....	....	....	....	....	....	31	....	31
	Tanana Valley R. R.:										
	General .....	....	....	1	....	....	....	....	....	....	1
	Operation and maintenance .....	....	....	....	....	....	....	36	....	....	36
	Rehabilitation .....	....	....	....	....	....	....	....	49	1	50
	Totals .....	19	139	28	633	705	12	178	501	5	2220
	Increase or decrease (-) compared with last week .....	0	4	-1	-1	18	0	11	26	0	57

RECAPITULATION

Division	Pay Roll	Contractors	Total
Purchasing .....	19	....	19
Supply .....	139	....	139
Accounting .....	28	....	28
Southern .....	1209	141	1350
Northern .....	400	284	684
Totals .....	1795	425	2220

PROGRESS REPORT FROM THE MECHANICAL DEPARTMENT

The report submitted by E. P. Hedberg, master mechanic in the Southern Division, engine service supplied and other activities in the Mechanical Department for the week ended March 27, 1920, in brief, is as follows:

Mixed train service. Engine 265, six days; engine 620, four days.

Work train service. Engine 266, six days; engine 242, five days; engine 264, five days; engine 225, three days; engine 285, five days and engine 601, two days.

Switch service. Engine 225, three days; engine 601, three days; engine 620, one day and engine 10, one day.

In the Seward machine shop considerable work, con-

sisting largely of repairs and fitting up of the new floating dock at Seward, constituted activities at this point.

The report continues by entering into minute detail of the work accomplished in the Anchorage machine shop, enginehouse, boiler shop, blacksmith shop, car shop, tin shop, marine ways, power plant and pumping plant, during the busy week reported.

DISBURSEMENTS IN THE SOUTHERN DIVISION.

Disbursements in the Southern Division of the Alaskan Engineering Commission for the week ended March 31, 1920, totaled \$14,586.15. Salaries and wages were \$10,124.36; purchase orders, \$2021.26; compensation, \$237.33 other expenses, \$2158.20, and special deposit account, \$45.00

## OFFICIALS RETURN FROM TRIP OF INSPECTION.

Wm. Gerig, assistant chief engineer, and F. A. Hansen, engineer maintenance and construction returned to Anchorage headquarters last Saturday from a trip of inspection and expressed themselves as being well pleased with progress made along the line of construction which came under their observation.

"The men all along the line as far as I could learn, are enjoying the best of health, seem perfectly contented and offered no complaint whatever," says engineer Hansen. "In fact" continued Mr. Hansen, "from the viewpoint of freight delivered along the line of construction from Mile 240 north to Hurricane Gulch, Mile 284, everything is very satisfactory." Other notes of observation taken by Mr. Hansen on this trip were that the steam shovel working at Mile 241 completed cast over work April 11.

Rochen & Co, grading contractors will complete their contract of grading to Lane Creek in a few days, and then track will be laid to Lane Creek. A spur with a capacity of 5 cars will be laid to accommodate supply cars with material for the north, and teams will load direct from the cars. There are 20 four-horse and 2 six-horse teams hauling from Mile 240 to Mile 284. An average load of over one ton per horse is being maintained, and an average distance of 17 miles per day for seven days each week, is one team schedule or a distance of 119 miles each week per team.

The foundation test boring operations at Susitna River crossing at Mile 264, have proved entirely satisfactory. Two holes were drilled on each side of the river on the center line of the main abutments, and very satisfactory material was encountered (compact gravel), assuring a good foundation. This work was completed during the past week, and the last hole was drilled to a depth of 75 feet below the surface of the ground. Lumber for foundation work and concrete forms is being sawed at Mile 266, and about 20,000 feet have been delivered at Bridge Site. Boilers with a capacity of 150 horsepower, a pile driver and a derrick hoist engine will be delivered at Bridge Site during the coming week. The Camp for bridge construction is progressing rapidly, and the mess house with a capacity of 150 men at one sitting, is practically complete.

At Camp 269, eight log cabins are completed. This Camp is being maintained to supply contractors in Indian River canyon, and very satisfactory progress is being made on this work. The Canyon from Mile 269 to Mile 271 is very narrow and all rock, but it is the intention to use the finished grade for a wagon road for summer delivery of supplies, and every effort is being put forth to complete this work at the earliest moment.

Supply Camps at Mile 275, 281 and 284 are well provided with supplies. Rail and cars have been delivered along the right-of-way from Mile 275 to Mile 284. In the course of two weeks, provided the trail holds up, things will be in good condition for the summer operations. At present, however, there are 9 feet of snow at Hurricane Gulch, and the trail through Indian Canyon abandoned on account of the break-up of Indian River. Freight is being handled over the new road graded over Indian River Hill. The grade is steep but capacity loads of 7000 pounds for each horse team, which is all that the trail built on 8 feet of snow from Mile 271 to Mile 284 will support, is being maintained.

Contractors on cut at Mile 284, a controlling point, are making a very satisfactory showing considering the great depth of snow at this point.

## LAND AND INDUSTRIAL DEPARTMENT PROGRESS REPORT FOR MONTH OF MARCH.

Activities in the land and industrial department of the Alaskan Engineering Commission embrace items concerning the Anchorage Townsite, and other important particulars. The report for the month of March shows collections in the townsite amounting to \$1110.65, which amount was credited as follows:

Water rentals .....	\$731.55
Roll 4, water main construction .....	53.09
Roll 5, sewer construction .....	43.84
Roll 6, street improvements .....	8.68
Roll 8, water main extension .....	128.21
Roll 102, maintenance and operation .....	10.50
Roll 103, maintenance and operation .....	30.55
Roll 104, maintenance and operation .....	28.31
Roll 105, maintenance and operation .....	63.60
Penalties on assessments .....	12.32
Total .....	\$1110.65

List of delinquent lot owners was completed during the month and work of preparing final notices covering delinquent payments on all rolls was commenced. Two months' time from the date of the notices is allowed in which to make payment, at the expiration of which unpaid assessments will be advertised, in accordance with regulations, and lots then delinquent be reported to the commissioner for forfeiture.

All stove pipes and chimneys in the business district and a portion of the residence district were inspected during the month by the chief of the fire department. Thirty of these were found to be in bad order and owners of same were instructed to make necessary repairs.

Ten employees were on the payroll of the department at the end of the month.

The register of the United States Land Office at Juneau reports \$650.85 received from owners of lots in Anchorage townsite during the month to apply on purchase price of lots.

**Homesteads.**

Two homestead applications, covering land in the vicinity of the Government Railroad, were received by the Juneau Land Office during the month. These applications were allowed.

One homestead of 160 acres, located near Anchorage townsite, was relinquished.

**Alaska Railroad Record.**

Publication of the Alaska Railroad Record was continued during the month. Six thousand seven hundred and eighty copies were distributed during this period.

Printing of the index for volume 2 was completed and distribution made.

**Weather Report.**

Weather reports for the month were received from several points on the line of the railroad and published in The Railroad Record.

An extremely durable textile for clothing has been developed in England from short silk fibers heretofore thought almost worthless.

The pumps of a fireboat purchased by the Italian government for use in Naples harbor can throw 1245 tons of water in an hour.

COOPERATIVE ENTERPRISE UNDER SCHOOL LEADERSHIP.

Cooperative enterprise under school leadership among the people themselves has gone further in Alaska than in most places.

In 1911 the bureau entered upon the policy of encouraging the establishment in native villages of cooperative enterprises, financed by natives themselves, under the supervision of the teacher of the local United States public school. Such enterprises are now in successful operation in nine villages in widely separated regions. Each enterprise is bringing prosperity to the village in which it is located. Conspicuous among these undertakings is the Metlakoala Commercial Co., on Annette Island, in southeastern Alaska, which was organized in 1916 with a capital of \$2295, and 30 shareholders. The auditing of the affairs of the company in January, 1919, showed a capital of \$21,140 at that date, and a net profit of \$13,721. The number of stockholders had increased to 156. The returns to the natives of Metlakatla from the Annette Island Packing Co., having fish-trapping privileges within the reserved waters adjacent to Annette Island and permission to erect and operate a cannery on Annette Island, amounted during the season of 1918 to \$70,252.55 for fish royalties, trap fees, labor, and lumber purchased from the local sawmill. The successful operation of the lease granted to the Annette Island Packing Co., at Metlakatla led to the adoption of similar policy at Tyonek, in southwestern Alaska. For several years canneries and packing companies have provided the natives of Tyonek with fishing equipment and have purchased the fish caught. Under this arrangement the Tyonek natives never realized more than \$4,000 in a season. Under a lease entered into during January, 1919, with a Seattle capitalist, granting the privilege of operating a saltery and fish trap within the Tyonek reservation, the annual income to the Tyonek natives from royalties and wages paid will be about \$10,000.

TRAIN SERVICE MONTH OF MARCH BETWEEN ANCHORAGE AND SEWARD.

Date	Anchorage-Seward		Seward-Anchorage		Time En route
	Departed A. M.	Arrived P. M.	Departed A. M.	Arrived P. M.	
1	8.00	4.50			8 hrs. 50 min.
3			8.00	4.35	8 hrs. 35 min.
4	8.40	6.50			10 hrs. 10 min.
6	Train did not run; held at Seward for stmr. conn.				
7			8.45	6.55	10 hrs. 10 min.
8	8.10	7.00			10 hrs. 50 min.
*10			8.00	2.20	6 hrs. 20 min.
11	8.00	4.10			8 hrs. 10 min.
13			8.00	4.05	8 hrs. 5 min.
15	8.00	4.40			8 hrs. 40 min.
17			8.00	3.50	7 hrs. 50 min.
18	8.00	4.30			8 hrs. 30 min.
20			8.10	3.35	7 hrs. 25 min.
22	8.00	6.05			10 hrs. 5 min.
†24			8.00	8.30	12 hrs. 30 min.
25	8.25	7.50			11 hrs. 25 min.
27			8.00	3.45	7 hrs. 45 min.
†29	8.00	2.20 30th			30 hrs. 20 min.
31			8.10	5.12	9 hrs. 2 min.

\*This time (6 hrs. 20 mins.) is record run to date.

†Engine caught in snow slide, delayed 4 hrs. 10 mins.

ANCHORAGE WEATHER FOR MARCH.

Date	Temperature			Precipitation		Wind	Day
	Max.	Min.	Range	Amt.	Snow		
March 1.....	33	15	18	.....	.....	.....	Clear
March 2.....	30	-2	32	.....	.....	N	Clear
March 3.....	35	-5	38	.....	.....	N	Clear
March 4.....	35	-8	43	.....	.....	N	P.Cldy.
March 5.....	27	0	27	.....	.....	N	P.Cldy.
March 6.....	30	19	11	.....	.....	NW	Clear
March 7.....	32	6	26	.....	.....	NE	Clear
March 8.....	33	12	21	.....	.....	N	P.Cldy.
March 9.....	32	10	22	.....	.....	.....	Clear
March 10.....	33	3	30	.....	.....	N	P.Cldy.
March 11.....	34	11	23	.....	.....	.....	Clear
March 12.....	38	18	20	.....	.....	N	Clear
March 13.....	35	12	23	.02	1.3	S	P.Cldy.
March 14.....	39	20	19	.....	.....	N	P.Cldy.
March 15.....	40	23	17	.05	1.0	SE	Cldy.
March 16.....	44	28	16	.....	.....	SE	Cldy.
March 17.....	37	21	16	.03	0.5	W	Clear
March 18.....	30	-10	40	.....	.....	NW	P.Cldy.
March 19.....	38	3	35	.05	2.0	N	P.Cldy.
March 20.....	30	6	24	.....	.....	W	Clear
March 21.....	36	-11	47	.....	.....	N	P.Cldy.
March 22.....	25	16	9	.01	0.2	.....	Cldy.
March 23.....	32	11	21	.....	.....	W	Clear
March 24.....	28	10	18	.....	.....	NW	Cldy.
March 25.....	24	7	17	.05	1.0	SW	Cldy.
March 26.....	20	-1	21	.....	.....	NE	P.Cldy.
March 27.....	25	9	16	.04	1.0	SE	P.Cldy.
March 28.....	24	-13	37	.....	.....	N	Clear
March 29.....	22	-19	41	.....	.....	N	Clear
March 30.....	23	-12	35	.....	.....	N	Clear
March 31.....	23	-19	42	.....	.....	N	Clear

SUMMARY—Temperature: Mean maximum, 31.13; mean minimum, 5.48; mean, 18.305; maximum, 44, March 16; minimum, -19, March 29-31; greatest daily range, 47. Precipitation: Total, 0.25 inches; greatest in 24 hours, 0.05, March 15, 19, 26. Snow: Total snowfall, 7.0 inches; on ground 15th, 4.0 inches; at end of month, 5.0 inches. Number of days with .01 inch or more precipitation, 7; clear, 15; partly cloudy, 11; cloudy, 5.

ORVILLE A. KENYON CONTINUES IN Y. M. C. A. WORK.

A very interesting circular showing activities in the Y. M. C. A. work at St. Paul, Minn., was received recently from Orville A. Kenyon, formerly employed in various clerical positions with the Alaskan Engineering Commission, but more prominently known in and about Anchorage as an untiring worker in advancing the interests of the Y. M. C. A., a branch of which he organized here, securing members from among the employees of the Alaskan Engineering Commission, and elected Secretary.

The circular is lengthy, describing much meritorious work accomplished during the month of January, 1920, at St. Paul. One section is devoted to Americanization Classes, and in part says: "An Americanization Class for foreign speaking men has been organized. There is no expense to the student as the St. Paul Public School Board supply the teacher and the books. It will be a real friendly act if men of our membership get foreign speaking men interested in the educational advantages offered by the Public Schools and other educational agencies leading to intelligent loyal citizenship."

**OFFICIAL CIRCULARS.**

**CONCERNING FREIGHT RATES.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska. March 23, 1920.

Circular No. 412:

TO ALL CONCERNED:

Effective during the current month, and hereafter, no addition will be made to the price of materials and supplies on account of freight charges for transportation on the railway lines of the Commission, when the materials and supplies are billed to one of the warehouses under the jurisdiction of the stores department. The charges on all waybills for materials and supplies shipped by the stores department from Seward to Anchorage, from Anchorage to Seward, or between any other warehouses under the jurisdiction of that department will be charged to account No. 727-8, "Material Stores Expense (Freight)". Any freight charges of this character which have already been added to the cost of the goods, during the current month, will be credited at the end of the month to the account above named, and thereafter no such charges will be added to the cost of the goods.

Wm. GERIG,  
Assistant Chief Engineer.

**SECTION FOREMEN MUST CERTIFY TO AND RETURN INVOICES.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska. April 7, 1920.

Circular No: 6

TO ALL SECTION FOREMEN,  
SEWARD AND ANCHORAGE:

Many Section Foremen are failing to O. K. and return invoices for various kinds of supplies sent them. Please check all invoices which have been sent you and if the material has been received, O. K. the invoice and return to this office. If any supplies shown on

invoices are not received, the matter should be reported to this office promptly.

C. G. JONES,  
Superintendent of Construction.

Circular No. 74:

TO ALL SECTION FOREMEN,  
ANCHORAGE NORTH:

Many Section Foremen are failing to O. K. and return invoices for various kinds of supplies sent them. Please check all invoices which have been sent you and if the material has been received, O. K. the invoice and return to this office. If any supplies shown on invoices are not received, the matter should be reported to this office promptly.

JAMES HANAHAN, Roadmaster.

**ACTING ENGINEER IN CHARGE**

Department of the Interior,  
Alaskan Engineering Commission  
Seward, Alaska, April 2, 1920.

Supply Division Circular No. 18:

TO ALL CONCERNED:

During the absence of the undersigned, Mr. J. J. Ryan will be in charge of the Supply Division as Acting Engineer in Charge.

H. P. WARREN,  
Engineer in Charge, Supply Division.

**LOCAL NOTICE TO MARINERS.**

Department of Commerce,  
Lighthouse Service,  
Office of the 16th Lighthouse District,  
Ketchikan, Alaska, March 26, 1920.

Alaska—Kodiak Harbor-Hanin Rocks light reported extinguished March 19th, will be relighted as soon as practicable.

Wrangell Strait-Point Lockwood Rock Float Light 1, reported missing from its station on March 23, was replaced on March 26, 1920.

By Direction of Commissioner of Lighthouses.

W. C. DIBRELL,  
Superintendent of Lighthouses.

**CLIMATOLOGICAL DATA—MARCH, 1920.**

STATIONS	Mile on Railroad	Approximate Elevation, feet	Temperature in Degrees, Fahr.							Precipitation Inches			Number of Days			Prevailing Direction of Wind.		
			Mean Maximum	Mean Minimum	Mean	Highest	Date	Lowest	Date	Greatest Daily Range	Total	Greatest in 24 Hours	Total Snowfall, Inches	Clear	Partly Cloudy		Cloudy	
SEWARD																		
E. L. Sweek, Obs.	0	20	33.61	19.41	26.51	40	15	8	31	25	.....	.....	2	9	13	9	N	
ANCHORAGE																		
D. D. Vint, Obs.	115	40	31.13	5.48	18.30	44	16	-19	31	47	0.25	0.05	7	15	11	5	N	
MATANUSKA																		
F. E. Rader, Obs.	151	200	26.5	6.5	16.5	38	15	-16	29	36	.72	.25	12.5	14	9	8	SW	
CHICKALOON																		
J. E. Manning, Obs.	188	910	26.2	11.2	18.7	34	2	-6	1	35	.....	.....	21	17	.....	14	N	
TALKEETNA																		
J. F. Minor, Obs.	227	366	23	-1	11	60	11	-24	28	56	.....	.....	20.75	17	2	9	NW	
INDIAN RIVER																		
A. F. Stowe, Obs.	266	735	21.39	-4.16	8.61	30	8	-26	28	38	2.66	0.70	45.4	21	4	6	NE	

# ALASKA RAILROAD RECORD



VOL. IV. ANCHORAGE, ALASKA, TUESDAY, APRIL 20, 1920.

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.

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

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

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

### ASSISTANT CHIEF ENGINEER SUBMITS REPORT SHOWING ACTIVITIES DURING MARCH.

The report submitted by Wm. Gerig, assistant chief engineer in the Southern Division of the Alaskan Engineering Commission, shows that labor shortage continued during the month of March, although quite a number of men came in from the States, principally stationmen. The report continues by advising that advertisements were inserted in the Anchorage and Seward newspapers, specifying the kind and number of men wanted, but these brought very unsatisfactory results. The average force employed in the Southern Division during the month reported was 1274 employees and 119 contractors.

#### Operation.

The Seward Division of the Alaska road was successfully operated during the month between Anchorage and Seward with the exception of one trip when the train was delayed about 22 hours on account of heavy snowfall. On March 25 a snowslide caught the locomotive of the passenger train and delayed the train four hours and fortunately the extent of damage done was slight.

With these exceptions the schedule of two mixed trains per week in each direction was maintained throughout the month, supplemented by such additional freight extras as were necessary to fill the requirements. It was, however, necessary to operate the rotary ahead of the majority of the passenger trains during this month.

Operation of trains from Anchorage to Talkeetna was continued during the month on the regular schedule of two

trains per week each way, supplemented by extras hauling materials and supplies north to end of steel at Mile 238. The schedule to Talkeetna was maintained, although there has been considerable snowfall in that vicinity, and on many days the rotary snow plow was used ahead of the train. There was no delay to operation of trains between Talkeetna and end of steel.

The regular schedule of two trains each way per week between Anchorage and Chickaloon was also maintained.

#### Maintenance and Construction.

Two contracting firms were employed in the vicinity of Mile 3 1/4, one delivering logs to a sawmill at that point. Hoben & Davis were the contractors, and during the month delivered 873 logs, containing 222,000 feet, b. m. of lumber. Satisfactory progress was made by them during this period. LaRochelle & Roberts have a contract for sawing these logs, and they manufactured 222,000 board feet of lumber. Several carloads of lumber were shipped from this mill during the month for use at the portal of tunnels and for stock at Anchorage.

Construction work was continued throughout the month in the vicinity of the second summit district—Miles 47 to 56—with reduced forces, on account of unfavorable weather conditions. Divyak & Co., station contractors, Mile 47 1/2, completed their work during this month.

Satisfactory progress was made by the contractors who are enlarging tunnel No. 1 to standard size. A total of 150 feet of heading was done during the month and eight sets of the old timbers were removed. The work under way in several places in the loop district, near Mile 50, was continued with reduced forces. The work on bridge 503 (old No. 79) was continued during the month. Bents Nos. 1 to 28 of the north approach of trestle were swaybraced and stringers laid on same. The excavation for bents Nos. 14 to 19 was completed and forms were built for bents Nos. 14, 15 and 17.

At the south portal of tunnel No. 4, three packed bents, four square bents and four segment bents were completed.

At the north portal of tunnel No. 5 three packed bents, one square bent and five segment bents were erected and the lagging was completed.

The reconstruction of bridge No. 543 (old No. 88) began. Excavations were completed for five bents and work started on six other bents.

A steam shovel and necessary equipment was sent to Mile 56 on March 29 to commence loading rock, which will be used for riprapping the dyke just north of Spencer

BUY WAR SAVING STAMPS. PRICE THIS MONTH \$4.15.

Glacier. No yardage was moved, the time being spent in preparatory work.

The Alaskan Engineering Commission forces logging in the vicinity of Mile 86 made good progress during the month. Two thousand one hundred and fifteen logs containing 175,000 feet, board measure, were placed in the yard. We now have on hand at this point 3408 logs which will cut approximately 365,000 board feet of lumber. In addition to the above there are 75,000 feet of logs cut in the woods. This force also cut two cars of piling, which were delivered to bridge 543.

No construction work of any importance was undertaken between Mile 52 and Mile 239, north of Talkeetna.

In Mile 239 steam shovel No. 2 cast over 26,797 cubic yards of frozen material. This shovel worked double shifts during the month and advanced a distance of 9799 feet. Track was laid behind the shovel and at the end of the month the north end of track was at Station 10718, Mile 240.75.

Construction work was continued during the month north of Mile 239 and good progress was made.

Rochen & Co., grading contractors at Mile 242, handled approximately 2612 cubic yards of frozen material during the month.

Brenner & Co., driving coyote holes at Mile 242½, made 244 lineal feet of holes during the month.

The Alaskan Engineering Commission forces on bridge construction drove 75 piling for three bridges. Bridges Nos. 195 and 196 (old numbers) were completed. The bridge forces were moved from Mile 246 to Mile 250 during the latter part of the month, and commenced working on driving bridge No. 213.

Contractors on the work through Indian River Canyon made satisfactory progress during the month, and six contractors completed construction of their camps and began grading.

Frank Daniels & Co. moved the largest amount of material of any of the contractors, which was about 1200 cubic yards.

Joe Pradella & Co. were awarded a grading contract at Mile 260, and have arrived on the ground and completed camp.

Steve Lealos & Co. were also given a contract at Mile 264. They erected camp and began grading.

Excellent weather for freighting prevailed during the month, there being only five days on which freight could not be moved on account of heavy snowfall and wind. From the end of steel to Camp 266 on Indian River, an average of about 8000 pounds was hauled per four-horse team, and from that point to Hurricane Gulch, Mile 284, about 6000 pounds per team were hauled. The amount hauled is governed by the compactness of the roads. A total of 1773 tons of freight was hauled a distance of 16,296 ton miles. The depth of snow between the end of steel and Hurricane Gulch averages from six to 11 feet, on the level, the snow getting deeper as one goes north. A sled road was constructed over the hill at Indian River Canyon during the month. This was done in order to have a road when the river breaks up, and in case of interference of the road through the canyon by construction forces. The work of camp construction continued during the month.

At Mile 264 a 30 by 60 foot mess house is about 25 per cent completed. Two 16 by 24 foot bunk tents were erected. Snow was cleared for the erection of nine 16 by 24 foot tents.

Test hole No. 2 on the south bank of the Susitna River

Crossing was deepened from 80 to 98 feet, when it was discontinued. Test hole No. 3 on the north bank was extended to a depth of 62 feet. Good material, consisting of compact sand, gravel and boulders, was found to exist practically all the way down. The shaft on the north bank was deepened from a depth of 15 to 20 feet.

At Camp 266 an ice house 16 by 30 feet was completed, and 40 tons of ice stored. At Camp 269 a 30 by 30 foot powder house and a 20 by 20 foot log emergency hospital building were built. At Camp 275 a 20 by 36 foot mess tent and eight additional tents were erected for quarters and warehouses.

At Camp 281 a 16 by 24 foot bunk tent was completed and snow was removed for two other tents.

At Camp 284 eight tents were erected for housing employees and warehouse purposes.

The sawmill at Indian River made satisfactory progress during the month and sawed 96,295 feet, b. m., of lumber. Twenty-five thousand feet, b. m., of this lumber were hauled to Camp 264 for camp construction and erection of the Susitna River bridge. There were logged at this camp some 900 logs.

#### Mechanical Department.

The necessary routine repairs were made to locomotives and cars and other machinery during the month. All of the mechanical repairs are now being done at the Anchorage shop. The roundhouse at Seward was maintained during the month.

#### Telegraph and Telephone Department.

The usual maintenance and operation continued during the month. Better progress was made on the construction of the pioneer line through Broad Pass and at the end of the month wires connecting the Northern and Southern Divisions were only a few miles apart.

#### Earthquakes.

Earthquake recorded on the 8th, at 9.41 p. m., duration about 45 seconds. Earthquake on the 29th, at 10.15 p. m., duration about 10 seconds.

#### SNOW SLIDES OBSTRUCT TRAFFIC.

Snow slides and drifted snow caused by warmer weather and high winds temporarily obstructed traffic on the Alaska Government railroad between Anchorage and Seward for about 16 hours Wednesday April 14. The most severe slide occurred during the night of the fourteenth at Mile 71½, where snow ranging in depth from 40 to 60 feet and 400 feet in length covered the track, obstructing traffic. At Mile 54 and other points between Mile 54 and Mile 71, the track was covered several feet deep by drifted snow. High winds, beginning Wednesday afternoon continued which made work of clearing very difficult.

The train which departed from Seward for Anchorage, Wednesday at 8 a. m. April 14 was delayed about 16 hours but finally arrived at Anchorage 9 p. m. Thursday April 15.

Thirty soldiers from Company "B" left Anchorage on a special train Thursday morning, April 15, under the direction of Wm. Gerig, assistant chief engineer, and F. A. Hansen, engineer of maintenance and construction to clear the track. A force of 50 men were engaged in clearing snow in the vicinity of Mile 54. Two Government rotaries were also called to assist. One was engaged at Mile 54 and the other at Mile 71. The road is now clear from Anchorage to Seward and trains operating on schedule time.

## OIL AND GAS INDICATIONS ALONG THE ALASKA GOVERNMENT RAILROAD.

The coast of Alaska for 2000 miles, and as deep as the Government Railroad penetrates the interior, has well-marked indications of great values in oil and gas, as evidenced by the known Katalla field, the Seward gas seepages and oil showings, the Iliamna oil seepages, the Cold Bay oil field and the Chignik oil and gas indications and to the interior the coal and oil indications of the Matanuska and Ncnana valleys.

The Alaska Government Railroad divides the Seward field into two halves and traverses the region longitudinally for more than 20 miles. The indications of this region are well described by the report of E. H. Mathis, consulting engineer, extracts from which are as follows:

"The area examined is located on the Kenai Peninsula of Alaska. It represents a strip of land about three miles in east and west dimension and some 22 miles north and south, extending from the head of Resurrection Bay to Mile 23, on the easterly shore of the south arm of Kenai Lake. Through this pass the Alaska Northern Railway is constructed en route to Fairbanks and the coal districts of the Matanuska and Susitna River Valleys.

### Topography and Vegetation.

"Hills rising to an altitude of 2,000 to 4,000 feet above sea level, flank the area on the east and west. In passing north from the town of Seward on Resurrection Bay to Kenai Lake an elevation of 765 feet is reached at a point on the railroad some 12 miles north. From this summit the Snow River Valley slopes away to Kenai Lake, which lies at an elevation of 480 feet.

"East and west the surface is quite flat except for a system of low hills which extend from the sea to the lake. There are many small ravines occupied by tributaries of Salmon Creek and Resurrection River. The drainage from the summit is south into the bay and north into the lake. These lowlands provide a convenient pass via which traffic finds its way into the interior of Alaska.

"This section is entirely located within the forested area. Spruce, hemlock, birch, poplar, and alders compose the mixed timber which clothes the greater portion of the surface. Open meadows, small brush and moss complete the covering of vegetation which carpets the valleys.

### Oil Indications.

"Along the axis of the prominent anticlines charted on the sketch maps, are gas vents. Where the anticline passes beneath a lake, river or pond, a zone of gas bubbles may be seen rising to the surface.

"From the surface of a small stream about 10 feet wide, which empties into Resurrection Bay below the south line of Section 26 as indicated on the map, is a 100-foot zone of gas bubbles which are rising continuously, causing the water to appear to be at the incipient boiling state. The bubbles are about one-half inch in diameter. At the foot of Bear Lake near the west shore a zone of gas rises from the deep water. The trend of the zone is North 10° East and extends 1000 feet to a point where it intercepts the shore. The estimated projection of an anticline, which may be definitely established close to this point would occupy this line. On the overflow land at the head of Kenai Lake along the west side of the valley, are two zones of gas escape. These are about 700 feet apart east and west. The more westerly line extends far out into the lake where the water is of unknown depth. The deepest point measured is 70 feet below the surface of the

lake and represents a position where the gas rises opposite Bowhead Cabin.

"The bubbles rise here along a line at least one-half mile long. Close to the east shore escaping gas bubbles rise to the surface of the water for a distance of about three miles along a definite course. The gas dissipation may be observed along this line extending from a point approximately opposite Mile 18½ where it intercepts the shore. Here the gas bubbles do not rise as profusely as at other places mentioned, but when the lake is perfectly quiet the line of escape may be seen.

"The gas is inflammable and may be ignited when collected in a large can with properly provided escape for lighting. Occasionally a delicate oily film may be seen spreading over quiet water when a large bubble bursts. Oil films are present on the water in many places and are particularly noticeable along the road in Section Thirty-five.

That the gas has its origin below the rock surface rather than in the superficial vegetation is indicated by the following facts:

1. The zones of gas bubbles are persistent along straight lines for considerable distance.
2. The gas rises along a definite line crossing the surface of the water in shallow ponds, over flow areas, and deep portions of the lake without change of course.
3. The volume and continuous stream of gas bubbles rising along these lines indicate greater organic accumulation than would be possible in some of the small ponds where the gas is seen to rise. Some of these ponds have but two feet of muck resting on solid slate bedrock. Prodding the muck in these places will not exhaust the gas flow. In fact, the rise of gas soon resumes the normal flow."

### Analysis by Noted Physician.

"A sample of gas rising in Kenai Lake collected by Dr. J. H. Romig, of Seward, has been analyzed and is reported to have shown a high gasoline vapor content.

The copious flow of gas in this area indicates a substantial accumulation of hydro-carbons at its source. The physical condition of this source, the presence of commercial quantities of either light or heavy oil and the depth below the surface can be determined only by drilling operations. The comparatively shallow depth of the oil sands of the Iliamna and Katalla oil regions and the extensive glaciation of this area suggest that the slates and graywackes may not represent a very great thickness in this pass from Resurrection Bay to Kenai Lake.

"Should drilling prove the presence of commercial deposits of oil, the operation of the wells and transportation of the product would be greatly facilitated by the presence of the railroad operating through the district and the proximity of the navigable water of Resurrection Bay.

"Seward is the natural commercial center of all Alaska. It is the open water terminus of the Railroad to the interior and the supply point for gasoline boats plying between Seward and settlements as far as twelve hundred miles to the westward. The numerous fishing crafts operating in the salmon trade and engaged in fishing the greatest known halibut banks in the world make this port for their fuel supply.

"In view of the oil indication described herein the facilities offered for oil prospecting, and a ready market for the refined product, this field should invite early investigation."

## WEEKLY FORCE REPORT.

The number of employees of the Alaskan Engineering Commission as shown on the payrolls for the week ended -  
April 10, 1920, was as follows:

Mile	Item of work	Purchasing	Supply	Accounting	Southern			Northern			Total
					Maint. & Op.	Const'n	Administration	Maint. & Op.	Const'n	Administration	
	Seattle office and Pur. Agent's Reps.	19	...	5	...	...	...	...	...	...	24
1	Stores .....	...	24	...	...	...	...	...	...	...	24
	Dock .....	...	18	...	...	...	...	...	...	...	18
	Mess .....	...	4	...	...	...	...	...	...	...	4
	Maintenance of equipment .....	...	...	...	9	...	...	...	...	...	9
	Hospital .....	...	...	...	...	2	...	...	...	...	2
	B. & B. No. 9, work on Seward dock .....	...	...	...	...	3	...	...	...	...	3
	Accounting office .....	...	...	2	...	...	...	...	...	...	2
3	Extra gang 3, sawmill .....	...	...	...	...	1	...	...	...	...	1
	Contractors, logs and lumber .....	...	...	...	...	23	...	...	...	...	23
20	Contractors, ties .....	...	...	...	...	2	...	...	...	...	2
40	Contractors, tunnel .....	...	...	...	...	16	...	...	...	...	16
52	Engineering party .....	...	...	...	...	10	...	...	...	...	10
	B. & B. No. 7, bridge No. 78.....	...	...	...	...	24	...	...	...	...	24
	B. & B. No. 5, constructing bridge 79 .....	...	...	...	...	24	...	...	...	...	24
56	Steam shovel No. 1 .....	...	...	...	...	74	...	...	...	...	74
86	B. & B. No. 10, saw logs .....	...	...	...	...	10	...	...	...	...	10
1-114	Operation, road .....	...	...	...	42	...	...	...	...	...	42
	Maintenance of way and structures..	...	...	...	79	...	...	...	...	...	79
114	Headquarters office .....	...	...	...	...	8	4	...	...	...	12
	Bridge Engineer .....	...	...	...	...	2	1	...	...	...	3
	Drafting office .....	...	...	...	...	4	...	...	...	...	4
	Townsite and land .....	...	...	...	...	9	1	...	...	...	10
	Disbursing office .....	...	...	6	...	...	...	...	...	...	6
	Accounting office .....	...	...	13	...	...	...	...	...	...	13
	Hospital .....	...	...	...	6	7	1	...	...	...	14
	Stores .....	...	22	...	...	...	...	...	...	...	22
	Material yard .....	...	45	...	...	...	...	...	...	...	45
	Operation, road .....	...	...	...	47	...	2	...	...	...	49
	Dock and boats .....	...	...	...	6	...	...	...	...	...	6
	Power and pumping .....	...	...	...	11	...	...	...	...	...	11
	Maintenance, equipment .....	...	...	...	83	...	1	...	...	...	84
	Floating .....	...	...	...	20	...	...	...	...	...	20
	Building outfit cars .....	...	...	...	...	8	...	...	...	...	8
	Extra gang No. 1, loading ties.....	...	...	...	...	3	...	...	...	...	3
114-238	Operation, road .....	...	...	...	25	...	...	...	...	...	25
	Maintenance of way and structures..	...	...	...	187	...	1	...	...	...	188
172	Mining, Eska .....	...	...	...	21	...	1	...	...	...	22
188	Mining, Chickaloon .....	...	...	...	29	...	...	...	...	...	29
236	Steam shovel No. 2 .....	...	...	...	...	58	...	...	...	...	58
243	Contractors, coyote holes .....	...	...	...	...	7	...	...	...	...	7
	Contractors, grading .....	...	...	...	...	11	...	...	...	...	11
246	B. & B. No. 1, constructing bridges..	...	...	...	...	17	...	...	...	...	17
249	Stores .....	...	5	...	...	...	...	...	...	...	5
	Engineers and freighting operations .....	...	...	...	...	60	...	...	...	...	60
	T. & T. maintenance linemen .....	...	...	...	3	...	...	...	...	...	3
264	Engineers and camp construction .....	...	...	...	...	47	...	...	...	...	47
	Contractors, grading .....	...	...	...	...	23	...	...	...	...	23
266	Engineers, wagon road & camp construction & freighting operations .....	...	...	...	...	43	...	...	...	...	43
	Contractors, grading .....	...	...	...	...	51	...	...	...	...	51
269	Engineers and general camp .....	...	...	...	...	47	...	...	...	...	47
	Contractors, grading .....	...	...	...	...	24	...	...	...	...	24
	T. & T. maintenance lineman .....	...	...	...	1	...	...	...	...	...	1
275	Wagon road cons. & freighting op'ns .....	...	...	...	...	14	...	...	...	...	14
284	Camp and bridge construction .....	...	...	...	...	31	...	...	...	...	31
	Contractors, grading .....	...	...	...	...	43	...	...	...	...	43
312	T. & T. crew, constructing line .....	...	...	...	...	11	...	...	...	...	11

WEEKLY FORCE REPORT.

Mile	Item of work	D Purchas- ing	I Sup- ply	V Ac- count- ing.	S		I		O	N	
					Maint. & Op.	Const'c-Admin- tion	Maint. & Op.	Const'c-Admin- tion			
344	Engineers								3	3	
344	Contractors								8	8	
347	Trail crew								10	10	
350	T. & T. construction								5	5	
	Engineers								9	9	
	Contractors								73	73	
356	Engineers and general camp								17	17	
	Contractors								138	138	
358	Engineers, carpenters and camp opn.								54	54	
358-411	Sectionmen and pumpmen								40	40	
362	Contractors, coal								13	13	
368	Contractors, coal								5	5	
411	Nenana headquarters			2				7	7	2	
	Shops, roundhouse and train crew							18	23	41	
	Store, warehouse and yard		22					6	6	34	
	Hospital							5	5	1	
	Townsite							1		1	
	Janitors and watchmen							9		9	
	Power plant, linemen and operators.							12		12	
	Mess							9		9	
	Corral							6		7	
	Contractors, logs, ties & cordwood.								6	6	
412	Terminal							11		11	
420	Sawmill								6	6	
412-460	Section men, pumpmen							24		24	
	Contractors								28	28	
467	General shops and yards			1				25		1	
	Tanana Valley R. R.							9		9	
	Rehabilitation								70	70	
Totals		19	141	29	578	710	12	182	486	5	2162
Increase or decrease (-) compared with last week		0	2	1	-55	5	0	4	-15	0	-58

RECAPITULATION

Division	Pay Roll	Contractors	Total
Purchasing	19		19
Supply	141		141
Accounting	29		29
Southern	1100	200	1300
Northern	462	271	673
Totals	1691	471	2162

LOCAL NOTICE TO MARINERS

Department of Commerce,  
Lighthouse Service,  
Office of the 16th Lighthouse District,  
Ketchikan, Alaska March 20, 1920.  
Alaska—Alberto Bay-Klawak Inlet-Klawak Island Light reported carried away March 19, by ice, has been temporarily rebuilt, and is now in operation.  
Wrangell Strait-Point Lockwood Rock Float Light 1, reported replaced temporarily by second class can buoy on March 27, was repaired and relighted March 27, 1920, and is now on its station.  
By direction of the Commissioner of Lighthouses,  
W. C. DIBRELL,  
Superintendent of Lighthouses.

COMPANY "B" WAREHOUSE.

In order to make room to properly handle incoming freight for local merchants, the supplies, provisions and equipment, belonging to Company "B" now stored in the Government Buildings on the water front, will be transferred to the new warehouse to be erected in the terminal yards of the Alaskan Engineering Commission near the corral.  
Soldiers from Company "B" are now dismantling the large commission warehouse at Potter Creek, preparatory to shipping the lumber to Anchorage for the new building.  
Minute flaws in steel bars for making rifle barrels are readily detected by a magnetic testing process developed by United States bureau of standards.

PROGRESS REPORT SUBMITTED BY ENGINEER OF  
MAINTENANCE AND CONSTRUCTION.

The work of placing asbestos covering on the boiler in basement of the general office building of the Alaskan Engineering Commission at Seward, is completed, begins the report submitted by F. A. Hansen, engineer of maintenance and construction in the Southern Division, for the week ended April 10, 1920.

Other minute details in the report covering activities at various points under Mr. Hansen's supervision, follow:

A fifty foot ladder was erected at the general office building at Seward, for use in case of fire. The building at Seward formerly used as a gas house, has been remedied for the purpose of a small carpenter shop. Sheet iron has been placed around the floating dock at Seward. Repairs to residence occupied by Agent at Seward, are 10 per cent complete.

Hoben & Davis, saw log contractors at Mile 34, delivered 188 logs containing 41,030 feet of lumber during the week reported. These contractors discovered more desirable logs on the west side of the track, therefore changed the scene of their operations to that point.

LaRochelle & Roberts, sawmill contractors at Mile 34, sawed during the week 64,000 feet of lumber. They were delayed one day on account of engine trouble. Repairs were made to their engine.

C. O. Nelson & Co., contractors in enlarging tunnel No. 1, accomplished 60 feet of heading during the week and removed eight sets of old timbers.

A hole about eight feet deep was sunk in the bed of the creek near the pump house at Mile 52, but no water was found. The first 6½ feet consisted of boulders and gravel, and the last 1½ feet, of clay and boulders. The water supply in the well at this place is insufficient to meet the requirements.

The excavation for pier No. 12 was completed, and forms were erected, for Bridge No. 503 (old number 70), during the week. Ice was cleared from pier No. 11. The forms for abutment pier No. 13 was taken down as it was decided to deepen the excavation in order to get pier below the present bed of stream. This pier has been lowered two feet to date. About 10 cubic yards of concrete was poured for bents Nos. 14 and 15.

A switch and spur track was put in from the present line opposite Station 2672 plus 75 running to the north end of temporary trestle No. 504.

Three packed bents and two square bents were raised in north portal of tunnel No. 7 and same were packed and lagged. Tunnel No. 7 is now complete. Sills were set and one square bent erected in tunnel No. 7.

Excavation was continued for pile bents for Bridge No. 543, and the excavation for bents Nos. 194 to 197, inclusive, was completed. Excavation was started on bents No. 191, 192 and 193. Mud sills were laid for bents Nos. 197 to 200, both inclusive.

A detachment of about 20 soldiers from the 21st Infantry was engaged during the week in tearing down the storage warehouse at Potter which will be re-erected at Anchorage for the use of the soldiers. The work of tearing down the warehouse is 50 per cent complete.

Three hundred and twenty three logs, containing 43,000 feet of lumber, were placed in the storage yard at Mile 86.

Work continued on the construction of demountable outfit car bodies at Anchorage and the seventh car is about 50 per cent complete. The painters were engaged

in applying the priming coat of paint to these cars during the week, using the spraying machine, and in varnishing and painting the interiors. The two 7000 gallons portable water tanks have both been completed, as authorized by A. F. E.

Steam shovel No. 1, Engineer Schapler, working in the rock pit at Mile 56, loaded during the week 4365 cubic yards of rock which were dumped for riprapping the dyke below the Spencer Glacier.

Steam shovel No. 2, Engineer McMillan, at the end of steel, cast over during the week 2817 cubic yards of frozen material and the shovel was advanced from Station 10721 plus 23 to Station 10728 plus 00, a distance of 623.5 feet. There is a small equation in the stationing in this piece of track. Track was laid behind the shovel from Station 10722 plus 42 to Station 10728 plus 69, a distance of 627 feet.

Rochen & Co., have finished the grading between Station 10736 plus 36 and Station 10763 plus 81, which completes their contract.

Alaska Engineering Commission forces moved 400 yards of material between Station 10734 plus 19 and Station 10736 plus 36. The material taken out was dumped for filling between Station 10731 plus 60 and 10734 plus 92.

Brenner & Co., drove 69 feet of coyote holes during the week and have 505 feet driven to date.

Splendid weather for freighting prevailed during the period reported. A total of 395.6 tons was moved 3960.3 ton-miles.

B. & B. gang No. 1 drove and capped the following bridges: Bridge No. 2505, five bents, 27 piles; bridge No. 2508, four bents, 22 piles; bridge No. 2515, four bents, 22 piles. Total, 71 piles.

Snow removal and clearing for new camp at Mile 254, are 20 per cent complete.

At Susitna bridge crossing Hole No. 4 was drilled to a depth of 75 feet. Good material consisting of compact sand and gravel and boulders was encountered at that depth. The 30 by 60 mess tent at Camp 264 was 80 per cent complete, and two 16 by 24 bunk tents were erected during the week.

Steve Lealos & Co., grading contractors at Miles 264, are making good progress on their work.

The sawmill at Indian River sawed 37,903 feet, board measure, in four and one-half days.

A contract was awarded to Tony Martinovich & Co., for the work between Stations 12170 and 12213, in Mile 269, and they are now on the ground building their camp.

Nick Davis & Co., at Station 12218 have 48 feet of coyote holes driven to date.

Pariso & Co., at Station 12224 have 24 feet of coyote holes completed up to and inclusive April 10.

P. McCormick & Co., at Station 12240 put off a successful coyote shot moving about 5000 cubic yards of solid rock with 6250 pounds of black powder during the week.

Frank Daniels & Co., have started trapping material at Station 12257.

At Camp 275, a 30 by 50 hay and grain storage platform was erected and camp construction was completed.

At Camp 281, a 16 by 24 bunk tent and a 20 by 36 mess tent have been erected.

A grading contract was awarded to Christ George & Co., Station 13006 to 13054, Mile 283. They are on the ground engaged in putting up their camp.

At Camp 284, a 16 by 24 tent was erected for the T. & T. department and a 14 by 16 engineers' tent completed.

### PROMINENT BRIDGE ENGINEER ARRIVES IN ANCHORAGE.

Mr. W. E. Angier, member of the Engineering firm of Modjeska & Angier, of Chicago, arrived in Anchorage on the special train from Seward at 11:20 the evening of April 16th, having been accompanied from Seward to Anchorage by F. A. Hansen, engineer of maintenance and construction. Mr. Angier departed a few minutes later by special train for the Northern Division, accompanied by W. J. H. Fogelstrom, bridge engineer, and Donald McDonald, draftsman.

Mr. Angier is one of the best known bridge engineers in the United States, and his firm has handled the technical work connected with erection of many of the big steel bridges of the country. To mention only a few of these: The McKinley Bridge over the Mississippi at St. Louis, the Harahan Bridge over the same river at Memphis, Tenn., the Thebes Bridge at Thebes, Ill., and the large structure over the Columbia and Willamette Rivers between Vancouver, Washington, and Portland, Oregon.

Mr. Angier is in Alaska to confer with the Alaskan Engineering Commission officials on their entire uncompleted bridge program, including the Susitna, the Hurricane Gulch, the Nenana, and the Tanana crossings. Mr. Angier and Mr. Fogelstrom will meet Col. Mears, chairman and chief engineer at Mile 242, after having inspected the sites of the two former mentioned structures, and will confer as to matters in general. If, after completing the trip of inspection, the trail over Broad Pass will permit, Mr. Angier will return via Anchorage for further conference. He expressed a keen desire to see Anchorage and the country surrounding, which of course was impossible because of the darkness and lack of time as he proceeded northward.

### ACTIVITIES AT MARINE WAYS.

Indicative of a very busy opening of navigation in Cook Inlet, A. O. Adams, port engineer of the Alaskan Engineering Commission at Marine Ways, has his force clearing the ways of all remaining ice since the last thaw. Painters are busy painting the barges which will be launched in their respective places during the present week.

Machinery in the "Anne W." is undergoing a general overhauling, and it is expected that this boat will be launched about April 23. Work on the dredges is progressing very satisfactorily, and will be in first class condition for the coming season's work. A new twin condenser is being installed, which will add about 20 per cent to the efficiency of the boilers.

The tug boat "Matanuska" is not being overlooked by way of overhauling, and will be in first-class condition for the opening of the shipping season. The "Matanuska" will be launched about April 26.

### RECORD TIME ANCHORAGE TO NENANA.

A wire received today at Anchorage headquarters, states that W. E. Angier, member of the engineering firm of Modjeska & Angier, of Chicago, accompanied by W. J. H. Fogelstrom, bridge engineer for the Alaskan Engineering Commission, and Donald MacDonald, draftsman, departed from Anchorage in a special train at about 11:30 p. m. April 16 for Nenana, arriving at that point Monday, April 19, at 10 p. m., covering the distance in 70 hours.

### FACTS CONCERNING NATIVE CHILDREN OF ALASKA.

Mr. Arthur H. Miller, superintendent of the Alaska Native Schools, in a letter to the Alaska Railroad Record, gives many interesting facts concerning the native children of Alaska. Among the many features contained in the letter, a few may be of interest to readers, and are offered as follows:

The Fourteenth Decennial census for southwestern Alaska will be practically completed by May 1, with the exception of the Aleutian Islands, which cannot all be reached until the annual cruise of the Coast Guard boats in June. The westernmost inhabited island of the Aleutian group is the Island of Attu lying six hundred miles west from Unalaska.

A telegram from the enumerator for Unga and the Shamigan Island group, dated April 13, states that the census has been completed for that district.

Professor Howard McGinley has charge of the census for Kodiak and Afoganak Islands.

The fur catch made this winter of the natives of the southern end of Kodiak Island is the largest catch made in years.

Copper River Natives have been given considerable employment on the Copper River and Northwestern Railroad, and many hundreds of dollars have been paid in wages to Natives of Cook's Inlet region by the Alaska Government Railroad during construction seasons.

Out of a goodly number of natives thus given an opportunity to learn the lesson of thrift among white men, some make good; and one native who becomes self-supporting and dependable, goes farther toward convincing his white brother of his worth, and educating those of his own race by example, than can be done by many years theoretical teaching from books.

Industrial schools for the native children of Alaska will impress upon this hitherto carefree child of nature, that one of the most essential factors of ones education is work. When the natives of Alaska become skillful workers and dependable to do the work needed to be done in the territory, he will have helped himself and made himself of value to Alaska. He cannot do it alone. If the Government will deal liberally with the native now, in a generation he will take care of himself.

### INFORMATION WANTED.

Inquiry has been made in a communication to the Alaskan Engineering Commission by Wm. Mattson, of Juneau, Alaska, concerning the whereabouts of Ainard Mattson. It is presumed by Wm. Mattson that Ainard Mattson has been or is employed by the Alaskan Engineering Commission, but the records do not show that he ever was employed by the Commission. Anyone having information regarding the whereabouts of Ainard Mattson will confer a favor by writing to Wm. Mattson, care Circle City House, Juneau, Alaska.

### DISBURSEMENTS IN THE SOUTHERN DIVISION

Disbursements in the Southern Division of the Alaskan Engineering Commission for the week ended April 14, 1920, totaled \$89,874.74. Salaries and wages were \$87,458.54; purchase orders, \$681.88; contract settlements, \$609.00; steamship settlements, \$15.98; compensation, \$65.57; coupon books redeemed, \$336.01 and other expenses, \$716.66.

## OFFICIAL CIRCULARS.

## CONCERNING OFFICIAL COMMUNICATIONS.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, April 14, 1920.

Circular No. 415:

## TO ALL CONCERNED:

Effective at once, all official communications from the Commission to outside parties will be signed and mailed in the headquarters office. When any communications relating to business of the Commission are received in an office not having jurisdiction of the subject of same, they are to be referred at once to the headquarters office for attention.

Requests for additional help to be procured through the employment office of the Supply Division will be transmitted through the headquarters office.

WM. GERIG,  
Assistant Chief Engineer.

## CREDIT DISCONTINUED.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, April 12, 1920

Circular No. 414:

## TO ALL CONCERNED:

Effective at once, the Cafeteria and Mess Houses will discontinue granting of credit. Employees desiring to avail themselves of these eating facilities should provide themselves with meal tickets or coupon books, in order to pay for meals as eaten.

WM. GERIG,  
Assistant Chief Engineer.

## TELEPHONE DEPOT INSTEAD OF DISPATCHER.

Department of the Interior,  
Alaskan Engineering Commission  
Office of Trainmaster  
Anchorage, Alaska, April 6, 1920.

Bulletin No. 236:

## TO ALL CONCERNED:

When information is desired relative to arrival and departure of trains at Anchorage, it is requested that the Depot, Phone 150, be called for such information instead of calling Dispatcher.

J. T. CUNNINGHAM,  
Trainmaster.

## INSTRUCTIONS TO SECTION FOREMEN

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, April 15, 1920.

Circular No. 7:

TO ALL SECTION FOREMEN:  
SEWARD TO ANCHORAGE:

You will advise the Anchorage office at once, the number of switch lamps needed so as to equip every switch on your section. Lamps will be required on all switches for all sidings and spurs, whether such sidings and spurs are used or not.

You are also requested to carefully go over your monthly tool report and see that you have a full complement of tools necessary for a full crew, for the coming season's work. In addition, each foreman will always have on hand six railroad lanterns, six red globes, six yellow globes, six red flags, six yellow flags and three dozen track torpedoes.

Should there be a shortage of any of the foregoing, you

will at once notify the Anchorage office so that the desired articles may be sent you.

Kindly give these matters your immediate attention.

C. G. JONES,  
Superintendent of Construction.

## INSTRUCTIONS TO LOCOMOTIVE ENGINEERS.

Department of the Interior,  
Alaskan Engineering Commission  
Mechanical Department, Southern Division  
Anchorage, Alaska, April 14, 1920.

Circular No. 77:

## TO LOCOMOTIVE ENGINEERS:

All Reducing Valves, Safety Valves and Pump Governors are tested and set at the proper pressure before engines leave this terminal and no excuse will be accepted for changing the pressures of such valves and governors in any case. The engines equipped with double pressure feed valves and set for either 70 lb., or 90 lb., pressure should at all times be carried at 70 lb., pressure except on heavy grades with loaded cars. If any empty cars are carried in train when using 90 lb. train-line pressure, engineer should notify the conductor to carefully watch such empties to avoid the sliding of wheels.

If any failure is detected by the engineer in the operation of valves and governors as set, same should be reported to this office at once so that proper arrangements may be made to replace the parts or remedy the trouble.

E. P. HEDBERG, Master Mechanic.

Approved:

WM. GERIG, Asst. Chief Engineer.

## MINING ACTIVITIES AT ESKA AND CHICKALOON MINES.

The report for the month ended March 31, 1920, from the mining department showing activities in the mines operated by the Alaskan Engineering Commission, says that approximately 3663 short tons of coal were mined at the Eska mine during the month reported. At this mine the Shaw West tunnel was driven a distance of 40 feet during the period reported. Eighty-five employees were on the payroll.

At the Chickaloon mine 60 short tons of coal were mined during the month of March, says the report. During the same period, the Second East Gangway was driven 53 feet and a cross cut driven north 41 feet. The Second West Gangway was driven 11 feet and a cross cut driven north 33 feet. Thirty-six employees were on the payroll.

For the week ended April 3, 1920, the report says that 773 tons of coal were mined at the Eska mine. Work at this mine consisted of continued driving of the Shaw Gangway, and of the David East Counter Gangway. Eighty employees were on the payroll during the week reported.

At the Chickaloon mine, work during the week April 3, consisted of continued driving of the Second East Gangway. Eight short tons of coal were mined and 34 employees on the payroll.

For the week ended April 10, a later report advises that 318 tons of coal were mined at the Eska mine with 22 men on the payroll. Driving continued in the Shaw Gangway and the David East Counter Gangway. Work in this mine was temporarily discontinued at noon April 7, 1920.

In the same week, 22 short tons of coal were mined at the Chickaloon mine with 29 employees on the payroll. Driving continued in the Second East Gangway and the Second West Gangway.

# ALASKA RAILROAD RECORD



VOL. IV. ANCHORAGE, ALASKA, TUESDAY, APRIL 27, 1920.

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.

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

For delivery in other countries, to which the paper must be forwarded under foreign postal rates, a charge of 50 cents is added for postage, making the subscription \$1.50 per year. All communications should be addressed and all remittances for subscriptions should be forwarded to the ALASKA RAILROAD RECORD, Anchorage, Alaska.

### PROGRESS REPORT SUBMITTED BY ENGINEER OF MAINTENANCE AND CONSTRUCTION.

For the week ended April 17, 1920, F. A. Hansen, engineer of maintenance and construction, reports that a Government cottage at Seward undergoing repairs, such as carpenter work, is 90 per cent complete; the painting and paper hanging 40 per cent complete. Other work at Seward consisted of refitting Government cottages for soldiers.

Further in the report reference is made to activities along the line of construction, and in the several departments under the supervision of Mr. Hansen in the Southern Division, as follows:

Hoben & Davis, saw log contractors at Mile 314, delivered during the week 166 logs containing 43,700 feet of lumber.

LaRochelle & Roberts, sawmill contractors at Mile 314, sawed during the week 53,750 feet of lumber.

C. O. Nelson & Co., contractors engaged in enlarging tunnel No. 1, have now completed the heading in the tunnel from station 2550 plus 65 to station 2554 plus 00, a distance of 335 feet. Three sets of old timbers were removed.

At bridge No. 503 excavation was continued for pier No. 11, which is 70 per cent complete. Work was also continued on the excavation of pier No. 13, which has been lowered one and one-half feet. Concrete for bent No. 16 was poured during the week. Work on this bridge was discontinued April 14.

Three packed bents and three square bents were

raised at the south portal of tunnel No. 3 and the same was lagged. Six segment bents were raised in tunnel No. 3, south face, at station No. 2753 plus 61.5.

On bridge No. 543, excavation for bents Nos. 191, 192 and 193 was completed. Back filling was made on bents Nos. 193 to 196, inclusive, and piles were placed for bents Nos. 193 to 209, inclusive. Fender bracing was placed for bents Nos. 193 to 209, inclusive, three planks in length.

Steam shovel No. 1, located at Mile 56, loaded during the week 1243 yards of rock which was dumped for the dyke at Mile 54. This represents two days' work. The shovel was closed down on April 14 because of unfavorable weather conditions, a heavy fall of snow having occurred through this territory and the trains which had been serving the shovel were required on the snow-clearing service.

One hundred and eleven logs, containing 17,400 feet of lumber, were yarded at Camp 86 during the week, and two carloads of piling, 63 - 30 ft., were loaded and shipped to bridge No. 543.

Work was continued on tearing down the warehouse at Potter Creek preparatory to moving to Anchorage. This work is 90 per cent complete.

Repairs were made to the water supply system at Kern and Rainbow. The flow of water, especially at Kern, is very small.

One demountable outfit car body was completed at Anchorage and another one started. Three men are engaged on painting the cars already built.

Work was commenced on putting in a switch for loading track at coal pile No. 2, and same was about one-half completed.

Soundings taken in the bay near the new dock show that practically no silt has filled in during the winter.

Steam shovel No. 2 at the end of steel cast over during the week 1,962 cubic yards of frozen material and the shovel was advanced from station 10728 plus 00 to station 10731 plus 00, a distance of 300 feet. Track was laid from station 10728 plus 69 to station 10745 plus 52, a distance of 1683 feet. A spur track, 198 feet in length, was put in at station 10673 plus 10.

The winter sled road north from the end of steel was in fair condition during the week. A total of 511 tons of freight was moved a distance of 4710 ton miles.

The sawmill force at Indian River was engaged in logging during the week. Four hundred logs were cut and placed on skids. The north crib on the wagon road bridge across Indian River at Mile 269 is 90 per cent complete.

BUY WAR SAVING STAMPS. PRICE THIS MONTH \$4.15.

### REINDEER MOST WIDELY DISTRIBUTED MAMMAL ON THE GLOBE.

What is a reindeer, anyway? The Alaska division of the Bureau of Education is frequently asked the question, since the reindeer has grown to be so important an educational and economic factor in Alaska. Here is the way Charles Hallock, formerly editor of *Forest and Stream*, answers the question:

"Reindeer (*Cervus tarandus*) are not only boreal but circumpolar animals, occupying a habitat in common with the ice bear, musk ox, arctic hare, lemming, snowy owl, ptarmigan, Eskimo dog and arctic fox. Though comparatively little known, popularly or scientifically, outside of their frozen domain, they are the most widely distributed mammal on the globe, inhabiting portions of Greenland and Labrador, the margin of Smith Sound, both sides of Hudson Strait, the entire breadth of British America east and west of the Rockies, parts of Alaska, Siberia, Spitzbergen, Nova Zembla, Finland of Russia and Scandinavia. Their range belts the entire Circle without a break, and extends from the northernmost limit of polar exploration southward to latitude 52 (longitude 140 west), where the reindeer meets the Bengal tiger in the jungles of the Amoor River in Asia. In North America it drops to latitude 55 on Eskimo Bay, in eastern Labrador; to latitude 50 at Fort Churchill, on the west side of Hudson Bay; to latitude 55 in the Peach River country, and touches latitude 54 on the Aleutian Peninsula, in Alaska. In middle Russia the limit is about latitude 55, while in Norway it would not be below latitude 65, owing to the proximity of the Gulf Stream, which renders the climate too mild for them, as well as for the growth of its favorite food, reindeer moss. In the glacial period this succulent lichen (*Cladonia rangiferina*) grew much farther south, of course, and the range was proportionately extended, remains of this animal having been found in the middle United States and in Italy, according to Professor Theodore Gill. Reindeer can not be acclimated in regions where the conditions are unfavorable. Experiments in various countries have proved this.

"Closely allied with the Arctic reindeer is the forest variety, known in America as the woodland caribou, whose conterminous range enlarges the foregoing area by a belt several degrees in width in a southerly direction, which includes Newfoundland, New Brunswick, Nova Scotia, the Lake Superior region, and extends almost unbroken across the continent, dropping even below the 49th parallel in Minnesota. This variety is also found in the forests of northern Montana, Idaho, Oregon, and Washington. Both species are gregarious and migratory, moving north and south with the annually recurring seasons, often in large herds, and both are of special economic value in their respective localities, affording a variety of subsistence to the carnivorous fauna which are associated with them, as well as to large nomadic and constant human populations which occupy the illimitable wastes of the subarctic zone and the territories contiguous to them. Both are likewise susceptible of domestication, though the boreal variety is by far the most tractable.

"Zoologists have not been quick to discover the exact affinity between the reindeer of the Old World and its North American prototype, the barren-ground caribou, while the difficulties in reconciling the latter with its more southern congener, the woodland caribou, have proved even greater. But the sum and conclusion of the whole

matter, so happily determined of late by a thorough comparative study of all the various groups which occupy the boreal belt and contiguous regions, would be to make the three several forms specifically identical, with no structural differences between them, except such as would naturally result from difference of climate, food, and environment.

"We find that throughout all its known habitat there are plains reindeer and forest reindeer, just as there are plains and wood bison, the former occupying the vast moss-bearing tundra, which blanket the circumpolar world, and the latter ranging through conterminous regions lying farther south, the warmer habitat, with its more abundant provender, producing the larger but less hardy animal. In parts of Lapland and northern Scandinavia, where there are no expansive levels like the moss-bearing tundra of Siberia, Alaska, and subarctic British America, that variety recognized as the plains reindeer is obliged to seek its favorite food on the mountains above the forest belts, and so are locally known as 'mountain reindeer.' But taxonomically, there are but two forms the world over, specialized in scientific nomenclature as *Tarandus rangifer greenlandicus* and *T. rangifer caribou*, of the genus *Cervus*, the one designating the Arctic variety, or barren-ground caribou, and the other the southern variety, or woodland caribou.

"The Canadian tundra plains west of Hudson Bay and east of the Mackenzie River, especially that portion which lies between the Arctic Ocean and Great Slave and Athabasca Lakes, is the reindeer country par excellence. Great numbers of musk oxen also roam there, and their skins find their way to the Hudson Bay Company's post by hundreds. This region comprises an area of 60,000 square miles. On their migrations the deer move in vast herds, passing north to the Arctic waste in the spring, and returning south to the wooded country in the fall. The Indians hunt them in summer. Their winter coat of long hair is shed early in July, and by the end of August the hide is in excellent condition, the hair soft and not too long. Later in the year it becomes harder and more brittle, and the hide is apt to be riddled with holes made by the larvae of a botfly. Horns are very large and irregular, very few being alike. Indians resort to lakes and streams where the animals cross, and spear them while in the water, often killing several hundreds at a battue.

"They cure the meat and utilize every part of the carcass for tent covers, clothing, sled frames, utensils, etc. On the Peace River and its tributaries, between the Mackenzie and the Rockies, Dominion Surveyor Ogilvie, in his official report, says that for days together his party was never out of sight of caribou. He puts the average weight of the female (dressed) at 60 to 80 pounds; bucks 150 to 200 pounds, occasionally. Their range comprises alternations of bare rock with mossy intervals, interspersed with lakes of one-half to 15 miles long.

"Much of the country west of the Rockies, including almost the entire region north of the Yukon River in Alaska, is typical reindeer ground. Northeastern Alaska fairly swarms with the animals, which winter in vast herds on the plateaus lying north of Forty Mile River, in the neighborhood of the boundary line, according to the observations of Surveyor Ogilvie. The ordinary caribou run in herds, he notices, often numbering hundreds, are easily approached, and when fired at with guns are so disconcerted that they often run toward the hunter. Not until many have been killed do they take flight. Then

they start on a continuous run and do not stop for 20 or 30 miles. When the Indians find a herd they surround it, gradually contracting the circle; when the animals being too timid to break through are slaughtered wholesale. They also build fence traps with flanking wings, leading to deep snow pits, into which the deer are driven and dispatched. At La Pierre's House, a trading post in latitude 67° 24', 2000 deer tongues were brought in by the Indians in one year. A great many woodland caribou are killed in the forests in February and March. There are numerous high mountains upon whose naked slopes the deer dig in the snow for moss, standing face up hill, pawing away the frosty covering and pulling it down toward them with their forefeet, thereby exposing patches of the succulent growth, which having cropped they proceed to draw the snow from above into the barred space, and so advance gradually to the crest of the slope. Some patches of ground which had been pawed over were found to extend for more than a mile in length by a quarter of a mile in breadth.

"Herendeen, the polar traveler, in speaking of the annual winter hunts of the Eskimos, erstwhile in the vicinity of Point Barrow, mentions incidentally that the reindeer dig the moss out of the snow with their splay hoofs, which are admirably fitted for the purpose, though the nose undoubtedly does its part. The snowfall there will not average more than 18 inches for the winter, and the continuous high winds which prevail blow it off the tundra, so that a covering of only a few inches remains for the caribou to remove. The supply of moss is practically inexhaustible.

"In Siberia the domestic reindeer range from white to dark brown, some being beautifully spotted. They are whitest about June 20, by which time they have shed their winter coats. The males stand about 5 feet high, and have pendent bells or tufts of thick hair under their throats. Their hoofs are immense and rattle when they walk. Both sexes have horns, the male horns sometimes measuring 6 feet around the curve. They begin to shed their horns in February, and by the end of August they are in the velvet, with strips dangling from the prongs. By the end of October but few have antlers complete, most of the bucks having lost one or both horns by fighting. Females breed in May, varying somewhat according to latitude. In that month mosquitoes are very troublesome, as they are everywhere in sub-Arctic regions, and the pestered deer flee to the tundras, where the winds blow constantly, in order to escape them."

#### ACTIVITIES IN THE TELEGRAPH AND TELEPHONE DEPARTMENT.

According to the report of E. R. McFarland, superintendent of the Telegraph and Telephone Department, activities in that department during the week of April 17, 1920, consisted of the insulating of the temporary wires between Mile 248 and Mile 267, which is completed to Mile 259.

During the period reported, four local telephones were connected and one disconnected, also two outside moved. A landslide at Mile 242 caused a partial interruption for 24 hours; otherwise no trouble of a serious nature was experienced.

The Electric Light and Power force was engaged in maintenance and operation to distribution and transmission system. Other work was of a miscellaneous character.

#### MATANUSKA VALLEY RICH GRAIN YIELD.

The Matanuska Valley along the Alaska government railroad, will grow grain this year. In former years the grain grown was cut for hay but this year will see a large acreage ripened and threshed. Oats and barley will be the chief crops but wheat of excellent milling quality will also be grown.

One thousand bushels of grain was threshed in the valley this spring from the harvest of last fall. The experiment station threshing machine, which is the first one in the valley, did not arrive until mid-winter. Spring is likely to be threshing time in the valley as it was found that the grain kept through the winter in excellent shape and was benefitted by having plenty of time to go through the sweat and cure. The threshing machine was moved to the ranchers wherever possible and where the roads were impossible farmers hauled the grain in. It is estimated that at least three-fourths of the grain grown was fed for hay, so the record of threshed grain represents only about one-fourth of the grain grown.

Five kinds of grain were grown—a diversification which indicates great possibilities for the future. Following is the table of varieties: Wheat—Romanov, Siberian No. 1, Marquis, Blue Stem; Oats—Finnish Black, Canadian White; Barley—Hull-less, Beardless, Bearded; Winter Rye—Five varieties; Buckwheat. Canadian field peas were also grown as a field crop and some were threshed. This is a valuable crop both as food for animals and for plowing under as a fertilizer.

More than one-third of the total yield was wheat. The Romanov wheat on the Higgins ranch gave the largest yield, a little over 48 bushels per acre. This variety, and Siberian No. 1, originated in Russia and thus far have proven superior to any variety brought in from the States. They are recommended by the Experiment Station as being suitable for this region. The Siberian No. 1 is the "90-day wheat" grown with such success at Fairbanks and milled into such excellent whole wheat flour that the bakers try to buy up the whole output.

The largest yield of oats was Finnish Black on the Experiment Station. It went 70 bushels per acre.

The winter rye was grown in experimental plats at the Experiment Station. Five varieties were tried. All ripened and yielded between 20 and 35 bushels to the acre.

#### GOVERNMENT DOCK PROVES SUBSTANTIAL.

Staunch piling and other material of a solid character which supports the dock structure at Anchorage, constructed under the personal direction of Wm. Gerig, assistant chief engineer of the Alaskan Engineering Commission, has proved a valuable asset insofar that this structure was not disturbed in the least by the severe battering of the enormous floating ice cakes striking continuously against the seemingly immovable dock, during the severe winter just passed.

With the exception of a few scars which could happen to any dock anywhere, the structure stands today uninjured and in readiness for all purposes for which it was built.

The ocean going steamer, Admiral Evans, first steamer to reach Anchorage this spring, tied up at this dock Monday noon April 26, with several passengers aboard and 330 tons of freight.

A number of passengers aboard the Evans, left the steamer at Seward, preferring to continue the trip to Anchorage over the Alaska Government Railroad.

## WEEKLY FORCE REPORT.

The number of employees of the Alaskan Engineering Commission as shown on the payrolls for the week ended April 17, 1920, was as follows:

Mile	Item of work	D	I	V	I	S	I	O	N*	Total
	Seattle office and Pur. Agent's Reps.	19	...	5	...	...	...	...	...	24
1	Stores .....	...	28	...	...	...	...	...	...	28
	Dock .....	...	12	...	...	...	...	...	...	12
	Mess .....	...	4	...	...	...	...	...	...	4
	Maintenance of equipment .....	...	...	...	9	...	...	...	...	9
	Hospital .....	...	...	...	...	2	...	...	...	2
	B. & B. No. 9, work on Seward dock .....	...	...	...	...	5	...	...	...	5
	Accounting office .....	...	...	2	...	...	...	...	...	2
5	Extra gang 3, sawmill .....	...	...	...	...	1	...	...	...	1
	Contractors, logs and lumber .....	...	...	...	...	18	...	...	...	18
20	Contractors, ties .....	...	...	...	...	2	...	...	...	2
40	Contractors, tunnel .....	...	...	...	...	16	...	...	...	16
52	Engineering party .....	...	...	...	...	6	...	...	...	6
	B. & B. No. 5, constructing bridge 79 .....	...	...	...	...	3	...	...	...	3
	B. & B. No. 7, bridge No. 503 .....	...	...	...	...	33	...	...	...	33
56	Steam shovel No. 1 .....	...	...	...	...	66	...	...	...	66
86	B. & B. No. 10, saw logs .....	...	...	...	...	15	...	...	...	15
1-114	Operation, road .....	...	...	...	...	45	...	...	...	45
	Maintenance of way and structures..	...	...	...	...	80	...	...	...	80
114	Headquarters office .....	...	...	...	...	7	4	...	...	11
	Bridge Engineer .....	...	...	...	...	2	1	...	...	3
	Drafting office .....	...	...	...	...	4	...	...	...	4
	Townsite and land .....	...	...	...	9	...	1	...	...	10
	Disbursing office .....	...	...	6	...	...	...	...	...	6
	Accounting office .....	...	...	13	...	...	...	...	...	13
	Hospital .....	...	...	...	6	6	1	...	...	13
	Stores .....	...	21	...	...	...	...	...	...	21
	Material yard .....	...	44	...	...	...	...	...	...	44
	Operation, road .....	...	...	...	47	...	2	...	...	49
	Dock and boats .....	...	...	...	7	...	...	...	...	7
	Power and pumping .....	...	...	...	11	...	...	...	...	11
	Maintenance, equipment .....	...	...	...	87	...	1	...	...	88
	Floating .....	...	...	...	25	...	...	...	...	25
	Building outfit cars .....	...	...	...	...	8	...	...	...	8
114-238	Operation, road .....	...	...	...	37	...	...	...	...	37
	Maintenance of way and structures..	...	...	...	181	...	1	...	...	182
172	Mining, Eska .....	...	...	...	21	...	1	...	...	22
186	Extra gang No. 1, loading ties.....	...	...	...	...	5	...	...	...	5
188	Mining, Chickaloon .....	...	...	...	24	...	...	...	...	24
240	Steam shovel No. 2 .....	...	...	...	...	66	...	...	...	66
243	Contractors, coyote holes .....	...	...	...	...	6	...	...	...	6
249	Stores .....	...	5	...	...	...	...	...	...	5
	Engineers and freighting operations .....	...	...	...	...	59	...	...	...	59
	T. & T. maintenance linemen .....	...	...	...	3	...	...	...	...	3
251	B. & B. No. 1, bridge construction...	...	...	...	...	16	...	...	...	16
260	Contractors, grading .....	...	...	...	...	9	...	...	...	9
264	Engineers and camp construction ...	...	...	...	...	48	...	...	...	48
	Contractors, grading .....	...	...	...	...	15	...	...	...	15
265	Engineers .....	...	...	...	...	6	...	...	...	6
266	Construction and freighting opns....	...	...	...	...	40	...	...	...	40
269	Construction and freighting opns....	...	...	...	...	32	...	...	...	32
	Contractors, grading .....	...	...	...	...	12	...	...	...	12
	T. & T. maintenance lineman .....	...	...	...	1	...	...	...	...	1
270	Contractors, grading .....	...	...	...	...	51	...	...	...	51
271	Contractors, grading .....	...	...	...	...	13	...	...	...	13
275	Wagon road cons. & freighting op'ns	...	...	...	...	14	...	...	...	14
284	Engineers and bridge construction ...	...	...	...	...	36	...	...	...	36
	Contractors, grading .....	...	...	...	...	41	...	...	...	41
312	T. & T. crew, constructing line .....	...	...	...	...	8	...	...	...	8

WEEKLY FORCE REPORT.

Mile	Item of work	D	I	V	I	S	I	O	N		
		Purchas- ing	Sup- ply	Ac- count- ing.	Maint. & Op.	Southern Const'c- Admin- istration	Northern Maint. & Op.	Const'c- Admin- istration	T'tl		
344	Engineers .....	.....	.....	.....	.....	.....	.....	5	.....	5	
344	Contractors .....	.....	.....	.....	.....	.....	.....	8	.....	8	
347	Trail crew .....	.....	.....	.....	.....	.....	.....	11	.....	11	
350	Engineers .....	.....	.....	.....	.....	.....	.....	9	.....	9	
	Contractors .....	.....	.....	.....	.....	.....	.....	75	.....	75	
356	Engineers and general camp .....	.....	.....	.....	.....	.....	.....	19	.....	19	
	Contractors .....	.....	.....	.....	.....	.....	.....	139	.....	139	
358	Engineers, carpenters and camp opn. ....	.....	.....	.....	.....	.....	.....	50	.....	50	
	T. & T. crew .....	.....	.....	.....	.....	.....	.....	5	.....	5	
358-411	Sectionmen and pumpmen .....	.....	.....	.....	.....	.....	.....	40	.....	40	
363	Contractors, coal .....	.....	.....	.....	.....	.....	.....	13	.....	13	
363	Contractors, coal .....	.....	.....	.....	.....	.....	.....	5	.....	5	
411	Nenana headquarters .....	.....	.....	2	.....	.....	.....	7	7	2	18
	Shops, roundhouse and train crew....	.....	.....	.....	.....	.....	.....	16	18	.....	34
	Store, warehouse and yard .....	.....	22	.....	.....	.....	.....	7	7	.....	36
	Hospital .....	.....	.....	.....	.....	.....	.....	5	5	1	11
	Townsite .....	.....	.....	.....	.....	.....	.....	1	.....	1	2
	Janitors and watchmen .....	.....	.....	.....	.....	.....	.....	9	.....	.....	9
	Power plant, linemen and operators..	.....	.....	.....	.....	.....	.....	12	.....	.....	12
	Mess .....	.....	.....	.....	.....	.....	.....	9	.....	.....	9
	Corral .....	.....	1	.....	.....	.....	.....	6	.....	.....	7
	Contractors, logs, ties & cordwood....	.....	.....	.....	.....	.....	.....	.....	6	.....	6
412	Terminal .....	.....	.....	.....	.....	.....	.....	13	.....	.....	13
429	Sawmill .....	.....	.....	.....	.....	.....	.....	.....	17	.....	17
412-460	Sectionmen, pumpmen, hostlers .....	.....	.....	.....	.....	.....	.....	24	.....	.....	24
	Contractors .....	.....	.....	.....	.....	.....	.....	.....	28	.....	28
467	General shops and yards .....	.....	.....	1	.....	.....	.....	25	.....	1	27
	Tanana Valley R. R. .....	.....	.....	.....	.....	.....	.....	9	.....	.....	9
	Rehabilitation .....	.....	.....	.....	.....	.....	.....	.....	72	1	73
Totals .....		19	137	29	593	671	12	183	499	6	2149
Increase or decrease (-) compared with		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
last week .....		0	-4	0	15	-39	0	1	13	1	-13

RECAPITULATION

Division	Pay Roll	Contractors	Total
Purchasing .....	19	.....	19
Supply .....	137	.....	137
Accounting .....	29	.....	29
Southern .....	1093	183	1276
Northern .....	414	274	688
Totals .....	1692	457	2149

ACTIVITIES AT THE DOCK.

Anticipating the arrival of the Evans, Wm. C. Cunningham receiving and forwarding agent for the Alaskan Engineering Commission, has assembled his forces consisting principally of H. M. Hamill, commercial freight agent, George H. Koppitz, dock clerk, Captain A Horton, Foreman William Spencer and other employees necessary for the proper conduct of all business at the dock. These men have been actively engaged during the past week in completing necessary arrangements for the reception of the Evans, the first boat to arrive this season, and other boats to follow throughout the navigable season.

Advice from Marine Ways states that the "Anne W" and three barges were launched April 23, in readiness for any service the Evans may require upon arrival.

OFFICIALS RETURN FROM TRIP OF INSPECTION.

Col. F. Mears, chairman and chief engineer, accompanied by H. P. Warren, engineer in charge of the Supply Division, returned to Anchorage headquarters last Wednesday from a trip of inspection along the railroad line of construction north of Anchorage. Mr. Warren remained in Anchorage but a short while, resuming the trip Thursday morning for Seward, his headquarters.

The man who plants his savings in War Savings Stamps and Treasury Savings Certificates grows a crop of interest that nothing can hurt. Frosts, drouths, and market slumps mean nothing to them. They are always worth more than they cost.

Right now, Liberty Bonds are the best security in the world to buy, and the last thing which should be sold.

## OFFICIAL CIRCULARS.

## PERSONNEL PAPERS.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, April 23, 1920.

General Circular No. 19:

TO ALL CONCERNED:

Effective May 1, 1920, all previous regulations providing for the use of Forms 120 (Information Slip) and 121 (Recommendation for Change in Pay or Force) are amended as follows:

Form 120, (Information Slip) Revised Issue.

On May 1, 1920, (on Northern Division, June 1, 1920) timekeepers and others in charge of records in the various offices or gangs will secure from all employees on their rolls, one copy only of Form 120 with required information inserted. This does not apply to those employees who, to the certain knowledge of the timekeeper, have submitted this form.

To avoid duplication, timekeepers directly handling this work, as soon as this form is received from employee or when known to have been previously submitted, will endorse on back of identity card of such employee "Form 120 complete" sign name and date. They must also assure themselves that this form has been submitted for all employees reporting after May 1, 1920.

When complete, these forms will be forwarded to heads of departments at Anchorage and Nenana, who will in turn transmit them to Disbursing Office for record. They will then be filed in office of the Chairman.

The provisions of General Circular No. 2 of September 29, 1919, page 380, Alaska Railroad Record, with respect to physical examinations are to be strictly observed, but new physical examination will not be required in connection with this circular, except in cases of new employees or those returning to work after a period of non-employment.

On the Southern Division revised issue of Form 120, only, will be used, which can be obtained from the storekeeper, and all old forms should be returned to Stores Department.

As the information on this form is an important part of the personal record of each employee, care should be taken to make it as complete and accurate as possible.

Form 121 (Recommendation for Change in Pay or Force)

Beginning May 1, 1920, Form 121 will not be required for any hourly employees. This form will only be required as provided in Circular No. 243 of August 11, 1917, which is hereby amended to read as follows:

No. 243—Regulations Affecting Higher Positions

(August 11, 1917)

"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 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 \$45.00 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 Commis-

sion 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 pay to \$1800 or over per annum.
3. Promotion in any amount whatever of 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 \$480.00, regardless of rate of pay involved.

Positions coming within the purview of these regulations are as follows:

Agent, Station	Operator, Telegraph
Clerk	Surgeon
Dispatcher	Supt. River Transp'n
Engineer, Bridge	Supt. of Employment
Engineer, M. of W.	Timekeeper
Master Mechanic	Auditor
Roadmaster	Draftsman
Steward, Hospital	Engineer, Resident
Supt. T. & T. Dept.	Engineer, District
Storekeeper	Inspector, Timber
Accountant	Rec. & Fwd. Agent
Disbursing agent	Sanitary Officer
Estimator	Supt. of Construction
Engineer, Location	Stenographer
Engineer, Electrical	Trainmaster.

Four 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 at monthly salaries, in cases where there is a sliding scale or two or more rates for the same designation, and not included in above, three copies of Form 121 will be required. Changes, under the provisions of this paragraph, will be subject to approval of head of department, except those in supervisory, technical or clerical grades, which will require, in addition, the approval by head of Division before any payment involved can be made.

At the close of each month, timekeepers and others submitting time rolls will furnish a list in triplicate of all changes in pay or designation of monthly employees, also showing new monthly appointments. This list should show name, identity number, old and new designations and old and new rate of pay, and date change is effective.

F. MEARS, Chairman.

#### OPPORTUNITY OFFERED TO EMPLOYEES TO SUBMIT GRIEVANCES.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, April 26, 1920.

General Circular No. 20:

TO ALL CONCERNED:

Commencing Sunday, May 2nd, this office will keep open office hours, on Sunday mornings between ten and twelve, to give employees an opportunity to present griev-

ances or obtain information about railroad matters.

These meetings are intended for employees only, for the purpose indicated, and should not be made the means of seeking new employment.

F. MEARS,  
Chairman and Chief Engineer.

#### INSTRUCTIONS TO LOCOMOTIVE ENGINEERS.

Department of the Interior,  
Alaskan Engineering Commission  
Mechanical Department, Southern Division  
Anchorage, Alaska, April 17, 1920.

Circular No. 78:

#### TO LOCOMOTIVE ENGINEERS:

In connection with the Monthly Enginemen's Performance Record in the use of coal and oil.

I find that in one or two instances the engineer is apparently going too far in his endeavor to show economy in the use of oil and grease, with the result that he experiences trouble with hot bearings and pins, which in turn results in damage to his engine and is poor economy and poor performance also.

What is desired is proper attention from the engineer to the care of his engine and to the use of lubricants as well, using his best judgment in the economical use of such lubricants to see at the same time that no part of the engine suffers from the lack of lubrication.

Commencing with the statement for the month of April, the column heretofore used for "General Performance" will be omitted and in place thereof will be substituted "Engine Condition", in order to show whether or not the performance made in the use of lubricants is consistent with the proper care of equipment.

E. P. HEDBERG, Master Mechanic.

Approved: WM. GERIG, Asst. Chief Engineer.

#### VALUABLE MINERALS IN DISTRICT EAST OF TALKEETNA.

That portion of the Talkeetna mining district, the Talkeetna River Basin, is one of great interest to mineralogists, and should be of equal interest to prospectors. While considerable prospecting has been done, particularly on Iron Creek and tributaries, it is claimed that the greater part of this district is yet to be examined by prospectors, although one or two prospectors have looked thus far for placer ground. But experienced prospectors would not waste very much time in looking for placer in this district because it is preeminently a hard rock formation. Across a low divide from Iron Creek to the north lies Harris Creek, which enters the Talkeetna above the big canyon.

From Prairie Creek, 12 miles below Harris, to the Yellow Jacket, and 12 miles above, a few prospectors are very familiar, and they report having observed bornite, silver-lead chalcopryrite, gold and platinum in this area. These prospectors also claim that the gold is to be found in porphyry and rhyolite dikes of great dimensions.

The Talkeetna King and Queen, located three years ago, is a porphyry dike. It pans freely over an area of 2000 by 1600 feet, and has a value estimated at \$300 per ton, and several prospectors declare that there are three millions of tons in sight. It is also reported that this dike has an elevation of about 1500 feet from Harris Creek, and can be tapped at that depth. Another inviting feature is that Harris Creek supplies an unlimited water power for mining purposes.

Two and one-half miles up the river from the dike

already mentioned, is the Foster Brothers and Sinclair Iron Creek quartz claims on Gold Creek, which they claim to be a rhyolite dike about 100 feet in width carrying known values clear across the dike, although about 30 feet are considered very valuable.

Some of the quartz are valued as high as \$1,000 per ton. Samples taken from wall to wall are valued at \$49 per ton. This dike is not as advantageously situated as the big dike, but its greater values overcome that handicap.

Late last fall bornite was discovered in a dike about 40 feet in width. Samples of this ore which were sent to Tonopah, returned a value of \$71 per ton. It contained about four ounces of silver per ton.

The first snow of the season came the night after the discovery, making it difficult if not impossible to ascertain its extent. The Foster Brothers and Sinclair have not prospected as much of this area as they intended, for the reason that they were otherwise engaged in prospecting other properties which they were anxious to get in readiness for intelligent examination by experts, for they claim that any experienced mining engineer will admit that the amount of work accomplished in this district will compare favorably with any known area of mineral country.

Prospectors claim that great dikes of porphyry and rhyolite are everywhere in the district referred to, and while they do not all show a prospect of gold, yet where there are dykes there are always good chances, as all who are familiar with the gold fields in the Tonopah district well know.

Caribou, sheep, black and brown bear abound in this district, therefore fresh meat is plentiful for all who are willing to go after it. Those who have investigated declare that it is an ideal prospecting proposition and one that will yield a rich return to the man or men who are in earnest. The district is located about forty-five miles from the Alaska Government Railroad, at Indian River, over a high dry country with no divide to cross. At this season of the year, however, it is necessary to use the pack trail from Talkeetna, a distance of about seventy-five miles.

#### Division Notes.

At Susitna Bridge Crossing snow removal at pier No. 1 was 30 per cent completed. The new 30 by 60 foot mess house was completed and three 16 by 24 foot bunk tents were erected. Two 60 horse power boilers, one 20 horse power boiler, a pile driver, and a hoisting engine and boiler with swinging attachment were delivered to the bridge site during the week.

B. & B. gang No. 1 was engaged in constructing camp No. 251. This camp consisting of one 16 by 24 foot and one 14 by 16 foot mess tents and three 16 by 24 foot bunk tents is 70 per cent completed. They also dismantled skid piledriver preparatory to moving same to Gold Creek.

Brenner & Co., coyote hole contractors in Mile 244, drove 70 lineal feet of holes during the week, making a total of 575 lineal feet driven to April 20.

A two-inch cable, 2100 feet in length and weighing 15800 pounds, was received at the Hurricane Gulch bridge site during the week of April 17.

A 14 by 16 foot hospital tent was erected at Camp 284 during the week and a 30 by 30 foot hay and grain storage was completed.

At Camp 281 a 20 by 36 foot warehouse, a 14 by 16 foot timekeeper's tent and a 14 by 16 foot guest tent were erected.

**OPERATING EXPENSES OF ANCHORAGE TOWNSITE AMOUNT TO \$1666.56 FOR MARCH.**

One thousand six hundred and sixty-six dollars and fifty-six cents is the amount expended during the month of March in maintaining and operating the Anchorage townsite, according to figures compiled at the townsite office.

The report in detail follows:

**Administration:**

Total to February 29, 1920	\$1,339.59	
Salaries	125.88	
Stationery and supplies	4.03	
Fuel, light and telephone	31.40	
Miscellaneous charges	4.05	\$1,504.95

**Fire Protection:**

Total to February 29, 1920	\$6,394.18	
Salaries	458.21	
Maintenance of team	66.92	
Maint. equipment and hydrants	237.48	
Fuel, light and telephone	39.20	
Miscellaneous supplies	2.13	7,198.12

**Maintenance of Streets and Alleys:**

Total to February 29, 1920	\$1,063.41	
Month of March, 1920	291.89	2,255.30

**Sanitation:**

Total to February 29, 1920	\$3,072.62	
Disposal of garbage	366.69	
Inspection	4.00	
Maintenance of sewers	25.00	
Superintendence	9.68	3,477.99

Total ..... \$14,486.36

**LOCAL NOTICE TO MARINERS.**

Departemnt of Commerce,  
Lighthouse Service,  
Office of the 16th Lighthouse District,  
Ketchikan, Alaska, March 23, 1920.

Alaska—Wrangell Strait-Point Lockwood Rock Float Light 1, reported missing from its station, March 23, will be replaced as soon as practicable.

Wrangel Strait-Blunt Point Reef Float Light 22, reported leaking badly and out of position on March 23, will be repaired and replaced as soon as practicable.

Prince William Sound-Orca Bay-Windy Bay Light reported out March 20, will be relighted as soon as practicable.

By Direction of Commissioner of Lighthouses.

W. C. DIBRELL,  
Superintendent of Lighthouses.

**LOCAL NOTICE TO MARINERS.**

Departemnt of Commerce,  
Lighthouse Service,  
Office of the 16th Lighthouse District,  
Ketchikan, Alaska, March 22, 1920.

Aaska—San Alberto Bay-Klawak Island Light reported carried away March 19, by ice, will be rebuilt as soon as practicable.

Stikine Strait-Vank Island Light reported not burning March 10, was found burning and restored to normal characteristics on March 21, 1920.

Chatham Strait-Port Walter-Port Walter Light reported not burning March 19, was relighted March 21, 1920.

By Direction of Commissioner of Lighthouses.

W. C. DIBRELL,  
Superintendent of Lighthouses.

**ANCHORAGE TIDE PREDICTIONS.**

The tide predictions at Anchorage for the month of May, 1920, are as follows:

Date	Time and height of low and high water.			
Saturday, May 1	4.35	11.13	5.11	12.33
Sunday, May 2	31.0	-1.1	39.5	2.5
Monday, May 3	5.15	11.56	5.53	
Tuesday, May 4	31.5	-2.7	31.2	
Wednesday, May 5	9.11	5.54	12.35	6.33
Thursday, May 6	2.2	31.7	-3.4	31.3
Friday, May 7	0.56	6.39	1.16	7.14
Saturday, May 8	2.1	31.1	-3.3	31.0
Sunday, May 9	1.33	7.01	1.55	7.55
Monday, May 10	2.9	30.8	-2.6	30.4
Tuesday, May 11	2.17	7.34	2.37	8.36
Wednesday, May 12	3.9	29.7	-1.4	29.3
Thursday, May 13	3.00	7.57	3.15	9.20
Friday, May 14	5.3	28.5	0.3	28.1
Saturday, May 15	3.14	8.21	4.03	10.10
Sunday, May 16	6.8	27.0	2.4	27.0
Monday, May 17	4.32	9.01	4.52	11.05
Tuesday, May 18	8.2	25.5	4.3	26.2
Wednesday, May 19	5.27	10.02	5.47	
Thursday, May 20	9.1	24.1	6.0	
Friday, May 21	0.02	6.29	12.14	6.49
Saturday, May 22	26.0	9.3	23.9	7.1
Sunday, May 23	0.56	7.32	1.19	7.51
Monday, May 24	26.4	8.3	24.5	7.3
Tuesday, May 25	1.48	8.31	2.17	8.50
Wednesday, May 26	27.3	6.3	25.7	6.7
Thursday, May 27	2.55	9.25	3.11	9.45
Friday, May 28	28.6	3.5	27.5	5.6
Saturday, May 29	3.22	10.11	4.02	10.35
Sunday, May 30	30.2	0.5	29.4	4.3
Monday, May 31	4.05	11.01	4.51	11.23
Tuesday, May 1	31.8	-2.3	31.1	3.1
Wednesday, May 2	4.19	11.47	5.40	
Thursday, May 3	34.2	-4.7	32.4	
Friday, May 4	0.09	5.32	12.33	6.27
Saturday, May 5	2.1	34.2	-6.2	33.1
Sunday, May 6	0.51	6.20	1.12	7.17
Monday, May 7	1.7	34.5	-6.3	33.2
Tuesday, May 8	1.40	7.05	2.04	8.10
Wednesday, May 9	1.7	34.1	-6.3	32.8
Thursday, May 10	2.29	7.57	2.52	9.01
Friday, May 11	2.1	32.9	-4.8	31.7
Saturday, May 12	3.18	8.57	3.41	9.57
Sunday, May 13	3.1	31.1	-2.5	30.6
Monday, May 14	4.09	10.02	4.34	10.56
Tuesday, May 15	4.1	29.2	0.2	29.6
Wednesday, May 16	5.06	11.14	5.31	11.54
Thursday, May 17	5.1	27.7	2.9	27.0
Friday, May 18	6.08	12.21	6.32	
Saturday, May 19	5.7	26.0	5.1	
Sunday, May 20	0.47	7.12	1.14	7.25
Monday, May 21	28.6	5.5	26.3	6.4
Tuesday, May 22	1.40	8.14	2.16	8.35
Wednesday, May 23	28.7	4.5	26.4	6.8
Thursday, May 24	2.31	9.10	3.15	9.30
Friday, May 25	28.9	2.9	27.0	6.5
Saturday, May 26	3.19	10.00	3.59	10.20
Sunday, May 27	29.4	1.2	27.9	5.8
Monday, May 28	4.03	10.47	4.45	11.07
Tuesday, May 29	29.9	-0.5	28.8	5.0
Wednesday, May 30	4.15	11.31	5.29	11.51
Thursday, May 31	30.3	-1.7	29.6	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 the datum of soundings on the Coast and Geodetic Survey charts for this region. The depth of water may accordingly be estimated by adding the tabular height of the tide to the soundings, unless a minus (-) sign is before the height, in which case it is to be subtracted. The time is legal standard established by act of the United States Congress for the meridian 150 degrees West. All hours later than 12 noon appear in bold-faced type; ante meridian figures are given in the ordinary light-faced type.

**CORRECTIONS FOR TURNAGAIN ARM POINTS AS COMPARED WITH ANCHORAGE.**

Location	Time of Tide	High Water
Fire Island	35 min. earlier	2.0 ft. lower
Lotter Creek	35 min. earlier	0.4 ft. higher
Sheep Creek	32 min. earlier	0.7 ft. higher
McHugh Creek	30 min. earlier	0.9 ft. higher
Rainbow Creek	28 min. earlier	1.2 ft. higher
Falls Creek	25 min. earlier	1.4 ft. higher
Indian Creek	18 min. earlier	1.6 ft. higher
Bird Creek	8 min. earlier	1.9 ft. higher
Bird Point	15 min. later	2.5 ft. higher
Sunrise	35 min. later	2.8 ft. higher

Heights of low water are approximately the same. Heights are reckoned from Mean Lower Low Water at Anchorage.

**DISBURSEMENTS IN THE SOUTHERN DIVISION.**

Disbursements in the Southern Division of the Alaskan Engineering Commission for the week ended April 21, 1920, totaled \$12,402.97. Salaries and wages were \$10,076.96; purchase orders, \$780.24; compensation, \$126.64, and other expenses, \$1419.13.

# ALASKA RAILROAD RECORD



VOL. IV.

ANCHORAGE, ALASKA, TUESDAY, MAY 4, 1920.

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.

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

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

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

### PLANS FORMULATED FOR NENANA IMPROVEMENTS DISCLOSED BY COL. F. MEARS.

On a recent trip of inspection along the Alaska Government Railroad line of construction north of Anchorage, Col. F. Mears, chairman and chief engineer of the Alaskan Engineering Commission, accompanied by H. P. Warren, engineer in charge of Supply division, gave considerable time and attention to problems of interest to Nenana.

While the chairman and Mr. Warren were at Nenana, the executive committee of the Nenana Commercial club held a meeting for the purpose of discussing eight subjects considered of deep concern to Nenana and tributary country. The subjects discussed were as follows:

1. Tanana river bridge construction.
2. Nenana river bridge construction.
3. Steel and wooden viaduct construction, Nenana canyon district.
4. Coal delivery to Nenana.
5. Operation of Commission Commissary at Nenana.
6. Wages of married employees residing in Nenana.
7. Kantishna wagon road construction.
8. Plans to secure reliable data setting forth the resources of tributary country for compilation of an official bulletin to be used by the Interior Department at Washington, D. C.

After discussing these eight points, the committee presented them to Col. Mears for comment and consideration. Briefly summarizing each subject, Col. Mears, in a letter for publication gave the following information:

#### Tanana River Bridge.

Considering the poor foundation offered in the bed of the Tanana river, and along the south bank, for the con-

struction of bridge piers; the menace of ice to the channel piers during the spring breakup; the War Department requirements for bridge construction over a navigable river, as well as the large cost of this structure, involving as it does the expenditure of a million and a quarter dollars, it was desired to obtain the best expert advice before proceeding with actual construction of the bridge. Accordingly, during my recent trip to Washington, the services of one of the foremost bridge engineering firms in the United States—Modjeska & Angier—were secured to act as consulting engineers to the Alaskan Engineering Commission in the matter of the location, design and construction of the Tanana river bridge.

One of the members of the firm, Mr. Angier, is now en route to Nenana, and will arrive here next week to commence his studies and investigations and to view the spring break-up of the river ice. He will be accompanied by Mr. Fogelstrom, the engineer of bridges of the Alaskan Engineering Commission, and several other engineering assistants, to enable him to make a complete record of his investigations.

Naturally, it is not possible to state at the present time just what action can or will be taken with reference to the construction of the bridge, nor will this be possible until Mr. Angier's studies are completed. However, as soon as Mr. Angier's definite plans and recommendations are in the hands of the Commission, and the bridge plans have been approved by the War Department, I can assure you that no time will be lost in starting work on this important project.

It should be understood that in the construction of a bridge of this nature it would be impracticable to secure complete fabrication in sufficient time to warrant shipping the bridge material via the river route. In fact, I know, from our recent experience in handling the large steel bridge which spans the Susitna river at Mile 264, that we will have to work fast in order to get the Tanana river bridge ordered and fabricated in time to ship in over the completed railroad line. The steel mills in the United States are running short-handed, and they have orders booked ahead about one year in advance. At the earliest calculation it would take over a year for the design and fabrication of a bridge of this nature.

Upon approval of the plans by the War Department, and the actual placing of the bridge order with the steel mills, consideration will be given to starting work on the bridge piers and approaches. I am of the opinion that this preliminary work should be done ahead of the arrival of

BUY WAR SAVING STAMPS. PRICE THIS MONTH \$4.16.

steel from the coast end, and will so arrange, unless the estimates of cost seem to make such action prohibitive.

#### Nenana River Bridge Construction.

As is well known locally, the present crossing of the Nenana river at Miles 370, is made on a temporary trestle bridge, which remains in place about seven months of the year, going out at the spring breakup each season. This leaves an interrupted line between the coal mines, opposite Healy fork, and the town of Nenana during about five months of the year. To insure continuous communication between the end of steel at 358 and the town of Nenana, plans were made last December to provide an aerial tramway over the Nenana river at the bridge site (Mile 370), which would transfer four-ton lifts back and forth across the opening. This appliance has been purchased, and now lies in Seattle awaiting prompt shipment to Nenana, upon the opening of navigation. As soon as the tramway is in place over the Nenana river, the Commission will be able to transfer coal and other supplies, over the interrupted portion of the track, with small additional expense in cost of freight shipments. Standard gauge equipment consisting of an engine and flatcars will be left on the south side of the Nenana, to permit of train movement between Mile 358 and the river.

The design of the Nenana river bridge will also be taken in hand by Mr. Fogelstrom and Mr. Angier, as soon as they arrive upon the ground, and upon the approval of the accepted design for this crossing, immediate steps will be taken to place orders for the structure.

#### Steel and Wooden Viaduct Construction, Nenana Canyon District.

As explained during the meeting with the committee from the Commercial club, it is believed that more benefit will result to the town of Nenana by the early construction of the steel viaducts in the Nenana canyon district than from any other one thing.

The railroad line is carried across Riley creek and several other similar openings on high steel viaducts requiring special design, construction, and fabrication in the United States.

There are also several high crossings which call for wooden viaducts. An effort is now being made to ship into Nenana during the present season about a half million feet of bridge lumber, via the White Pass route, provided a sufficiently attractive freight rate can be secured from the steamship company. If this material can be secured before the end of the summer, work will be started on the construction of several of these high bridges. Consideration will also be given to the shipment of the steel viaducts during the early summer of 1921, via the river route, provided sufficiently attractive freight rates can also be secured.

#### Coal Mining.

The Alaskan Engineering Commission, is not operating any coal mines in the Nenana field, but depends entirely upon the output from the privately owned coal mines.

Delivery of coal to Nenana from the new mine at the end of steel, Mile 358, operated by the Healy River Coal corporation, or from the Broad Pass, operated by Mr. R. W. Calderhead, can be made practically continuous as soon as the aerial tramway is in operation across the Nenana river.

As stated in the above paragraphs there will be through standard gauge rail communication between Nenana and these coal properties during the months from September

to May of each year, and the aerial tramway will provide transfer facilities during the summer months.

#### Wages of Married Employees.

While the matter of wages of men in the employ of the Alaskan Engineering Commission is believed to be one which is properly not subject to discussion with the Commercial club, arguments were heard, during yesterday's meeting, more particularly in reference to the married employees residing in the town of Nenana. The Commission has been studying the question of wages and living costs for several months, and as the committee was advised, the proposal to remove the handicap which married employees are now working under, due to the operation of the Commission mess house below cost, will receive favorable consideration. In other words, Mr. Browne intends to raise the price of board in the mess-house operated by the Commission to a figure which will approximately be equal to cost, adjusting the salaries and wages of employees accordingly.

I am in favor of this change, and have recently worked out a new wage scale on the south end of the work along similar lines, and believe that I can give assurance that a reasonable adjustment of this matter will be made to take effect on the first of May.

#### Commissary.

In view of the increased work which we hope will take place in and around the town of Nenana in connection with the construction of approaches and bridge piers to the Tanana river bridge, as well as the prevalent high cost of living throughout the country, it is not believed wise, or proper, to deprive the employees of the benefit of securing the ordinary commissary supplies at cost.

The operation of the commissary at Nenana will be continued, therefore, but the method of operation will be greatly changed. Instead of permitting small purchases of individual articles to be made, employees will be confined to the purchase of unbroken packages of staple articles of common food supplies.

The sale of clothing and small articles will be discontinued. A list of staple food supplies will be prepared by the engineer in charge of the supply department, and the general storekeeper will be instructed to conform to this list in making sales to individuals. I am confident that this new system will meet many of the objections presented by the merchants of the town of Nenana, and, at the same time, protect the employees against higher living costs. It has been followed successfully at other parts of the construction work, and there is no reason to believe that it will not be entirely satisfactory here.

#### Kantishna Wagon Road Construction

The importance of constructing the wagon road into the new Kantishna mining district was very ably set forth by Mr. Scott, a member of the committee, and after discussing this subject at length, it was agreed that Mr. Browne would secure necessary maps and other data to be forwarded to the chairman of the Alaska Road Commission at Juneau, through our headquarters at Anchorage. The committee was assured we would urge the engineers in charge of the wagon road construction to do something toward this work during the coming season.

#### New Official Pamphlet Showing Resources of Tributary Country.

Following a suggestion which was initiated by the Seward Chamber of Commerce, request was made upon the committee of the Nenana Commercial club to secure reliable data concerning the resources of the country tribu-

tary to the town of Nenana, and the railroad line through this section of Alaska. It is purposed to take this information and compile it in suitable form, together with maps and illustrations, and place it in the hands of the Bureau of Publicity of the Interior Department, with a request that they compile a separate official pamphlet dealing entirely with the towns and resources tributary to the Government railroad.

Trusting that the above statement will give your readers some useful information in regard to the railroad project, I beg to remain,

Yours very truly,  
F. MEARS, Chairman and Chief Engineer.

#### SHIPMENTS OF MERCHANDISE FROM ALASKA TO STATES DURING MARCH, 1920.

John W. Troy, collector of customs, port of Juneau, Alaska, reports shipments of merchandise from Alaska to the United States during the month of March as follows:

Bones, hoofs, horns, etc.	.....\$	40
Curios	.....	551
Fertilizers*	..... 16 tons	2,180
Fresh fish, other than salmon	.....574,705 lbs.	62,405
Pickled fish	..... 436 bls.	7,556
Canned salmon	.....5,931,500 lbs.	973,805
All other salmon	.....	23,570
Clams	.....	795
Shrimps	.....	7,030
All other fish and fish products	.....	6
Furs and furskins (except seal skins)	.....	87,874
Ivory	.....	275
Copper ore, matte and regulus	.....4,897,086 lbs.	933,086
Lead ore, matte and regulus	..... 194,746 lbs.	15,072
Lead bullion	..... 9,447 lbs.	661
†All other articles	.....	17,908
<hr/>		
Total value of products of Alaska	.....\$2,133,114	
Products of U. S. returned	.....\$ 78,337	
Total value of foreign merchandise	.....	40,958
<hr/>		
Total value of shipments of merchandise	.....\$2,252,409	

\*Fertilizer of unusually high grade.

†Items included in "All other articles":

Manufactured furs	.....\$	200
Oil painting	.....	285
Lumber (134 m.)	.....	5,000
Platinum (9 oz.)	.....	970
Palladium (79 oz.)	.....	11,453
<hr/>		
		\$17,908

#### ENGINEER OF MAINTENANCE AND CONSTRUCTION MAKES WEEKLY REPORT.

F. A. Hansen, engineer of maintenance and construction in the Southern Division, submits a report of activities under his supervision for the week ended April 24, 1920.

The report shows that the Government cottage referred to in a previous report, undergoing repairs at Seward, is complete, with the exception of painting, and this is 80 per cent complete. The work of repairing Government cottages occupied by soldiers stationed at Seward is also complete. Additional work at Seward consisted of removing the iron lining which had been placed on the floating dock, and replaced with hardwood. Also, fire hose racks were installed in the Seward general office building.

C. O. Nelson & Co., contractors engaged in enlarging tunnel No. 1, were working on the bench during the past week, and this work is complete from Station 2553 plus 25 to Station 2554 plus 00, and from Station 2550 plus 75 to Station 2552 plus 20, a total distance of 220 feet. Thirty segment bents were framed.

At tunnel No. 3 one square bent was raised in the south portal. South portal and timbered section at Station No. 2753 plus 65 in tunnel No. 3 were completed, lagged and packed during the week. This completes the timbering of all tunnels from No. 2 to No. 7, inclusive.

With three teams working, Hoben & Davis, saw log contractors at Mile 3¼, delivered 175 logs, containing 50,250 feet of lumber, during the week reported.

LaRoche & Roberts, sawmill contractors at the same point and period, sawed 83,000 feet of lumber.

On bridge No. 543 the excavation was completed for bent No. 190. Mud sills for bents Nos. 190 to 193, inclusive, were laid. Fenders have been placed on all bents seven planks in height. Fender piles were placed for bents Nos. 193 to 208, inclusive, and caps were placed on all bents.

Two hundred and fifty-nine logs containing 47,500 feet of lumber, were placed in the yard at Camp 86 during the week.

The well at Spencer was deepened two feet and it is expected that we will have all the water necessary.

Temporary water line was laid to the steamboat "Omineca" to supply water for employees who will be quartered there.

The work of tearing down the warehouse at Potter and shipping material to Anchorage has been completed and the work of putting in foundations for the building, for reconstruction at Anchorage, is 20 per cent complete. A spur track 600 feet in length has been put in off the dock track at coal pile No. 2 for use as a loading track. Nine outfit car bodies have been built at Anchorage, and the tenth car is 75 per cent complete. The painters at Anchorage are engaged in painting outfit cars and on miscellaneous small jobs.

The sled road, north from the end of steel, was in fair shape during the week, but it was necessary to travel on the frost in the early morning. Four hundred and sixty-three tons were moved a distance of 4477 ton miles.

#### PROGRESS REPORT IN TELEGRAPH AND TELEPHONE DEPARTMENT.

For the week ended April 24, 1920, E. R. McFarland, superintendent of the Telegraph and Telephone Department reports that physical transpositions have been cut in the metallic circuit between Mile 248 and Mile 264, and that one pair of No. 9 iron wire was strung from the new telegraph office at Mile 264 paralleling the right of way across the river at the bridge crossing. The report further states that the insulating of the temporary wires is completed to Mile 269, while the local circuits being strung at Camp 264 preparatory to moving switchboard from Deadhorse, is 50 per cent complete.

During the period reported there were three local telephones connected, one outside move, one inside move and none disconnected. Also one long distance telephone connected, one disconnected, and two outside moves.

The Electric Light and Power force was engaged in repairing radio plant and putting same in readiness to operate. Other work consisted of repairs to equipment in machine shop and lighting equipment on locomotives.

## WEEKLY FORCE REPORT.

The number of employees of the Alaskan Engineering Commission as shown on the payrolls for the week ended April 24, 1920, was as follows:

Mile	Item of work	D	I	V	Commission as shown on the payrolls for the week ended				T'tl		
					Ac-	Southern	Northern	N			
		Purchas-	Sup-	count-	Maint.	Const'e-	Admin-	Maint.	Const'e-	Admin-	
		ing	ply	ing.	& Op.	tion	istration	& Op.	tion	istration	
	Seattle office and Pur. Agent's Reprs.	19	.....	5	.....	.....	.....	.....	.....	.....	24
1	Stores .....	.....	28	.....	.....	.....	.....	.....	.....	.....	28
	Dock .....	.....	8	.....	.....	.....	.....	.....	.....	.....	8
	Mess .....	.....	4	.....	.....	.....	.....	.....	.....	.....	4
	Maintenance of equipment .....	.....	.....	9	.....	.....	.....	.....	.....	.....	9
	Hospital .....	.....	.....	.....	.....	2	.....	.....	.....	.....	2
	B. & B. No. 9, work on Seward dock .....	.....	.....	.....	.....	6	.....	.....	.....	.....	6
	Accounting office .....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
3	Extra gang 3, sawmill .....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
	Contractors, logs and lumber .....	.....	.....	.....	.....	20	.....	.....	.....	.....	20
20	Contractors, ties .....	.....	.....	.....	.....	2	.....	.....	.....	.....	2
49	Contractors, tunnel .....	.....	.....	.....	.....	16	.....	.....	.....	.....	16
52	Engineering party .....	.....	.....	.....	.....	6	.....	.....	.....	.....	6
	B. & B. No. 7, bridge No. 78 .....	.....	.....	.....	.....	31	.....	.....	.....	.....	31
	B. & B. No. 5, constructing bridge 79 .....	.....	.....	.....	.....	2	.....	.....	.....	.....	2
56	Steam shovel No. 1 .....	.....	.....	.....	.....	47	.....	.....	.....	.....	47
86	B. & B. No. 10, saw logs .....	.....	.....	.....	.....	21	.....	.....	.....	.....	21
1-114	Operation, road .....	.....	.....	.....	31	.....	.....	.....	.....	.....	31
	Maintenance of way and structures..	.....	.....	.....	80	.....	.....	.....	.....	.....	80
114	Headquarters office .....	.....	.....	.....	.....	7	4	.....	.....	.....	11
	Bridge Engineer .....	.....	.....	.....	.....	2	1	.....	.....	.....	3
	Drafting office .....	.....	.....	.....	.....	4	.....	.....	.....	.....	4
	Townsite and land .....	.....	.....	.....	9	.....	1	.....	.....	.....	10
	Disbursing office .....	.....	.....	6	.....	.....	.....	.....	.....	.....	6
	Accounting office .....	.....	.....	13	.....	.....	.....	.....	.....	.....	13
	Hospital .....	.....	.....	6	6	1	.....	.....	.....	.....	13
	Stores .....	.....	21	.....	.....	.....	.....	.....	.....	.....	21
	Material yard .....	.....	55	.....	.....	.....	.....	.....	.....	.....	55
	Operation, road .....	.....	.....	.....	47	.....	2	.....	.....	.....	49
	Dock and boats .....	.....	.....	.....	8	.....	.....	.....	.....	.....	8
	Power and pumping .....	.....	.....	.....	11	.....	.....	.....	.....	.....	11
	Maintenance, equipment .....	.....	.....	.....	88	.....	1	.....	.....	.....	89
	Floating .....	.....	.....	.....	33	.....	.....	.....	.....	.....	33
	Building outfit cars .....	.....	.....	.....	.....	9	.....	.....	.....	.....	9
114-238	Operation, road .....	.....	.....	.....	32	15	.....	.....	.....	.....	47
	Maintenance of way and structures..	.....	.....	.....	181	.....	1	.....	.....	.....	182
172	Mining, Eska .....	.....	.....	.....	24	.....	1	.....	.....	.....	25
188	Mining, Chickaloon .....	.....	.....	.....	23	.....	.....	.....	.....	.....	23
	Extra gang No. 1, loading ties.....	.....	.....	.....	.....	18	.....	.....	.....	.....	18
240	Steam shovel No. 2 .....	.....	.....	.....	.....	65	.....	.....	.....	.....	65
243	Contractors, coyote holes .....	.....	.....	.....	.....	6	.....	.....	.....	.....	6
249	Stores .....	.....	4	.....	.....	.....	.....	.....	.....	.....	4
	Engineers and freighting operations .....	.....	.....	.....	.....	62	.....	.....	.....	.....	62
	T. & T. maintenance linemen .....	.....	.....	.....	3	.....	.....	.....	.....	.....	3
251	B. & B. No. 1, bridge construction...	.....	.....	.....	.....	15	.....	.....	.....	.....	15
260	Contractors, grading .....	.....	.....	.....	.....	9	.....	.....	.....	.....	9
264	Engineers and camp construction ...	.....	.....	.....	.....	50	.....	.....	.....	.....	50
	Contractors, grading .....	.....	.....	.....	.....	16	.....	.....	.....	.....	16
266	Engineers, camp construction and freighting operations .....	.....	.....	.....	.....	52	.....	.....	.....	.....	52
269	T. & T. crew constructing line .....	.....	.....	.....	.....	8	.....	.....	.....	.....	8
	Engineers and general camp .....	.....	.....	.....	.....	33	.....	.....	.....	.....	33
	Contractors, grading .....	.....	.....	.....	.....	21	.....	.....	.....	.....	21
	T. & T. maintenance lineman .....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
270	Contractors, grading .....	.....	.....	.....	.....	51	.....	.....	.....	.....	51
271	Contractors, grading .....	.....	.....	.....	.....	13	.....	.....	.....	.....	13
276	Wagon road cons. & freighting op'ns .....	.....	.....	.....	.....	14	.....	.....	.....	.....	14
280	Contractors, grading .....	.....	.....	.....	.....	15	.....	.....	.....	.....	15
284	Camp and bridge construction .....	.....	.....	.....	.....	32	.....	.....	.....	.....	32
	Contractors, grading .....	.....	.....	.....	.....	32	.....	.....	.....	.....	32

WEEKLY FORCE REPORT.

Mile	Item of work	D Purchas- ing	I Sup- ply	V Ac- count- ing.	I		O		N T'tl		
					Southern Maint.& Op.	Admin- istration	Northern Maint.& Op.	Admin- istration			
344	Engineers							5	5		
344	Contractors							7	7		
347	Trail crew							11	11		
350	Engineers							9	9		
	Contractors							83	83		
353	Engineers and general camp							13	13		
	Contractors							144	144		
358	Engineers, carpenters and camp opn.							50	50		
	T. & T. crew							5	5		
358-411	Sectionmen and pumpmen							58	58		
362	Contractors, coal							13	13		
363	Contractors, coal							5	5		
411	Nenana headquarters			2				7	7		
	Shops, roundhouse and train crew							16	22		
	Store, warehouse and yard		22					7	7		
	Hospital							5	5		
	Townsite							1	1		
	Janitors and watchmen							9	9		
	Power plant, linemen and operators							12	12		
	Mess							9	9		
	Corral		1					7	7		
	Contractors, logs, ties & cordwood							8	8		
412	Terminal							14	14		
420	Sawmill							21	21		
412-460	Sectionmen, pumpmen, hostlers							27	27		
	Contractors							28	28		
467	General shops and yards			1				30	1		
	Tanana Valley R. R.							16	16		
	Rehabilitation							65	65		
Totals		19	143	29	391	709	12	218	508	5	2234
Increase or decrease (-) compared with last week		0	6	0	-2	38	0	35	9	-1	85

RECAPITULATION

Division	Pay Roll	Contractors	Total
Purchasing	19	...	19
Supply	143	...	143
Accounting	29	...	29
Southern	1129	183	1312
Northern	443	288	731
Totals	1763	471	2234

LOCAL NOTICE TO MARINERS

Department of Commerce,  
Lighthouse Service,  
Office of the 16th Lighthouse District,  
Ketchikan, Alaska, March 27, 1920.

Alaska—Wrangell Strait-Blunt Point Reef Float Light 22, reported leaking badly and out of position on March 23, was replaced March 26, 1920.

Wrangell Strait Point Alexander Light reported out March 27, will be relighted as soon as practicable.

Wrangell Strait-Point Lockwood Rock Float Light 1, found capsized on March 27, will be replaced by second class can buoy temporarily. Float Light will be repaired and relighted as soon as practicable.

By direction of the Commissioner of Lighthouses.

W. C. DIBRELL,  
Superintendent of Lighthouses.

LOCAL NOTICE TO MARINERS

Department of Commerce,  
Lighthouse Service,  
Office of the 16th Lighthouse District,  
Ketchikan, Alaska, March 30, 1920.

Alaska—Wrangell Strait-Point Alexander Light reported out March 27, was relighted on March 27, 1920.

By direction of the Commissioner of Lighthouses.

W. C. DIBRELL,  
Superintendent of Lighthouses.

COOPERATIVE STORE ESTABLISHED.

A cooperative grocery store in which 235 employees of the Alaskan Engineering Commission are largely interested, was established in Anchorage recently. The store is centrally located and convenient to patrons.

### COMMISSION EMPLOYEES PRESENT ARTISTIC GIFT TO FORMER CHIEFS.

The selection of two magnificent paintings in oil of Mount McKinley for presentation to Hon. Franklin K. Lane, former Secretary of the Interior, and William C. Edes, former chairman of the Alaskan Engineering Commission by the employees of the Alaskan Engineering Commission, renders an admirable and well-merited tribute to the individuality of the recipients of these artistic offerings as well as to the personality and genius of Sydney Laurence, the artist who created them. It would be difficult to decide which painting has the most merit from an art critic's point of view. However, H. U. M. Higgins, of the drafting department whose ability to judge and criticize artistic creations of this character is unquestioned, was requested to examine the paintings and give a brief description of the artistic treatment and color combinations found in the work. Mr. Higgins' description of the two paintings follows:

"The painting to be presented to the Hon. Franklin K. Lane is a particularly happy choice suggesting as it does a pleasant analogy in the massive and enduring achievements of the former Secretary during the arduous times when he stood at the helm of the Department of the Interior crowned by the sunshine of his personality on the eve of his retirement.

"The mountain is shown at the end of a beautiful summer day bathed in the glow of the setting sun the artistic treatment of which shows a masterly conception of the true value of complimentary colors. The composition of the picture will undoubtedly have a peculiar appeal and charm to the former Secretary of the Interior whose love of nature of the big wide spaces whose broad visionary powers will find a keen and unending delight in the study of the mystery and majesty of this massive and rugged super-structure from the Tokositna River flowing from its base to the snow-capped peak above the loftiest peak on the American Continent.

"The painting to be presented to Mr. W. C. Edes, former Chairman of the Alaskan Engineering Commission, gives an equally wonderful study of the majesty of this magnificent mountain, presenting as it does the grandeur and beauty of this national land mark in the full sunshine of an Alaskan summer day. The artistic merit of this picture lies in the exceptionally clever and rare color combinations with which the artist has given a splendid perspective value to the composition as a whole. The strict attention to detail with varying and alternating views of sunshine and shade gives a study which will undoubtedly afford many hours of contemplation and unqualified pleasure to the recipient of this appropriate gift."

The employees of the Alaskan Engineering Commission are to be congratulated for their good taste and judgment for a lasting gift of an artistic character, and their good fortune which enabled them to have an artist of Mr. Laurence's understanding and ability, give expression to the regard and esteem in which they hold Hon. Franklin K. Lane and former chairman William C. Edes.

The public is invited to view these paintings which will be on exhibition for a few days at Hotel Anchorage.

There are enough oil pipes in the United States to girdle the earth at the equator and have 5000 miles to spare.

If the crust of the earth were level there would be one great ocean two miles deep.

### HOW THE GOVERNMENT IS ARRESTING AND CURING TUBERCULOSIS.

Expert Surgeon John W. Turner, United States Public Health Service, declares there is no danger of contagion in working with an arrested case of tuberculosis. He further states that climates have very little to do with the cure, and explodes some age-old theories in the following article:

For years tuberculosis experts have taught that tuberculosis is curable with sanatorium treatment anywhere in the United States. But the sanatorium method of treatment is only partially successful. The need for rest, the most essential factor in the early part of the treatment, handicaps the patient for work.

During convalescence the value of graduated exercise under medical direction and supervision is only partly accepted and is not being carried to its logical conclusion. The sanatoriums are discharging cases fat and apparently well, but who are really not prepared to earn a living. They have not been cured to a point where they are able to take up life's battle. If they need a different occupation there is no means to give them training for a new job.

They are compelled to carry on as best they can. When they break down, as they often do, the sanatorium patches them up to repeat the process. This plan of treatment is not only expensive, but wasteful. It does not finish the job.

#### The Federal Board Takes Hold.

The Federal Board for Vocational Education has taken up the work where most sanatoriums are leaving off. The Board is undertaking the most important piece of work ever attempted in the battle with the great white plague.

The Board is not only aiding the Public Health Service and the private sanatoriums in their efforts to heal, but it is preparing the patients during the cure so that they may earn a better living than they did before, and stay well while they are doing it.

In a word, the Federal Board, by combining vocational training with treatment, is completing the cure of the tuberculosis veteran in an ideal and practical way.

#### Sanatorium Not at Fault.

The sanatoriums are not to be condemned. They have done a great work and deserve the highest praise. What the sanatorium had only been dreaming of and hoping for, the federal board will try to bring to pass with their enthusiastic cooperation and support.

#### Cooperation with Public and Private Sanatoriums.

In its cooperation with the Public Health Service hospitals and private sanatoriums and hospitals, the Federal Board is not waiting until the cases are discharged, for that would mean a great loss of time, on the average of from six months to a year for every patient. As soon as the veteran begins to mend, and the attending physician says the word, the Federal Board extends its helping hand. It offers training suited to his increasing strength, always under medical care and supervision.

A vocational expert is called—a man trained to know all about occupations, working conditions, and the labor market. It is his business to see that round pegs don't get into square holes.

The vocational expert and the attending physician study the individual case and together with the man plan out his future. Where practical, the man's old occupation is used as a stepping stone.

For example, a carpenter is advised to take up train-

ing that will fit him to be boss or foreman carpenter, or perhaps a contractor if he has financial backing. In any case training is begun for an easier job, one that requires less laboring work, and one that has a bigger pay check. Training Adds Morale. Shortens the Time in Sanatorium.

The training in the sanatorium has a two-fold value. It not only shortens the time needed for training after discharge, but it adds morale to the patients. Life seems more worth while. The necessary sanatorium discipline is better tolerated. The time in the sanatorium is reduced.

The future begins to look rosy. Visions of a permanent cure at the end of which is a paying and suitable job, and of home and fireside appear. Hope, the guardian angel of us all, hovers near, and bids him, after his long struggle for life in the Wilderness, prepare to enter the Promised Land.

#### On the Pay Roll.

When he is ready to leave the sanatorium he is not without hope and is not haunted by fear that he will fail. For the helping hand of the Federal Board is still guiding. From the sanatorium, after his disease is arrested, he goes at once on the pay roll of the Federal Board and receives, while he is finishing his training, from \$80 per month for a single man, to \$150 for a man with a wife and six children.

He is not separated from the pay roll until he is placed in a job, and is prepared to go over the top successfully in civil life, and all this time he is constantly under expert medical observation and advice.

#### Will You Cooperate?

The National Tuberculosis Association is cooperating with the Federal Board through its advisory committee, composed of the leading experts on tuberculosis in the country.

Will you not cooperate, for not only will the veterans of the World War be benefited, but indirectly the whole Nation, as these tuberculosis cases are restored to economic value, to health, and to useful happy life.

The Federal Board's work is not done when it has trained the men for new occupations. It must place them in jobs. The Federal Board needs your help. It wants your aid in placing the tuberculosis men after it has trained them. It wants you to extend the helping hand.

The possibility of taking tuberculosis from a fellow workman whose disease has been arrested is too remote for serious consideration. Perfectly healthy people work in sanatoria among tuberculous patients and there is no evidence that any adult ever contracted tuberculosis in a sanatorium. Some tuberculosis experts claim that tuberculosis is never contracted by adults. They get it from tuberculous spots in their own bodies, which were probably infected when they were young children.

Don't tell him to get an outside job. Most outside jobs mean hard work. Hard work kills the tuberculous. Help him, if need be, to get an inside job where he can use his head rather than his hands and feet. Don't advise him to change climates. Every climate has its bad as well as good weather. Climate has been found to be of but minor value.

A suitable job, a comfortable home with an open-air porch, friends, and the old town, is the best climate in the world. Home, like the U. S., is the greatest country in the world. As the A. E. F. Yank, after the armistice, longed to see the Statue of Liberty as he was sailing into New York Harbor, so the average climate-hunting T. B. longs for a sight of his old town and friends.

#### FATAL SNOWSLIDE NEAR MILE 76.

Three section men, Pete Engelzian, John Rudeen and R. Romero lost their lives Wednesday, April 28, when a snowslide measuring 600 feet in length and 20 to 40 feet in depth swept down the mountain onto a gang of men who were engaged in digging out and removing from the track a previous heavy snowslide near Mile 76. Eight other men working with the same section gang at the time of the fatal slide were painfully injured. Their names are: John McMahon, L. Flynn, C. C. Kennison, J. L. Stark, John B. Jackson, Alex Evans, Chief Nicholi, jr. and Andy Roth.

All of the injured men are in the Government hospital at Anchorage, under the care of Dr. J. B. Beeson whose latest report concerning the men, states that they are not in a serious condition. Unforeseen developments of an unfavorable character, such as pneumonia, may retard a looked-for speedy recovery, added the Doctor.

Immediately after the news of the accident reached Anchorage headquarters, Col. F. Mears, chief engineer, and Wm. Gerig, assistant chief engineer assembled a relief and searching party in a special train and hurried to the scene, leaving Anchorage at 4 a. m. Thursday, 29. Heroic work was accomplished by this party.

Describing the unfortunate occurrence, Mr. Gerig said:

"The slide occurred at 3:30 just north of the snow shed at Mile 76. Men were working in conjunction with the big Government rotary and crew clearing away the slide which occurred Monday.

In order to prevent disaster a reliable man was placed as lookout to warn the workmen of further slides which were likely at any time on account of the warm weather. The men were scattered at various places while performing the work. The lookout seeing the fatal slide coming gave the signal agreed upon and many of the workers easily escaped. A gang of about fifteen working apart either misunderstood the signal or became excited and deliberately ran into the slide. It is understood that if the men had run the other way or even stood still they would have escaped. The tools with which they were working were later discovered untouched by the slide. The slide is estimated to be over 600 feet long and 20 to 40 feet deep."

#### HALF MILLION FEET BRIDGE LUMBER ARRIVES

The freighter Skagway of the Alaska Steamship Line arrived at Anchorage April 30, with a large tonnage of freight for the Alaskan Engineering Commission and local merchants.

In addition to other material, the Skagway brought a half million feet of bridge lumber and one modern Russell snow plow for the Commission. The freighter will unload the greater part of her cargo at the new dock at high tide, and is expected to make regular runs to Anchorage during the present season.

#### ASSIST IN THE CLEAN UP.

Alaskan Engineering Commission employees, together with merchants and citizens of Anchorage are urgently requested to join in the campaign outlined by the Anchorage Woman's Club for the purpose of a thorough cleaning up of the streets, alleys and back yards of Anchorage, remembering that "Cleanliness is next to Godliness."

## OFFICIAL CIRCULARS.

## PHYSICAL FITNESS REQUIREMENTS.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, May 1, 1920.

Circular No. 86:

TO ALL CONCERNED:

Two weeks will be considered a sufficient period of non-employment to warrant re-examination as to physical fitness of persons desiring to reenter the employ of the Commission. For any period out of the service less than two weeks no re-examination will be required.

F. A. HANSEN,

Engineer of Maintenance and Construction.

## INSTRUCTIONS TO SECTION FOREMEN.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, May 1, 1920.

Circular No. 87:

TO ALL CONCERNED:

Section Foremen will please arrange to replace and fill with water all bridge water barrels which were emptied last fall and place a pail with each barrel. If you are short any pails or barrels, please notify the office of the Superintendent of Construction or Roadmaster, at Anchorage, as the case may be.

You will also please arrange to replace all crossing planks, which were taken up last fall in order to permit the use of the snow flanger.

F. A. HANSEN,

Engineer of Maintenance and Construction.

## Division Notes.

B. and B. gang No. 1 completed the construction of Camp 251 and moved the pile driver to Bridge No. 2523. A force of 15 men has commenced work on grading at Camp 251.

The sawmill at Camp 266 saved 18,000 feet, board measure of lumber in four days. Crib logs for the wagon road bridge across Indian River, at Camp 266, are 75 per cent complete.

At Susitna bridge crossing snow removal for pier No. 1 was 60 per cent complete, and snow removal for the 35 by 60 foot canvas barn was 75 per cent complete April 24.

Brenner & Co., coyote hole contractors, working in Mile 244, completed their work on April 23, having driven a total of 651 lineal feet of coyote holes.

Steve Leakos & Co., grading contractors in Mile 264, are making excellent progress on their work.

Three 16 by 24 tents were erected during the week at Camp 264.

## STEAMER ADMIRAL WATSON EN ROUTE TO ANCHORAGE.

Latest cable advices concerning steamers from Seattle to Anchorage, state that the Admiral Watson sailed from Seattle at 10 a. m. April 27, carrying a cargo for Seward consisting of 43 tons of commercial freight and two tons for way points north. For Anchorage, 114 tons commercial, 19 tons Commission and 17 tons for way points north of Anchorage. Among the passengers aboard expected to be employed by the Commission are: W. R. Mathewson, timekeeper, one steam shovel engineer, one craneman, and 63 laborers.

## APRIL WEATHER FOR ANCHORAGE.

Date	Temperature			Precipitation		Wind	Day
	Max.	Min.	Range	Amt.	Snow		
April 1.....	25	-15	40	.....	.....	SW	Clear
April 2.....	28	-8	36	.....	.....	N	P.Cldy.
April 3.....	30	-11	41	.....	.....	N	Clear
April 4.....	35	-7	42	.....	.....	W	Clear
April 5.....	31	-7	38	.....	.....	W	Clear
April 6.....	39	3	42	.....	.....	.....	P. Cldy.
April 7.....	38	17	21	.....	.....	W	P.Cldy.
April 8.....	46	10	36	.....	.....	.....	P.Cldy.
April 9.....	39	12	27	.....	.....	W	P.Cldy.
April 10.....	45	10	35	.....	.....	N	P.Cldy.
April 11.....	39	21	18	0.02	1.0	N	Cldy.
April 12.....	35	11	24	0.07	2.5	W	Cldy.
April 13.....	31	23	8	0.07	1.6	N	Cldy.
April 14.....	37	22	15	0.03	.....	S	P.Cldy.
April 15.....	47	14	33	0.02	.....	S	P.Cldy.
April 16.....	35	8	27	.....	.....	S	P.Cldy.
April 17.....	43	7	36	.....	.....	NW	P.Cldy.
April 18.....	43	14	29	.....	.....	NW	Clear
April 19.....	46	21	25	.....	.....	W	Clear
April 20.....	39	26	13	.....	.....	W	Clear
April 21.....	43	13	28	.....	.....	W	Clear
April 22.....	44	29	15	.....	.....	SW	P.Cldy.
April 23.....	41	32	9	.....	.....	NW	Cldy.
April 24.....	58	32	26	.....	.....	W	P.Cldy.
April 25.....	47	32	15	.....	.....	N	Cldy.
April 26.....	50	30	20	.....	.....	W	P.Cldy.
April 27.....	49	33	16	0.05	.....	W	P.Cldy.
April 28.....	41	32	9	0.02	.....	NW	Cldy.
April 29.....	43	19	24	.....	.....	SW	Clear
April 30.....	45	26	19	.....	.....	NW	Clear
April 30.....	50	22	28	.....	.....	W	P.Cldy.

SUMMARY—Temperature: Mean maximum, 40.7; mean minimum, 14.7; mean, 27.7; maximum, 58, April 24; minimum, -15, April 1; greatest daily range, 42. Precipitation: Total, 0.28 inches; greatest in 24 hours, 0.07 April 12-13. Snow: Total snowfall, 5.1 inches; on ground 15th, 2.0 inches; at end of month, 0 inches. Number of days with .01 inch or more precipitation, 7; clear, 10; partly cloudy, 15; cloudy, 5.

## CHIEF DRAFTSMAN SUBMITS REPORT FOR APRIL

According to the report submitted by D. D. Vint, chief draftsman in the drafting department for the Alaskan Engineering Commission, at Anchorage, one thousand one hundred and ninety-one square feet of blue prints, 54 square feet of Van Dyke prints and 18 square feet of blue prints on cloth were made in the Anchorage office during the month of April. Other work in this department consisted of daily weather report copied and forwarded to Juneau and same plotted on chart, consolidated estimate of Northern and Southern Division, map of Railroad Route for official Railway Guide, No. 9 standard turnout revised, plan and estimate of Court House for Anchorage, plan of section house with bill of material, progress profile of Northern Division brought up to date of March 30, sketch of willow mattress for bank protection, sketch of stiff leg clam shell derrick, final estimate of I. Roehen & Co., checked and estimates made on grading contracts awarded.

Work in process of completion consists of plan of tank tower and pump house, progress profile, Mile 330 to 335, form for transportation depot, and right-of-way and track maps.

# ALASKA RAILROAD RECORD



VOL. IV.

ANCHORAGE, ALASKA, TUESDAY, MAY 11, 1920.

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.

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

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

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

### MANAGER OF COAL MINES GATHERS IMPORTANT CLEANING PLANT DATA.

Sumner S. Smith, manager of coal mines operated by the Alaskan Engineering Commission, made a trip from Alaska to the States recently for the purpose of visiting a number of the coal mining districts to gather data regarding the washing of coal, and to consider the feasibility of erecting a cleaning plant in the Matanuska field to treat the products from the Eska and Chickaloon mines.

During the trip Mr. Smith visited various Experimental stations and mine bureaus, gathering valuable information which was unstintedly offered at every quarter.

In an interview with Mr. Smith shortly after he returned to Anchorage, he pointed out many interesting features with reference to the contemplated installation of a cleaning plant, and other important particulars pertaining to coal mining operations.

Replying to an inquiry as to what increased value coal has after it is washed, Mr. Smith said:

"Until recent years the washing of coal has been given but slight attention as mining costs were low, the market for small sizes practically none, and the supply of coal for the manufacture of metallurgical coke abundant. While those interested in the cleaning and preparation of coal could have improved the design and operation of their plants by a careful study of the methods in every day use in metallurgical work, the profit to be so won did not in the past justify the expenditure. Recently the increased costs of mining, the improved methods of burning the

smaller sizes and the greater demand for a coal suitable for the manufacture of metallurgical coke have led the operators to save the fine coal and prepare it for the market.

#### Object of Washing Coal.

"Coal is washed to remove ash and sulphur as the former cuts down the heating value and the latter interferes with metallurgical practice. Ash may be divided into two classes, the removable and non-removable or inherent ash. The first usually consists of pieces of slate, sandstone, clay or shale which are interbedded with the coal or are broken from the roof or floor in the course of mining. The latter is the finely divided non-carbonaceous material that entered the coal during the period when the beds were in process of formation. Oftentimes certain portions of the coal beds contain strata where the percentage of inherent ash become much higher than in other portions of the seam and these strata are called "bony" or "bone coal" and while it is readily combustible it finds but little market on account of the large amount of ash produced when burned.

"The sulphur occurs as sulphur bands or lenses, locally known as niggerheads, pyrite, sulphate and organic sulphur.

"The commercial separation of coal from the "removable" impurities is based on the difference in specific gravities between the two. The greater the difference in specific gravities the easier and cleaner the separation. It follows therefore that the heavier material as sandstone, shale, sulphur balls or pyrite (unless the latter be finely laminated throughout the coal) may be easily separated from the coal while the lighter material such as bone, clay or organic sulphur offer considerable difficulty.

#### Difference in Eska and Chickaloon Coal.

"An examination of the coals from the Eska and Chickaloon mines and analysis of samples from the different beds will show the following: 1st. The percentage of ash in the Chickaloon coal is low, the specific gravity of the impurities high and the amount of bone coal present negligible. A clean separation of the coal from its impurities may be made with the ordinary gold pan. 2nd. The ash content of the Eska coal is higher, approximately about nine per cent which is nearly double that found at Chickaloon, and the amount of bone is large by comparison. In attempting to make a separation with a gold pan three products are produced—coal, bone and waste with no clean dividing line between any two. 3rd. A large percentage of the products from the two mines will pass through a one-inch screen, the Chickaloon coal being the more friable of the two. The above are all confirmed by the tests

BUY WAR SAVING STAMPS. PRICE THIS MONTH \$1.16.

which were made at the Seattle station of the United States Bureau of Mines several years ago.

"There are two types of jigs in general practice in coal washing—the movable basket where the basket is raised and lowered through a column of water, and the stationary basket where the water is pulsed through the baskets containing the coal by means of pistons.

"The Stewart is typical of the former, the Elmore of the latter.

"The piston 3-cell type of jig would give best results on the Eska coal. There are several fine coal jigs on the market but considering the cost of installation an ease of operation it would be preferable to install tables to treat the small sizes. There are several types of these all operating on practically the same principle and similar to the tables used in metallurgical practice.

#### Advantage of One Plant.

"The equipment for washing coal is expensive and should the Commission continue the operation of the two mines unless the output is largely increased, it would be advantageous to erect one plant to treat the product from both. The only other alternative would be to build a small washer at Chickaloon which would be operated in the summer only, the winter being devoted to development, and a larger plant at Sutton to be run winter and summer on the Eska output.

At this point of the interview Mr. Smith presented data showing the difference in Eska and Chickaloon coals by screen tests and sink and float tests.

From this experimental data carefully computed he also shows the results that would be obtained if tests were to be made on coal as received, unscreened.

Other information of an interesting nature offered by Mr. Smith, follows:

"The Chickaloon coal being of considerable difference in specific gravity from its impurities is the easiest to wash. The percentage of the smaller sizes is large and as the lumps are usually due to a silicious binder it would be advisable to crush the latter and wash the entire product on tables as these are the most efficient in handling fine coal. The exact treatment would have to be determined by test but the entire product could be crushed to pass a  $\frac{3}{8}$ -inch screen and sent directly to the tables or it could be crushed to  $\frac{1}{2}$ -inch and sized, the  $\frac{1}{2}$ -inch to  $\frac{3}{4}$ -inch going to one set of tables and the  $\frac{3}{4}$ -inch down to a second series.

"The resulting products in either case would be clean coal, a small amount of middling and clean waste.

"The Eska coal offers a more difficult problem as the intermediate product is much larger and would probably require a combination of jigs and tables for the most efficient work. Here the coal would pass from a hopper to screens, the oversize going to a picking table, the intermediate product to jigs and the fine to tables, the middling from the jigs and the bone from the picking tables being crushed and retreated on the tables. Even with such a treatment there will result a considerable middling product of bone coal which would have to be burned at the mine power plant to utilize it.

"When coals are washed the resulting product is high in moisture and must be dried, first to prevent paying freight on a large amount of water, second, to avoid freezing when low temperatures prevail, and third, to save a wastage of heat in evaporating the water from the coal when burned.

"There are two types of driers on the market, the cen-

trifugal and the heat drier. In the former the washed coal is fed from the top to rapidly revolving drums, the central portion of which is fitted with screens. The water is discharged through the screens and the dried coal through the bottom. In practically all of the heat driers the coal passes through long revolving drums which may be heated either internally or externally. These result in a great deal of breakage of the coal, but when operating in districts where the temperatures are extremely low are the only type of drier that will reduce the moisture to a point low enough to prevent freezing in the cars if exposed any length of time.

"When the coal is to be used for powdered fuel the breakage is a considerable advantage.

#### Surveys Suggested.

"After a searching investigation as to the efficiency of the various machines used in the washing and handling of coal, my personal recommendation is that the Alaskan Engineering Commission have detailed contour surveys made of the ground at Sutton and Chickaloon, and submit such surveys to engineers in the States with the request that they cooperate with the Commission in designing a plant or plants—the blueprints and estimates to be submitted to the Secretary of the Interior when approved by the Commission; also that preliminary survey for a narrow-gauge line be run from Eska to Sutton.

"If it is considered feasible to burn powdered coal on the railroad, my recommendation would be that the plant for the preparation of the same be erected in connection with the washery at Sutton."

#### CRISIS PASSED IN INFLUENZA EPIDEMIC.

Replying to a wire from Col. F. Mears, chairman and chief engineer of the Alaskan Engineering Commission, to F. D. Browne, engineer in charge of the Northern Division, inquiring as to the present status of the influenza epidemic in Nenana, Fairbanks and other northern towns, Mr. Browne replied as follows:

Nenana, Alaska, May 10, 1920.

"Col. Mears, Anchorage.

Influenza situation now well in hand, as nearly everyone has had it and possible remaining cases are not numerous. At Fairbanks end, things are slowly organizing again.

In Nenana about 100 cases are now down, with 14 critical pneumonia cases and nine deaths. At Healy and camps south, there are 75 cases, of which many are pneumonia; six critical; no deaths.

"At the Nenana native village all are down, including the missionary. Sixteen natives have died. Relief has been sent to the Tolkat Indians opposite Mile 390. All critical cases of influenza have been removed.

"Every branch of our work is temporarily disorganized, but will soon be running again, as the men are getting better.

"I believe fully 90 per cent of all persons in the Northern Division have been attacked and were down from four to ten days each. Mrs. Browne and myself are now convalescent at Healy.

(Signed)

"F. D. BROWNE."

Panama Canal traffic in October exceeded that of any previous month in net tonnage of commercial vessels using the waterway.

### ENGINEER IN CHARGE REPORTS ACTIVITIES IN NORTHERN DIVISION.

The work of clearing of right of way for the Government Railroad in the Northern Division from Mile 336 to Mile 347.3, is completed according to the report of F. D. Browne, engineer in charge of the division, for the month of March 1920.

The telephone line crew, continues the report completed construction of pioneer line south to Mile 334.24. Tripods were erected and knobs nailed on south to Mile 328.5 This is as far as the line will be extended from this end.

Contractor completed log buildings for Camp 344 during the month. Supplies were placed in cache at Mile 347 and at 344 sufficient to supply stationmen during summer months. Approximately 30 tons have been delivered to Mile 344, and 74 tons to Mile 347.

Grading is under way in parts of Miles 349, 351, 352 and 353. Also from Mile 353.7 to 358.2. Practically all the rock work in this section is now covered by contracts, and with the present available equipment very little more work can be covered until opening of navigation. Fair progress was made by most of the stationmen during the month, but considerable time was consumed in building retaining walls.

In the work of camp construction, a log powder house was built at Camp No. 350 during the month. Buildings at base Camp Mile 358 are practically finished, and all buildings completed.

A large quantity of supplies has been forwarded to all Camps south of the end of steel. Also logs for retaining walls and culverts have been distributed where no timber is available near at hand. Trail conditions have been excellent during the entire month with the exception of the wagon road between Mile 353 and 358, which has been kept bare by wind storms. It has been necessary to use wagons on this section of road, necessarily reducing the size of loads. Approximately 75 tons of supplies were delivered at Camp 350.

Decking was completed on bridge No. 52 over Dry Creek during the month. Also barrel stands were placed on several bridges. Total material placed 36,170 feet board measure lumber, and 900 pounds of iron.

Deliveries of coal continued during the month from mine at Mile 363, and from mine on Lignite Creek opposite Mile 362. The storage pile in Nenana yard was finished, and work of delivering 2000 long tons to North bank of Nenana is well under way. Deliveries will continue for present consumption. Tests made during the month show the coal from Lignite Creek to be of better quality than that from mine at Mile 363. Approximately 4225 long tons of coal were delivered during March. Of this amount of coal 576 tons were consumed by the Commission, 3049 tons stored in Nenana yard, and 600 tons stored in North Nenana.

In the mechanical department engines No. 239 and 270 were in train service during the month. Boilers on engines Nos. 239 and 270 were washed and necessary repairs made. Other work in this department consisted of repairing Bucyrus No. 2 and repairs on engine No. 5, which is complete. Overhauling to Dinkey engine No. 6 is 50 per cent complete. Likewise repairs to Dinkey engine No. 831. Bucyrus drag line excavator is being overhauled preparatory to summer work. Also other general shop

work, making drift bolts, turnouts for contractors rail, and numerous minor repairs.

The expenditures for the Nenana townsite for the month of March were as follows:

Labor .....	\$275.00	Cash Collections:	
Material and supplies	34.05	Water Rentals .....	\$103.90
Sundries .....	425.40	Assessments .....	9.30
		Penalties .....	.93
	\$734.45	Advertising .....	.30
			\$114.43

#### North Nenana and Fairbanks.

Some trouble with snow was encountered during the month. One trip over line with "Dozier" snow plow being necessary. Work train was used seven days hauling piling and timbers to North Nenana.

#### Tanana Valley-Chatanika Branch.

Track is in fair condition. Section foremen and two laborers employed in Fairbanks yard cleaning switches and shoveling snow. Section foreman and one laborer at Olmes and foreman and one laborer at Gilmore shoveling snow.

Retubed engine No. 50, and made general repairs to engines No. 52 and 151. General repairs made to flat and passenger cars.

A narrow gauge track pile driver was completed during the month.

Considerable trouble was caused by heavy snow fall during the month. Several trips with Dozier snow plow were necessary. A work train distributed ties and bridge materials for line changes.

#### Rehabilitation.

Line change at bridge No. 1 was completed and track laid during February. The old trestle at this point has been torn down. Grading at Bridge No. 2 was completed on 12th and track was laid and operated over on 22nd. Track was laid and operated over on line change at Bridge No. 3 on 8th. Old trestle on Bridge No. 4 was partially wrecked.

Grading on line change at Bridge No. 5 was sufficiently completed to allow track to be laid though not on true alignment. A steam shovel was placed in cut at this point, and began operations March 30th, material will be excavated to bring cut to true slopes and distributed over high fills. Line change replacing Bridges Nos. six, seven and eight was operated over on 15th. A crew was started on line change at Bridge No. 10.

#### STEAMSHIP ALAMEDA ARRIVES

The steamship Alameda, the second ocean going steamer to arrive at Anchorage this season, tied up at the new ocean dock Thursday May 6, at 8 p. m.

Aboard the Alameda for Anchorage were 43 first class passengers and 16 steerage. Also six tons of freight for the Alaskan Engineering Commission, and 85 tons commercial.

Departing at about 9 p. m. Friday May 7, the Alameda carried from Anchorage 51 first class passengers, six and one-half tons of commercial freight for way points, and 350 tons of railroad equipment and supplies for Nenana.

The Geological Survey has estimated that there are about 1,000,000 troy ounces of platinum in the United States.

## WEEKLY FORCE REPORT.

The number of employees of the Alaskan Engineering Commission as shown on the payrolls for the week ended May 1, 1920, was as follows:

Mile	Item of work	D	I	V	I	S	I	O	N	T'tl
	Seattle office and Pur. Agent's Reps.	19	...	5	...	...	...	...	...	24
1	Stores .....	...	35	...	...	...	...	...	...	35
	Dock .....	...	18	...	...	...	...	...	...	13
	Mess .....	...	5	...	...	...	...	...	...	5
	Maintenance of equipment .....	...	...	...	9	...	...	...	...	9
	Hospital .....	...	...	...	...	2	...	...	...	2
	B. & B. No. 9, work on Seward dock .....	...	...	...	...	4	...	...	...	4
	Accounting office .....	...	...	2	...	...	...	...	...	2
3	Extra gang 3, sawmill .....	...	...	...	...	1	...	...	...	1
	Contractors, logs and lumber .....	...	...	...	...	21	...	...	...	21
20	Contractors, ties .....	...	...	...	...	2	...	...	...	2
49	Contractors, tunnel .....	...	...	...	...	16	...	...	...	16
52	Engineering party .....	...	...	...	...	8	...	...	...	8
	B. & B. No. 5, constructing bridge 79 .....	...	...	...	...	2	...	...	...	2
	B. & B. No. 7, bridge No. 503 .....	...	...	...	...	52	...	...	...	52
56	Steam shovel No. 1 .....	...	...	...	...	27	...	...	...	27
86	B. & B. No. 10, saw logs .....	...	...	...	...	20	...	...	...	20
1-114	Operation, road .....	...	...	...	46	...	...	...	...	47
	Maintenance of way and structures..	...	...	...	114	...	...	...	...	114
114	Headquarters office .....	...	...	...	...	7	4	...	...	11
	Bridge Engineer .....	...	...	...	...	2	1	...	...	3
	Drafting office .....	...	...	...	...	4	...	...	...	4
	Townsite and land .....	...	...	...	9	...	1	...	...	10
	Disbursing office .....	...	...	6	...	...	...	...	...	6
	Accounting office .....	...	...	13	...	...	...	...	...	13
	Hospital .....	...	...	...	6	7	1	...	...	14
	Stores .....	...	22	...	...	...	...	...	...	22
	Material yard .....	...	65	...	...	...	...	...	...	65
	Operation, road .....	...	...	...	55	...	2	...	...	57
	Dock and boats .....	...	...	...	41	...	...	...	...	41
	Power and pumping .....	...	...	...	11	...	...	...	...	11
	Maintenance, equipment .....	...	...	...	91	...	1	...	...	92
	Floating .....	...	...	...	42	...	...	...	...	42
114-238	Operation, road .....	...	...	...	19	11	...	...	...	30
	Maintenance of way and structures..	...	...	...	225	...	1	...	...	226
172	Mining, Eska .....	...	...	...	24	...	1	...	...	25
188	Mining, Chickaloon .....	...	...	...	23	...	...	...	...	23
236	Extra gang No. 1, ditcher .....	...	...	...	...	10	...	...	...	10
240	Steam shovel No. 2 .....	...	...	...	...	52	...	...	...	52
249	Stores .....	...	5	...	...	...	...	...	...	5
	Engineers and freighting operations .....	...	...	...	...	66	...	...	...	66
	T. & T. maintenance linemen .....	...	...	...	3	1	...	...	...	4
251	B. & B. No. 1, bridge construction...	...	...	...	...	14	...	...	...	14
259	Piling contractors .....	...	...	...	...	3	...	...	...	3
260	Contractors, grading .....	...	...	...	...	13	...	...	...	13
264	Engineers and camp construction .....	...	...	...	...	74	...	...	...	74
	Contractors, grading .....	...	...	...	...	15	...	...	...	15
	T. & T. maintenance lineman .....	...	...	...	1	...	...	...	...	1
266	Engineers, camp construction and freighting operations .....	...	...	...	...	50	...	...	...	50
269	Construction and freighting opns....	...	...	...	...	39	...	...	...	39
	Contractors, grading .....	...	...	...	...	24	...	...	...	24
270	Contractors, grading .....	...	...	...	...	51	...	...	...	51
271	Contractors, grading .....	...	...	...	...	13	...	...	...	13
275	Wagon road cons. & freighting op'ns	...	...	...	...	10	...	...	...	10
275	T. & T. crew, constructing line .....	...	...	...	...	5	...	...	...	5
280	Contractors, grading .....	...	...	...	...	5	...	...	...	5
282	Construction and freighting opns....	...	...	...	...	8	...	...	...	8

## WEEKLY FORCE REPORT.

Mile	Item of work	D	I	V	I	S	I	O	N
		Purchas- ing	Sup- ply	Ac- count- ing.	Maint. & Op.	Southern Const'c- Admin- istration	Northern Maint. & Op.	Const'c- Admin- istration	T'tl
284	Engineers and bridg construction .....	....	....	....	....	20	....	....	20
	Contractors, grading .....	....	....	....	....	32	....	....	32
	Totals .....	19	150	26	719	692	12	....	1618
	Increase or decrease (-) compared with last week .....	0	30	0	128	-17	0	....	141

## RECAPITULATION

Division	Pay Roll	Contractors	Total
Purchasing .....	19	....	19
Supply .....	150	....	150
Accounting .....	26	....	26
Southern .....	1228	195	1423
Totals .....	1423	195	1618

No Northern Division Force Report on account of influenza epidemic.

PROGRESS REPORT FOR WEEK ENDED MAY FIRST  
IN SOUTHERN DIVISION.

Satisfactory progress was made during the week ended May 1, 1920 in the Southern Division of the Alaskan Engineering Commission, covering territory and the departments under the supervision of F. A. Hansen, engineer of Maintenance and Construction. The report submitted by Mr. Hansen shows that all work outlined for Seward up to and including the period reported, such as repairs of a minor character has been completed with the exception of a storeroom being partitioned in the mess house, and that is 75 per cent complete.

At Mile 3¼, a shack in course of construction for the use of a timekeeper with logging contractors, is 90 per cent complete.

Other work accomplished during the week as shown in the report is as follows:

Hoben and Davis, saw log contractors at Mile 3¼, delivered during the week 147 logs containing 41,500 feet of lumber.

Larochelle and Roberts, sawmill contractors, at Mile 3¼, sawed during the week 78,000 feet of lumber.

C. O. Nelson & Co., contractors, engaged on enlarging tunnel No. 1, took out bench during the week from Station 2552 plus 20 to Station 2553 plus 25, a distance of 105 feet. This tunnel has now been enlarged to standard size from Station 2550 plus 60 to Station 2554 plus 00, a distance of 340 feet. Twenty segment bents were raised during the week.

False work at bridge No. 492 was removed from under truss and loaded for shipment. Under bracing was completed on all bents from 190 to 209, inclusive, averaging 14 planks in height. Piling for bents 190 to 193 were placed during the week. The decking on this bridge has been moved ahead to center line of new bents.

Culvert at Station 2671 was extended 14 feet on the left.

Two hundred and thirty-one logs containing 42,270 feet of lumber were placed in the yard at Camp 86, and one hundred and seventy-two cross ties were also made during the week.

The work of erecting warehouse from Potter for the

21st Infantry is 25 per cent complete.

The tenth outfit car body has been built at Anchorage and the painting of six cars is complete. Repairs being made to the passenger landing at Dock No. 1, which was slightly damaged by the ice during the past winter, are 20 per cent complete. Work started on a general clean up of the Anchorage yard.

Steam Shovel Gang No. 2 was engaged in removing mud slides between Stations 10669 plus 50 and 10673 plus 00. The shovel was caught in a slide that came down on April 29, covering it up to the running board, lifting it off the track and pushing it about four feet to one side. On account of the numerous small slides handled it was impracticable to keep a record of the yardage handled.

The sled road became soft and impassable for horses on April 25th. Practically no freight was moved during the week.

A force of 30 men were engaged in snow removal for grading at Camp 251 and work of excavating begun.

B. & B. Gang No. 1 drove 19 piles in bridge 2523, 24 in bridge 2525 and 17 in bridge 2527, making a total of 60 piles driven during the week.

Adair & Co., piling contractors, moved to Camp 259 and are getting out piling in that vicinity.

At Susitna bridge crossing snow removal for pier No. 35 was completed and work of excavation for foundations started. The work of assembling the pile driver was 80 per cent complete. Snow removal was completed for the 30 by 60 canvas barn and two 16 by 24 tents were erected.

A. O. Wells & Co., and R. O'Rork & Co., piling contractors, began work on their camp at Mile 264.

The sawmill at Indian River sawed 23,071 feet, board measure, of lumber during the week.

The wagon bridge across Indian River at Camp 263 is 90 per cent complete.

A grading contract was awarded I. Roehen & Co., between Station 12389 and 12430.

Jurovich & Co., contractors for the Indian River channel change at Stations 12280 to 12310, are making good progress on their work.

Grading contractor along the Indian River Canyon are making good progress and the completed grade in that section will be available for use as a wagon road June 1, 1920.

### ROYALTIES AND RENTALS UPON OIL AND GAS LEASES IN ALASKA.

Department of the Interior,  
Office of the Secretary  
April 13, 1920.

Secretary Payne has issued regulations prescribing the royalties and rentals under oil and gas leases in the Territory of Alaska, act of February 25, 1920. The act recognized that conditions in Alaska warrant more liberal terms than in the United States proper, prospectors being given double the time for exploratory operations to that granted in the States, and the Secretary being expressly authorized to waive the payment of any rental or royalty for the first five years of any lease. Under this authority, and having in view the harsher conditions attendant upon prospecting and development in the remote districts where oil indications are found in the Territory, some of them being more than 200 miles north of the Arctic circle, and also in view of the national necessity for new oil discoveries, the Secretary has adopted a more liberal scale of royalties and rentals than those fixed for the States. The rules and regulations issued provide that as to leases granted under the relief section, twenty-two, no royalty shall be paid for the first five years, except in case where the producing wells yield an average of 100 barrels or more per well per day, in which case the royalty is fixed at 5 per cent; for the second five years after date of lease the royalty is fixed at 5 per cent, and for the succeeding ten years at 10 per cent.

Upon leases granted in Alaska under prospecting permits, section 14 of the act, the permittee is given a lease for one-fourth of the area of the permit without royalty for the first five years and will be required thereafter to pay 5 per cent upon all oil produced. On the remaining lands to which the law gives him a preference right, he is not required to pay royalty for the first five years, except in those cases where the wells yield an average of 100 barrels or more per well per day, paying in that case 5 per cent royalty; for the second five years a royalty of 5 per cent is prescribed, and for the succeeding ten years a royalty of 10 per cent. Where the wells upon a claim average less than 10 barrels per well per day, no royalty is prescribed.

Lessees under both the relief and prospecting sections are relieved from the payment of any rental during the first five years succeeding date of lease. Thereafter, they will be required to pay a rental of ten cents per acre per year, in advance, rentals, however, to be credited upon royalties accruing for the year.

Rentals on gas, if any be produced, are not fixed, but will be prescribed in each lease issued.

It is hoped that the encouragement to exploration thus afforded will lead to active and earnest effort on the part of oil prospectors and to the discovery of important oil resources in Alaska.

### PATENTS ISSUED TO TALKEETNA LOTS.

The Department of the Interior has issued patents to all the town lots in Talkeetna Townsite which were recently sold, and they have been forwarded to the United States Land Office at Juneau, Alaska, where the owners may secure the patents by sending to that office the Register's duplicate certificate, addressed to F. A. Boyle, Register, Juneau, Alaska.

### NOTICE TO PAY SCHOOL TAX.

In accord with Chapter 29, Session Laws of Alaska, 1919, all male persons between the ages of twenty-one and fifty years, who are not "sailors in the United States Navy or Revenue Cutter Service, volunteer firemen, paupers or insane persons," are required to pay an annual School Tax of five dollars (\$5.00).

Said tax is due and payable after the first Monday in the month of April and shall be paid before the first day of May, providing you are in the Territory of Alaska on said first date; if not same is due within thirty days after your arrival in Alaska or within ten days after written or oral demand is made upon you by the School Tax Collector. Taxes not paid in accordance with fore-going dates shall become delinquent, and each person delinquent shall be subject to a fine of two dollars (\$2.00).

All persons, firms and corporations employing labor in Alaska shall furnish to collectors a list of all employees subject to tax, and employers of labor as above set out are authorized by provisions of said Act to deduct amount of tax from the wages of each employee who is subject to said tax. If any of said employers above designated shall fail to report and deduct as herein specified within the period designated for payment of said tax, the said employers of labor shall be guilty of a misdemeanor and subject to a fine of from \$50.00 to \$500.00.

All persons subject to, and refusing or neglecting to pay, said tax, are subject to a fine of \$25.00, or imprisonment in jail for period of one month; and all employers of labor as herein set out who neglect or refuse to collect said tax from employees may be proceeded against and shall pay the amount of each individual tax, and a further penalty of \$25.00 for each said tax.

Owing to the unavoidable absence of Governor Thomas Riggs, jr., from Juneau, the appointment by the Governor of duly authorized and qualified tax collectors for Alaska Territorial Schools has been delayed, therefore, the day on which the tax became due, also delinquent, have passed. However, the tax is due and payable nevertheless, and Mr. Fred A. Martin, game warden for the Anchorage district has been appointed by Governor Riggs, as tax collector for towns adjacent to Seward and Anchorage and will begin his duties as tax collector at once.

In order that all employees of the Alaskan Engineering Commission and other persons residing along the route of the railroad may have the opportunity of paying this tax promptly, Mr. Martin will make a trip over the entire line of the railroad.

Mr. Winfield Ervin, has been appointed to collect the five dollar tax from those residing in Anchorage and immediate vicinity.

### TRACK OPEN FOR TRAFFIC.

Through the ceaseless and untiring efforts of C. G. Jones, superintendent of construction, and the men under his direction, two snowslides measuring several feet in length and depth which covered the railroad track at Mile 71 and Mile 76½, have been removed.

Two rotaries, one working at either end approaching each other, together with 20 soldiers at one end and 20 sectionmen at the other, the track was finally cleared and opened for traffic at 4.30 a. m. May 10.

The public will be advised shortly as to when train service will be resumed over the track which these snowslides obstructed.

**OFFICIAL CIRCULARS.****MEMORIAL DAY HOLIDAY.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska. May 8, 1920.

General Circular No. 21:

**TO ALL CONCERNED:**

Memorial day falling on Sunday, May 30th, 1920, the following Monday, May 31st, will be observed as a Holiday at Headquarters, and, as far as practicable, in the field.

F. MEARS, Chairman.

**ACTING ENGINEER IN CHARGE.**

Department of the Interior,  
Alaskan Engineering Commission  
Seward, Alaska, April 30, 1920.

Supply Division Circular No. 22:

**TO ALL CONCERNED:**

During the absence of the undersigned, Mr. J. J. Ryan will be in charge of the Supply Division as Acting Engineer in Charge.

H. P. WARREN,  
Engineer in Charge, Supply Division.

**JURISDICTION TRANSFER.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, May 4, 1920.

Circular No. 416:

**TO ALL CONCERNED:**

Effective June 1, 1920, the Townsite Pumping Plant will be transferred from the jurisdiction of the Mechanical Department to that of the Maintenance and Construction Department, direct supervision being transferred to Water Service Engineer of the latter Department.

WM. GERIG, Assistant Chief Engineer.

**OPERATION OF WORK TRAINS.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, May 5, 1920.

Circular No. 417:

**TO ALL CONCERNED:**

It is ordered that when two or more work trains are employed serving a steam shovel, the first crew in at the end of the day's work "or shift" will be the first crew out at the beginning of the next day's work or shift, and the second crew will be called at a later time so as to reach the shovel at approximately the time the first train is loaded and ready to leave. If a fully loaded or partly loaded train is tied up either at the steam shovel or in the yard at the end of the day's work or shift, this crew may, if desirable, be considered as first in, although another train may, in reality, have tied up first.

When a fixed starting time for train crews is changed or is not established, train and enginemen shall be notified the time of starting the day's work, or shift, for the following day before they are tied up, if possible, and in any case before the men have retired. In cases of extreme emergency, such as the saving of life and property, or to give aid to wounded persons, trainmen and enginemen may be called at any time.

WM. GERIG, Assistant Chief Engineer.

**CONCERNING TOOLS TO BE REPAIRED.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, May 3, 1920.

Circular No. 88:

**TO ALL CONCERNED:**

In the future kindly ship picks, lining bars and other similar tools, which are to be repaired by blacksmith, to W. R. Manning, General Storekeeper, Anchorage. Such shipments should be tagged showing who sent them, the number of articles of each kind there are, what is to be done to them and to whom and what place they are to be returned. Notice of such shipments should also be promptly given to Mr. Jones or Mr. Hanahan, or to this office, as the case may be.

F. A. HANSEN,  
Engineer of Maintenance and Construction.

**CLINKER HOOKS IMPROPERLY PLACED FORBIDDEN.**

Department of the Interior,  
Alaskan Engineering Commission  
Mechanical Department, Southern Division  
Anchorage, Alaska, May 5, 1920.

Bulletin No. 80:

**TO ALL CONCERNED:**

The placing of the clinker hooks or any other fire tools in any other position than lengthwise on top of the coal pile and inside of the extension boards of the tender is strictly forbidden.

Please be governed accordingly.

E. P. HEDBERG, Master Mechanic.

Approved: WM. GERIG,  
Assistant Chief Engineer.

**Division Notes.**

P. McCormick & Co., have driven 70 feet of coyote holes.

The wagon road bridge being built across Indian River at Mile 269 is 75 per cent complete.

A 20 by 36 mess tent, a 14 by 16 bunk house tent and a 16 by 24 bunk house tent were erected at Camp 275. Snow was cleared for the erection of one 20 by 36 warehouse tent.

Steam shovel No. 2, at the end of steel, was advanced from Station 10763 plus 81 to Station 10765 plus 20, a distance of 139 feet; material handled amounted to 416 cubic yards. This represents but one day's work for the shovel, as the balance of the week it was engaged clearing slides. Main line track was laid from Station 10745 plus 52 to Station 10761 plus 69, a distance of 1615 feet. Spur track was laid from Station 10733 plus 08 to Station 10737 plus 37, a distance of 429 feet.

Camp construction north of Indian River is now complete.

**INVEST IN GOVERNMENT CERTIFICATES.**

If 100 men were to have fortunes left to them, only one or two would keep their wealth beyond a few years.

But any man, by sticking to it, can acquire a competence.

Put your savings into War Savings Stamps and Treasury Savings Certificates. They are always worth more than you paid for them, and not the kind of riches that take wings.

### RESIDENT MINING ENGINEER MAKES REPORT FOR MONTH OF APRIL.

Seven hundred and eight tons of coal were mined during the first week of April at the Eska coal mine, operated by the Alaskan Engineering Commission and 85 employees were on the payroll. Work at this mine was temporarily discontinued on April 7. However, the Shaw West Gangway was driven nine feet and the David East Counter Gangway driven 12 feet during the first week of the month. west a distance of 29 feet. The Second East Cross-cut was continued 34 feet north to Bed No. 8, and a counter driven west a distance of 29 feet. The Second East Cross-cut was continued 47 feet north.

The trestle was extended 60 feet across the railroad track to make room for dumping waste. There were 24 employees on the payroll and approximately 80 tons of coal mined during the month.

Activities described above are contained in a report submitted by Sumner S. Smith, resident mining engineer, in charge of coal mining operations.

### BOOKS SHOULD BE RETURNED.

It has been reported to headquarters that during the past winter, 100 or more books were taken from the Railroad Men's Club room at Anchorage, and up to the present time they have not been returned. As these books belong to the Y. M. C. A. library it is urgently requested that any person or persons having taken books from the club room and not returned them, should do so at once.

### WORK IN NORTHERN DIVISION DISCONTINUED TEMPORARILY.

Frederick D. Browne, engineer in charge of the Northern Division of the Government Railroad, advises by wire from Nenana under date of May 5, that he is in bed with influenza and that the work is practically shut down because of the prevalence of this disease in the camps of his Division. It is in mild form and no fatalities are reported as yet.

### DISBURSEMENTS IN THE SOUTHERN DIVISION

Disbursements in the Southern Division of the Alaskan Engineering Commission for the week ended April 30, 1920, totaled \$10,434.26. Salaries and wages were \$5078.05; purchase orders, \$2124.34; construction contracts, \$853.88; compensation, \$37.50; special deposit account, \$25.00; steamship charges, \$26.00, and other expenses, \$2284.40.

### LOCAL NOTICE TO MARINERS

Department of Commerce,  
Lighthouse Service,  
Office of the 16th Lighthouse District,  
Ketchikan, Alaska, April 26, 1920.

Alaska--Shumagin Islands: Popof Strait, Delarof Harbor, Blind Beaker Buoy, 1, reported on April 20, 1920, off station and close to Cross Island, will be replaced as soon as practicable.

By direction of the Commissioner of Lighthouses.

W. C. DIBRELL,  
Superintendent of Lighthouses.

### TRAIN SERVICE FOR MONTH OF APRIL BETWEEN ANCHORAGE AND SEWARD.

Date	Anchorage--Seward		Seward--Anchorage		En route hr. min.
	Departed	Arrived	Departed	Arrived	
1	8.00 a. m.	5.10 p. m.			9 10
3			8.00 a. m.	4.45 p. m.	8 45
5	8.00 a. m.	4.30 p. m.			8 30
8	8.00 a. m.	4.50 p. m.			8 50
10			8.35 a. m.	3.50 p. m.	7 15
12	8.15 a. m.	6.50 p. m.			10 35
*14			8.00 a. m.		
15				8.50 p. m.	36 50
17			8.15 a. m.	4.00 p. m.	7 45
19	8.00 a. m.	5.30 p. m.			9 30
21			8.00 a. m.	4.10 p. m.	8 10
22	8.00 a. m.	5.20 p. m.			9 20
24			8.00 a. m.	5.35 p. m.	9 35
26	8.00 a. m.	5.40 p. m.			9 40
†28					
†29					

\*Snowslides and derailments caused delays.

†Trains annulled on account of snowslides.

### LOCAL NOTICE TO MARINERS.

Department of Commerce,  
Lighthouse Service,  
Office of the 16th Lighthouse District,  
Ketchikan, Alaska, April 14, 1920.

Alaska--Frederick Sound: Cape Fanshaw Light, reported extinguished April 12, 1920, will be relighted as soon as practicable.

By direction of Commissioner of Lighthouses.

W. C. DIBRELL,  
Superintendent.

### LOCAL NOTICE TO MARINERS.

Department of Commerce,  
Lighthouse Service,  
Office of the 16th Lighthouse District,  
Ketchikan, Alaska, April 16, 1920.

Alaska--Frederick Sound: Cape Fanshaw Light, reported extinguished April 12, 1920, was relighted April 16, 1920.

By direction of Commissioner of Lighthouses.

W. C. DIBRELL,  
Superintendent.

### LOCAL NOTICE TO MARINERS

Department of Commerce,  
Lighthouse Service,  
Office of the 16th Lighthouse District,  
Ketchikan, Alaska, April 23, 1920.

Alaska--Dixon Bay Entrance: Nakat Bay, Surprise Point Light, established April 21, 1920, is a fixed white light, of 60 candlepower, 15 feet above water, mounted on a 4 by 4 white wooden house; on bare rock on Surprise Point. Light is unwatched and is obscured from 288° to 44°

By direction of the Commissioner of Lighthouses.

W. C. DIBRELL,  
Superintendent of Lighthouses.

# ALASKA RAILROAD RECORD



VOL. IV.

ANCHORAGE, ALASKA, TUESDAY, MAY 18, 1920.

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.

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

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

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

### ENGINEER MAINTENANCE AND CONSTRUCTION SUBMITS PROGRESS REPORT FOR APRIL.

F. A. Hansen, engineer of maintenance and construction submits a report of progress made on work under his supervision in the Southern Division during the month of April, as follows:

The floating dock at Seward, as authorized by A. F. E. No. 199, was completed. The building at Seward, formerly used as a gas house, has been remodeled into a small carpenter shop. Repairs to residence occupied by the Agent at Seward, as authorized by A. F. E. No. 202, were completed. The work of refitting Government cottages occupied by the soldiers at Seward, as authorized by A. F. E. No. 203, was completed. The partition to make a cold storage room in the Mess House at Seward was 75 per cent complete at the end of the month.

Hoben and Davis, saw log contractors at Mile  $3\frac{1}{4}$ , delivered during the month 782 logs containing 194,804 feet of lumber. This makes a total of 2932 logs containing 726,274 feet of lumber delivered by these contractors to date. They changed the scene of their logging operations from the east side of the track during the early part of the month. Fair progress was made by them during the month.

Larochelle and Roberts, sawmill contractors at Mile  $3\frac{1}{4}$ , sawed during the month 305,708 feet, board measure, of lumber, making the total sawed by them to the end of April, 696,793 feet.

C. O. Nelson & Co., contractors engaged on enlarging

tunnel No. 1, took out during the month 22 sets of old timbers, and framed 30 segment bents of which 20 bents were raised into place. They completed the heading and took out bench, and the tunnel is now standard size from Station 2550 plus 60 to 2554 plus 00, a distance of 340 feet.

False work was removed from under truss of bridge No. 492, (old number 75), and loaded for shipment.

On bridge No. 503, (old number 79), forms were erected for abutment piers 10 and 12. Ice was cleared from the excavation for pier No. 11. Forms for pier No. 13 were removed as it has been decided to lower the excavation for this pier four feet more. Forms for pedestals for bents 14, 15, and 16 were completed and concrete was poured. This job was discontinued April 14th.

The switch for cut-off line in Mile 51 had to be moved 200 feet south from its former location as the over-head crossing at this place was thrown over to get it on center line.

The work of timbering all tunnels from No. 2 to 7, inclusive, was completed during the month.

The placing of pile bents for bridge No. 543, (old number 88), was continued. Excavation for 15 bents, 190 to 204, inclusive, was completed during the month. Sills were laid, piles placed and fender bracing 14 planks high for all bents 190 to 209, inclusive, and the decking was moved ahead in order to place the ends of stringers on the center of the new bents. Back fill was made on bents No. 193 to 196.

Steam Shovel No. 1, Engineer Schapler and Craneman Johnson, working in the rock quarry at Mile 56, loaded during the month 5608 cubic yards of rock. This material was used for riprapping the dyke built last fall below the Spencer Glacier. This shovel was closed down on April 14 on account of unfavorable weather conditions.

Snow slides on Turnagain Arm between Kern Creek and Bird Point gave considerable trouble during the latter part of the month. A slide that came down the afternoon of April 28th, just north of the snow shed at Mile 75.84, caught a gang of men who were working in connection with the rotary at that point clearing the slide and three men were killed and nine others injured. After this occurrence all work on snow slides was discontinued until there would be no further danger from slides.

Twelve hundred saw logs, containing 182,774 feet of lumber, were yarded at Mile 86 during the month. This makes the total amount in the yard at the end of April 4608 logs, containing 547,774 feet of lumber. Two car-

BUY WAR SAVING STAMPS. PRICE THIS MONTH \$4.16.

loads of piling for use at bridge No. 543 were also taken from this camp during the month.

Four demountable outfit car bodies were built at Anchorage during the month. A spur track, 600 feet in length, off the dock track near the Marine Ways, was laid to coal pile No. 2 for use as a loading track. General repairs were made to a large number of outfit cars at Anchorage preparatory to sending them out on construction work the coming season. Two hundred and eighty (280) laborers recruited in Seattle arrived on the work up to May 5th and have been distributed at various points where needed.

The ditcher outfit was sent to Willow on April 19 to load ties. Twenty two carloads, 8722 ties, were loaded at this point when the machine was sent north, on April 27th, to Mile 239, to clear mud slides that were coming down on to the track in this vicinity.

Steam Shovel No. 2, working at the end of steel, was advanced from Station 10718 plus 49 to Station 10765 plus 20, a distance of 4671 feet. Eleven thousand one hundred thirty eight cubic yards of frozen material were cast over. During the latter part of the month this shovel was engaged in clearing a number of small mud slides from the track in this vicinity. Because of the nature of the work and the moving around of the shovel it was impracticable to keep a record of the amount of material handled. This shovel was caught in a slide that came down April 29th covering it up to the running board and pushing it off the track about four feet.

Track was laid during the month from Station 10722 plus 42 to Station 10761 plus 59, a distance of 3917 feet. A temporary spur track, 200 feet long, was put in at Station 10733 plus 08.

Rochen & Co., completed their grading contract, No. 1199, on Mile 242, April 10th. The yardage handled amounted to 6283 cubic yards.

Brenner & Co., completed their coyote holes contract April 26. Two hundred and sixty feet of holes were driven during the month and the total amount of holes amounts to 651 feet.

Grading contractors north of the end of steel moved approximately 15,000 cubic yards of solid rock and frozen material during the month.

A Commission force of 30 men was started on grading between Station 12018 and Station 12043, and Camp 251.

B. & B. Gang No. 1 drove the following piling:

Bridge 2497 .....	5 piling
Bridge 2500 .....	19 piling
Bridge 2505 .....	29 piling
Bridge 2515 .....	24 piling
Bridge 2525 .....	24 piling
Bridge 2498 .....	19 piling
Bridge 2501 .....	19 piling
Bridge 2508 .....	24 piling
Bridge 2523 .....	19 piling
Bridge 2527 .....	7 piling
Total .....	189 piling

Also constructed Camp 251 consisting of four 16 by 24 tents and one 14 by 16 tent.

Joe Pradella & Co., at Mile 269, and Steve Lealos & Company, at Mile 264, grading contractors, are making good progress on their work.

At Susitna bridge crossing the crew engaged in drilling finished pulling the casing from holes No. 2 and No. 3

and put hole No. 4 to a depth of 75 feet. Good foundation material, consisting of compact sand, gravel and boulders was encountered at the bottom of these holes. A space was cleared and made ready for the erection of boilers to be used on the pier excavation. Two 60 horse power boilers, one 20 horse power boiler, one hoisting engine with boiler and swinging attachment, one complete pile driver and one orange peel bucket were delivered at the bridge site during the month for work on excavating for piers. Snow removal was completed for pier No. 35 and work commenced on the pier excavation.

A grading contract was awarded to Tony Martinovich & Co., between Stations 12170 and 122213, in Mile 269. They have built their camp and are making good progress on their work.

Grading contractors through the Indian River canyon are making excellent progress on their work and it will be possible to use the completed grade through the canyon as a wagon road commencing about June 1st.

Jurovich & Co., contractors on the channel change of Indian River, at Station 12280 to 12310, made good progress on their work.

A grading contract was awarded to I. Rochen & Co., Station 12389 to 12430, and they have started construction of their camp.

A grading contract was awarded to Christ George & Co., between Station 13006 and 13054, and they are making excellent progress on their work.

At Camp 264 the 30 by 60 mess hall with a seating capacity of 192 persons was completed and ten 16 by 24 tents were erected, making a total of fourteen 16 by 24 tents now erected at this camp. Snow removal was completed for a 30 by 60 canvas barn.

Spadaro & Co., grading contractors in Hurricane Gulch, are making good progress on their work.

The wagon bridge across Indian River at Mile 266 was 90 per cent complete and the wagon bridge across Indian River at Mile 269 was also 90 per cent complete at the end of the month.

At Camp 266 two 16 by 24 bunk tents were erected.

At Camp 275 a 20 by 36 tent warehouse, a 30 by 50 hay platform with canvas cover and a 30 by 60 addition to the canvas barn was completed.

At Camp 284 a 16 by 24 tent for the Telephone and Telegraph department, one 14 by 16 engineer's tent and a 30 by 30 hay platform with canvas cover were completed.

The sawmill at Camp 266 saved 108,974 feet, board measure, of lumber and logged 400 logs from the woods.

Good weather for freighting prevailed during the month, a total of 1823 tons were hauled 17,135 ton miles. The sled road became impassable for horses on April 25.

#### INFORMATION WANTED.

Inquiry has been made in a communication to the Alaskan Engineering Commission by Victor A. Carlson, concerning the whereabouts of his brother Einar Waldemar Carlson, aged 27.

Victor A. Carlson states in the communication that the last news received from his brother came from Eska Creek, McClinton's Camp, where Einar was working as a cook, in June, 1916. Anyone having information regarding the whereabouts of Einar Waldemar Carlson will confer a favor by communicating the information to Victor A. Carlson, care Alaskan Engineering Commission, Mile 251, Deadhorse, Alaska.

#### FORTY-FOUR MILLION BARRELS OF CRUDE OIL CONSUMED IN MONTH OF MARCH.

The Secretary of the Interior, John Barton Payne, received May 1, the March oil statistics as compiled by the United States Geological Survey. The details of this report which is being made public that there was in March an increased output of crude petroleum in practically every state, even the old Appalachian fields showing an increase of 100,000 barrels over March a year ago and 400,000 barrels more than two years ago. "This encouraging response to high prices would offer more hope for the future," remarked Secretary Payne, "did not the consumption of oil increase much more rapidly."

The total increase in output of the United States wells in March as compared with March, 1919, is in excess of six million barrels, a gain of 20 per cent. Yet this increased flow from our own wells was not enough—six and one-half million barrels had to be imported from Mexico, which was three million barrels more than in the same month a year ago. And even with this increase of eight and one-half million barrels available after allowing for increased exports to Canada, there had to be severe drafts made upon the stocks of crude oil held by pipe line companies, so that another million barrels of stored domestic oil was contributed to current consumption. A year ago, on the contrary, these companies were adding to their stored reserve from excess production.

"According to my information," Secretary Payne states, "the March consumption of crude petroleum exceeded that of a year ago by nearly 12 million barrels. This single month's record of 44 million barrels means that the United States is now using more oil each month than the whole world used in the whole year of 1885. These are facts that must be faced by every citizen who uses any petroleum product, whether fuel oil, gasoline, or lubricating oil, and these figures likewise raise questions of public policy, for in this matter of oil the United States is certainly living beyond its means."

#### ANCHORAGE BASEBALL LEAGUE.

Three baseball teams composed of employees of the Alaskan Engineering Commission, Company "B" 21st infantry, and residents of Anchorage named the City team, form the Anchorage Baseball league for the coming season. Members of the three teams have been rounding into form for the past two weeks, and judging from "try-outs" at the ball park the past week, baseball enthusiasts may look forward to baseball games approaching the professional.

The Alaskan Engineering Commission team will be under the management of W. G. Wilt, accountant in the mechanical department. J. E. Robarts will manage the City team and Wallace Parrish will have charge of Company "B" 21st infantry team.

The first game of the season will be played by the Commission and Company "B" teams and is scheduled for May 30th. The victorious team in this game will play the City team the following day, May 31. Games are scheduled for every Sunday thereafter throughout the season.

The oil output of the United States last year would cover the District of Columbia to a depth of a foot and a half.

#### DINING CAR SERVICE.

Under the direction of J. Casey McDannel, formerly chef at mess house headquarters of the Alaskan Engineering Commission, the dining car service between Anchorage and Seward is assuming attractive proportions.

Prices, variety and manner of service compare very favorably with the menu in dining car service in the States.

In providing this service, the Alaskan Engineering Commission officials have supplied a long-felt want, and many travelers in Alaska over the Alaska Government Railroad have expressed their appreciation for this service.

#### The Menu.

Oyster Soup 25c, Vegetable Soup 25c.

Salads: Potato 35c, Crab \$1.00, Lobster \$1.00, Combination \$1.00, Tuna \$1.00, Alaska Salmon \$1.00, Lettuce 75c, Sliced Tomato en mayonnaise 75c, Cold Asparagus en mayonnaise 75c, Dill pickles 15c, Sour pickles 15c, Queen Olives 25c, Sweet pickles 25c, Ripe Olives 25c.

Fish: Fried or Baked Halibut \$1.00, Mountain Trout with Bacon, \$1.25, Cracked Crab \$1.00, Alaska Shrimps, per order 50c.

Hot Roasts: Roast Sirloin of Beef \$1.25, Roast Leg of Pork \$1.25, Prime Rib of Beef \$1.50, Chili Con Carne 75c, IXL Chicken Tamale 75c, Hot Roast Beef Sandwich 50c, Hot Roast Pork Sandwich 50c, Hot Fish Sandwich 50c.

Cold Meats and Sandwiches: Cold Boiled Ham and Potato Salad \$1.00, Cold Roast Beef and Dill Pickles \$1.00, Cold Roast Pork and Apple Sauce \$1.00, Extra Cut Prime Rib of Beef \$1.25, Cold Roast Chicken with Jelly \$1.50, Chicken Sandwich 75c, Tuna Sandwich 35c, Salmon Sandwich 35c, Ham Sandwich 35c, Beef Sandwich 35c, Pork Sandwich 35c, Lamb Sandwich 35c, Cream Cheese Sandwich 35c, American Cheese Sandwich 35c, Imported Sardines 75c, American Sardines 50c, Van Camp's Pork and Beans 75c, Cold Corn Beef and Potato Salad \$1.00.

Vegetables: Stewed Corn 25c, String Beans 25c, Garden Peas 25c, Stewed Tomatoes 25c, Asparagus on Toast 75c, Mashed, Brown, Boiled or Fried Matanuska Potatoes 15c.

Desserts, Etc.: Apple Pie 20c, Mince Pie 20c, Lemon Pie 20c, Pumpkin Pie 20c, Apple Sauce 20c, Rhubarb Sauce 20c, Preserves 20c, Canned Peaches 35c, Grape-Fruit 35c, Sliced Bananas 35c, Sliced Oranges 35c, Apple Turnover 20c, Doughnuts 20c, Cake 20c, Cookies 20c, Coffee Cake 20c, Ice Cream 35c, Lemonade 25c, Cold Drinks of all kinds 25c, Bottle of Fresh Milk 25c, Iced Tea 25c, Coffee 10c, Cocoa 15c, Chocolate 15c, Pot of Tea 25c, Fresh pot of Chase & Sanborn's Coffee 25c, American or Cream Cheese with Desserts 10c, Bread and Butter 20c, Crackers 10c. No service less than 20c.

Cigars, Cigarettes, Candies, Nuts, Fruit.

#### ACTIVITIES IN THE MINING DEPARTMENT.

Twenty-four short tons of coal were mined at the Chickaloon mine during the week ended May 8, 1920. Continued driving of Second West Counter No. 8 and of the East Cross Cut No. 1, constituted the activities of this mine for the period reported. There were 21 employees on the payroll.

Work has been temporarily discontinued at the Eska mine.

## WEEKLY FORCE REPORT.

The number of employees of the Alaskan Engineering Commission as shown on the payrolls for the week ended May 8, 1920, was as follows:

Mile	Item of work	D	I	V	I	S	I	O	N	T'tl
	Seattle office and Pur. Agent's Reps.	19	....	5	....	....	....	....	....	24
1	Stores .....	....	29	....	....	....	....	....	....	29
	Dock .....	....	6	....	....	....	....	....	....	6
	Mess .....	....	5	....	....	....	....	....	....	5
	Maintenance of equipment .....	....	....	....	9	....	....	....	....	9
	Hospital .....	....	....	....	....	2	....	....	....	2
	B. & B. No. 9, work on Seward dock .....	....	....	....	....	8	....	....	....	8
	Accounting office .....	....	....	2	....	....	....	....	....	2
3	Extra gang 3, sawmill .....	....	....	....	....	1	....	....	....	1
	Contractors, logs and lumber .....	....	....	....	....	21	....	....	....	21
20	Contractors, ties .....	....	....	....	....	2	....	....	....	2
49	Contractors, tunnel .....	....	....	....	....	16	....	....	....	16
52	Engineering party .....	....	....	....	....	8	....	....	....	8
	B. & B. No. 5, constructing bridge 79 .....	....	....	....	....	27	....	....	....	27
	B. & B. No. 7, bridge No. 503 .....	....	....	....	....	55	....	....	....	55
56	Steam shovel No. 1 .....	....	....	....	....	26	....	....	....	26
82	T. & T. construction crew .....	....	....	....	....	5	....	....	....	5
86	B. & B. No. 10, saw logs .....	....	....	....	....	20	....	....	....	20
1-114	Operation, road .....	....	....	....	32	10	....	....	....	42
	Maintenance of way and structures..	....	....	....	128	....	....	....	....	128
114	Headquarters office .....	....	....	....	....	7	4	....	....	11
	Bridge Engineer .....	....	....	....	....	2	1	....	....	3
	Drafting office .....	....	....	....	....	4	....	....	....	4
	Townsite and land .....	....	....	....	9	....	1	....	....	10
	Disbursing office .....	....	....	7	....	....	....	....	....	7
	Accounting office .....	....	....	13	....	....	....	....	....	13
	Hospital .....	....	....	....	6	6	1	....	....	13
	Stores .....	....	20	....	....	....	....	....	....	20
	Material yard .....	....	75	....	....	....	....	....	....	75
	Operation, road .....	....	....	....	50	....	2	....	....	52
	Dock and boats .....	....	....	....	19	....	....	....	....	19
	Power and pumping .....	....	....	....	11	....	....	....	....	11
	Maintenance, equipment .....	....	....	....	84	....	1	....	....	85
	Floating .....	....	....	....	46	....	....	....	....	46
114-238	Operation, road .....	....	....	....	19	11	....	....	....	30
	Maintenance of way and structures..	....	....	....	232	....	1	....	....	233
172	Mining, Eska .....	....	....	....	23	....	1	....	....	24
188	Mining, Chickaloon .....	....	....	....	21	....	....	....	....	21
233	Extra gang 4, ballasting & surfacing .....	....	....	....	....	44	....	....	....	44
236	Extra gang No. 1, ditcher .....	....	....	....	....	10	....	....	....	10
242	Steam shovel No. 2 .....	....	....	....	....	42	....	....	....	42
249	Stores .....	....	5	....	....	....	....	....	....	5
	Engineers and freighting operations .....	....	....	....	....	57	....	....	....	57
	T. & T. maintenance lineman .....	....	....	....	....	1	....	....	....	1
251	B. & B. No. 1, bridge construction..	....	....	....	....	16	....	....	....	16
259	Piling contractors .....	....	....	....	....	4	....	....	....	4
260	Contractors, grading .....	....	....	....	....	14	....	....	....	14
264	Engineers and camp construction .....	....	....	....	....	103	....	....	....	103
	Contractors, grading .....	....	....	....	....	18	....	....	....	18
	T. & T. maintenance linemen .....	....	....	....	3	....	....	....	....	3
266	Engineers, camp construction and freighting operations .....	....	....	....	....	61	....	....	....	61
	Contractors, grading .....	....	....	....	....	36	....	....	....	36
269	Construction and freighting opns....	....	....	....	....	38	....	....	....	38
	T. & T. construction crew .....	....	....	....	....	4	....	....	....	4
	Contractors, grading .....	....	....	....	....	24	....	....	....	24
270	Contractors, grading .....	....	....	....	....	51	....	....	....	51
271	Contractors, grading .....	....	....	....	....	13	....	....	....	13

## WEEKLY FORCE REPORT.

Mile	Item of work	D	I	V	I	S	I	O	N	T'tl
275	Wagon road cons. & freighting op'ns	---	---	---	---	10	---	---	---	10
281	Construction and freighting opns.....	---	---	---	---	8	---	---	---	8
284	Engineers and bridge construction....	---	---	---	---	18	---	---	---	18
	Contractors, grading .....	---	---	---	---	30	---	---	---	30
310	T. & T. maintenance lineman .....	---	---	---	1	---	---	---	---	1
Totals .....		19	140	27	694	827	12	---	---	1719
Increase or decrease (-) compared with last week .....		0	-10	1	-25	135	0	---	---	101

## RECAPITULATION

Division	Pay Roll	Contractors	Total
Purchasing .....	19	---	19
Supply .....	140	---	140
Accounting .....	27	---	27
Southern .....	1304	229	1533
Totals .....	1490	229	1719

No Northern Division Force Report on account of influenza epidemic.

## GOVERNMENT SECURITIES SAFE INVESTMENT.

Information as to what when and how to buy from one of the greatest and most extensive buyers in the world certainly is worth the attention of every one in these days. Samuel Porcher, general purchasing agent of the Pennsylvania Railroad and eleven subsidiary roads, has taken a few moments from the work of winding up the affairs of the division of purchases of the United States railroad administration with which he was connected during federal railroad control, to give the public the benefit of his experience and observations on those subjects.

In a letter to William Mather Lewis, director of the Savings Division of the Treasury, Mr. Porcher says:

"I am such a firm believer in Government securities that I write you even at this late date at the risk of sending you something that is of no value. In the first place, Government securities are the safest, soundest and most certain in value and return that anyone can get.

"Possession of them gives the holder, and if the holdings become general, the people of the Nation, a substantial interest in the Government and makes them partners in Government finance and also teaches them the method by which the Government must raise money and the necessity for that money.

"The purchase of Government securities is an excellent way for the people to save money and gives them the safest means for doing so; and also, most important, teaches the people not to waste their money. At the present time the public should remember that the war burdens are still with us and have to be carried some little distance further into the future, and that they must do their share in this.

"Government securities, especially Liberty Bonds, are low in price now and afford a fair interest return on the investment. They are sure to appreciate in value and therefore are an excellent investment. Government securities are, of course, well known everywhere and command a ready sale in the commercial market.

"It gives me pleasure to make these comments and if

they are of value or course I shall be delighted. I am endeavoring to foster the habit of saving which was started in the purchasing department of the Pennsylvania Railroad during the war. We have a cooperative arrangement whereby the employees can make purchases of certain securities and pay for them in monthly installments."

## DEPARTMENT HEADS' TRIP OF INSPECTION.

Col. F. Mears, chairman, and chief engineer, Wm. Gerig, assistant chief engineer, and F. A. Hansen, engineer of maintenance and construction of the Alaskan Engineering Commission, who early last week made a trip of inspection over the section of the road between Anchorage and Seward, spent only one night in Anchorage upon their return. On Thursday morning the party departed for Talketna and points northward for general inspection of the work preparatory to actively pushing steel to Susitna crossing where the large steel bridge is to be constructed; also for rushing the work north of that point. These officials returned to Anchorage late last Saturday night.

Mr. Hansen is very enthusiastic, particularly over conditions at Camp 233. The crew working with steam shovel at this Camp was reinforced by additional men who arrived at Anchorage from Seattle last Saturday, thereby forming a double shift for the shovel. Thirty-three additional men were added to Extra Gang No. 4, also working at Camp 233. This gang will handle the material for track laying purposes as rapidly as the steam shovel delivers it.

## HEAD OF SUPPLY DIVISION IN CHICAGO.

H. P. Warren, engineer in charge of the Supply Division of the Alaskan Engineering Commission with headquarters at Seward, is now in Chicago where he will remain several days on business in connection with the Commission's bridge program. Other matters pertaining to the Supply Division will have Mr. Warren's attention before his return to Seward.

**OFFICIAL CIRCULARS.****CONCERNING USE OF SPEEDERS.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, May 13, 1920.

Circular No. 418:

TO ALL CONCERNED:

Special attention is called to the fact that gasoline speeders or other equipment of this Commission are not to be used for transporting hunting or fishing parties, in fact such equipment is not to be used for any purpose except official business, without express permission from the Headquarters Office.

WM. GERIG,  
Assistant Chief Engineer.

**OFFICIAL BUSINESS PASSES.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, May 13, 1920.

Circular No. 419:

TO ALL CONCERNED:

Effective at once. No official business passes will be issued for the purpose of returning men from place of work to Anchorage or Seward, when said employee resigns of his own accord, unless employed for at least one month prior to date of such resignation. In cases where employees are discharged, or services are no longer required at point of work, the above rule will not apply.

WM. GERIG,  
Assistant Chief Engineer.

**LOSS OR DAMAGE TO GOODS DURING RAIL TRANSPORTATION.**

Department of the Interior,  
Alaskan Engineering Commission  
Seward, Alaska, April 24, 1920.

Supply Division Circular No. 20:

TO ALL CONCERNED:

In the event of loss or damage to goods while in transit over the railroad, shipped by the Supply Division, it is directed that each individual case be reported to this office through channels, giving full particulars of shipment, including value of the lost or damaged goods, and enclosing copy of shipping bill.

The adjustments necessary will be handled by the Accounting Division of this office and full advice furnished the storehouse in question regarding course to be taken.

H. P. WARREN,  
Engineer in Charge, Supply Division.

**SURVEY REQUEST ON FORM 336 NECESSARY**

Department of the Interior,  
Alaskan Engineering Commission  
Seward, Alaska, April 26, 1920.

Supply Division Circular No. 21:

TO ALL CONCERNED:

My attention has been called to the fact that various surplus articles in store stock are being shipped to Mr. Dole for disposal without surveys first being made, and whenever it develops that we sustain a loss, by such sale, we have no supporting papers to give proper authority for showing this loss to account 77, "General Expenditures".

In the future this practice will be discontinued, and

whenever it is desired to dispose of surplus stock, a survey request will be made on Form 336, so that proper credit can be given stores account before the articles are shipped.

H. P. WARREN,  
Engineer in Charge, Supply Division.

**SUPPLY DIVISION AUDITOR APPOINTED.**

Department of the Interior,  
Alaskan Engineering Commission  
Seward, Alaska, May 7, 1920.

Supply Division Circular No. 23:

TO ALL CONCERNED:

Notice is given that G. L. Benning has been appointed Auditor Supply Division, and as such will have charge of the Supply Division accounting at Seward.

Clerical force in that office will hereafter report to him.

H. P. WARREN,  
Engineer in Charge Supply Division.

**PRECAUTIONARY MEASURES AGAINST FOREST FIRES.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, May 14, 1920.

Circular No. 89:

TO ALL EMPLOYEES:

Maintenance and Construction Department:

The season is again at hand when there is danger from forest fires, which may be started by camp fires, smudges, carelessly thrown matches, cigar and cigarette stubs, etc., and cause great loss to the country. All employees of this department, as well as stationmen and contractors and their employees, are cautioned to be careful in these matters. Any camp fire or smudge that has been started, in the woods should be completely put out before leaving it, and any fire discovered should immediately be extinguished, or if unable to do so, notify the nearest camp and use every possible effort to get the fire under control. Any forest fire beyond control should be reported to this office as soon as possible. If it is discovered that any person has left a fire without taking the proper precautions to prevent its spread, the matter should be reported to this office for appropriate action. There is a severe penalty for setting fire to timber and leaving camp fires unattended.

Foremen and others in charge of work must see that all structures, bridges, culverts, piles of ties and piling, and other Government property of an inflammable nature, under their charge, are properly protected against fires. Fire breaks should be dug, clearings made and backfiring resorted to wherever deemed necessary to protect property. This pertains especially to bridges, the water barrels of which should be kept filled and suitable buckets on hand at all times.

Post this notice in a conspicuous place and  
**BE CAREFUL WITH FIRES**

F. A. HANSEN,  
Engineer of Maintenance and Construction.

**CONCERNING REVISED FORM 120.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, May 15, 1920.

Circular No. 90:

TO ALL SECTION FOREMEN:

You will please have each man on your gang who has not previously filled out revised form 120, make out two

copies and forward same to Mr. J. J. Delaney, at Anchorage, and see that all information called for is given complete. When you put on any new men in the future, have them fill out the form 120 in duplicate also, provided they had not made them before, and forward to Mr. Delaney. Write on the back of the identification cards of all your men who have made out this form "Form 120 complete" and sign your name and the date.

Care must be taken to see that a man's name and number on the form 120 is written exactly the same as it is on his identification card, and that he signs it that way, and that you write it on your time book exactly that way.

When a new man is put to work who has never had an identification card, have him sign two cards. Then call up the employment office at Anchorage (Phone No. 137) and ask them for a number for him. Put the number they give you on his card, fill out the balance of the cards according to instructions, hand one card to the employee and send the other in with your time book. Should a man have lost his card, call up the Employment Office and find out what his number is and how his name is signed. Then make out and give him another card, marking it duplicate.

F. A. HANSEN,

Engineer of Maintenance and Construction.

CHANGES MADE IN BOOK OF INSTRUCTIONS.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, May 15, 1926.

Circular No. 75-1:

TO ALL TIMEKEEPERS:

You will please cancel instructions contained on pages 2 and 3 of the Book of Instructions pertaining to Employees' Personal Record and insert in lieu thereof the following:

1. A new employee, before going to work, must undergo a physical examination by a regularly authorized physician or surgeon's assistant, and be passed as "acceptable." Form 877 will be used for this purpose and forwarded to this office with form 120 revised, in duplicate, immediately. Such forms 121 as are necessary will be made in this office.

In the event that the new employee has been out of the service less than two weeks, the physical examination need not be undergone again, providing the employee appears physically fit.

Form 120 revised must be made in duplicate by all new employees and when complete, indorsement made on back of their identification card: "Form 120 complete," and timekeeper's name and date signed. If the employee has previously made out form 120, his card will of course bear the proper endorsement, (see Chairman's Circular No. 19), and form 120 need not be made again. Care must be taken to see that all the information called for by form 120 is shown.

At the end of the month you will send in with your time rolls, in quadruplicate, on the form furnished for the purpose, a list of all changes in pay or designation or new additions of monthly employees, excepting those employed in clerical or supervisory capacity.

Forms 12, discharge certificates, when required, will be made by this office.

F. A. HANSEN,

Engineer of Maintenance and Construction.

MONTHLY REPORT OF TRAIN, LOCOMOTIVE AND CAR MILES.

J. T. Cunningham, trainmaster for the Southern Division of the Alaskan Engineering commission, submits the following report for the month of April, 1920:

	This month	Last month	This mo. last year
Freight train miles	1770	1290	.....
Passenger train miles	.....	.....	.....
Mixed train miles	5298	5446	3670
Special train miles	.....	.....	.....
Work train miles	9073	9316	2108
Freight locomotive miles	1770	1290	.....
Freight locomotive miles helper	350	136	.....
Freight locomotive miles, light	.....	.....	.....
Passenger locomotive miles	.....	.....	.....
Passenger locomotive miles, helper	.....	.....	.....
Passenger locomotive miles, light	.....	.....	.....
Mixed train locomotive miles	5298	5446	3670
Mixed train locomotive miles, helper	159	370	.....
Mixed train locomotive miles, light	.....	.....	.....
Special locomotive miles	.....	.....	.....
Special locomotive miles, helper	.....	.....	.....
Special locomotive miles, light	.....	.....	.....
Train switching locomotive miles	180	114	78
Yard Switching Locomotive Miles			
Anchorage yard	1524	1388	1104
Seward yard	606	508	.....
Work service locomotive miles	9073	9316	2108
Freight Train Car Miles.			
Loaded cars handled	102	113	.....
Loaded car miles	7685	9920	.....
Empty cars handled	55	41	.....
Empty car miles	2418	3472	.....
Caboose cars handled	13	11	.....
Caboose car mileage	1570	1149	.....
Passenger Train Car Miles.			
Passenger cars handled	.....	.....	.....
Passenger car miles	.....	.....	.....
Observation cars handled	.....	.....	.....
Other passenger cars handled	.....	.....	.....
Other passenger car miles	.....	.....	.....
Mixed Train Car Miles.			
Loaded freight cars handled	224	365	299
Loaded freight car miles	17972	22367	15709
Empty freight cars handled	168	235	181
Empty freight car miles	9367	13161	7067
Caboose cars handled	49	26	45
Caboose car miles	4552	2706	3344
Passenger cars handled	67	63	43
Passenger car miles	7234	6605	3334
Observation cars handled	15	16	.....
Observation car miles	1584	1824	.....
Other passenger train cars handled	42	45	25
Other passenger train car miles	4060	4447	2007
Work Service Car Miles.			
Work service cars handled	557	296	571
Work service car miles	11675	8581	9350

FREIGHTER CORDOVA IN PORT.

Under command of Captain Westerlund, the freighter Cordova of the Alaska Steamship company arrived at Anchorage at 9 a. m. May 13, with a cargo for the Alaskan Engineering Commission consisting of 179,000 feet of lumber, 1030 tons of 70 pound steel rails and 30 barrels of creosote.

LAND AND INDUSTRIAL DEPARTMENT PROGRESS  
REPORT FOR MONTH OF APRIL.

The Land and Industrial Department submits a report for the month of April, 1920, showing activities in this department for the period reported, together with items concerning the Anchorage Townsite.

The report shows collections in the Townsite office amounting to \$1725.65, which amount was credited as follows:

Water rentals .....	\$812.80
Roll 4, Water main construction .....	182.84
Roll 5, Sewer construction .....	48.22
Roll 6, Street improvements .....	5.91
Roll 7, Concrete sidewalks .....	24.29
Roll 8, Water main extension .....	372.48
Roll 103, Maintenance and operation .....	9.24
Roll 104, Maintenance and operation .....	54.10
Roll 105, Maintenance and operation .....	172.15
Penalty on assessments .....	33.62
Special deposits .....	7.00
Plumbing permit .....	3.00

Notices covering delinquent assessments on all rolls were completed during the month and ready for mailing on May 1.

All stovepipes and chimneys in the business district and a portion of the residence district of the Townsite were inspected during the month by the Townsite Fire Chief. Seventeen of these were found to be in bad order and owners of same requested to make necessary repairs.

The Townsite Foreman was busy with two helpers during the entire month thawing out drains in order to take care of the water from the melting snow and ice.

Ten employees were on the payroll of the Department at the end of the month.

The Register of the United States Land Office at Juneau reports \$2042.60 received from owners of lots in Anchorage Townsite during the month to apply on purchase price of lots.

Homesteads.

Nine homestead applications covering land in the vicinity of the Government Railroad were received and allowed by the Juneau Land Office during the month. Two applications filed in previous months were also allowed. Two homesteads were relinquished and two final certificates issued.

A number of letters have been received during the month from persons in the States requesting information regarding homestead land, business opportunities, etc., along the line of the Government Railroad. These have all been answered and pamphlets containing homestead laws, general information regarding the Territory, etc., furnished.

Alaska Railroad Record.

Publication of the Alaska Railroad Record was continued during the month. Five thousand five hundred copies were distributed during this period.

Weather reports for the month were received from points along the line of the railroad and published in the Railroad Record.

PUBLIC SALE OF ACREAGE TRACTS.

On Saturday, May 22, 1920, at 10 a. m., a public sale of acreage tracts in South, East and Third Additions to Anchorage Townsite will be held in the Townsite office. This sale will be restricted to one (1) acre, five (5) acre or eight and three-tenths (8.3) acre tracts only which the applicants can clearly show are necessary for actual use at this time. Applications for tracts to be used for speculative purposes will be rejected. The terms and conditions as prescribed by existing law and regulations will apply in this sale, and the same are similar to those appertaining to most recent sales.

Persons desiring to purchase lots at this sale should apply to undersigned on or before 5 p. m. Friday, May 21, 1920, prepared to present sufficient evidence to show that actual use is contemplated of lots applied for by them at this time.

R. D. CHASE,  
Superintendent of Sale.

CLIMATOLOGICAL DATA—APRIL 1920.

STATIONS	Mile on Railroad	Approximate Elevation, feet	Temperature in Degrees, Fahr.					Precipitation Inches			Number of Days			Prevailing Direction of Wind.			
			Mean Maximum	Mean Minimum	Mean	Highest	Date	Lowest	Date	Greatest Daily Range	Total	Greatest in 24 Hours	Total Snowfall, Inches		Clear	Partly Cloudy	Cloudy
SEWARD																	
E. L. Sweck, Obs.	0	20	40.17	25.3	32.73	62	30	12	1-5	23	0.19	0.15	1.50	4	10	16	N
ANCHORAGE																	
D. D. Vint, Obs.	115	40	40.7	14.7	27.7	58	24	-15	1	42	0.28	0.07	5.1	10	15	5	W
MATANUSKA																	
F. E. Rader, Obs.	151	200	38.9	19.5	29.2	55	30	-3	3-5	33	0.06	0.03	0.25	13	4	13	SW
CHICKALOON																	
J. E. Manning, Obs.	188	910	36.83	13.73	25.28	52	30	-6	8	42	.....	.....	.....	17	3	10	N
TALKEETNA																	
J. F. Majors, Obs.	227	366	43.76	18.32	31.04	58	18	-5	7	50	.....	.....	1.5	10	10	5	NE
INDIAN RIVER																	
A. F. Stowe, Obs.	266	735	35.8	4.53	15.63	54	28	-21	2	44	.....	.....	0.5	15	6	9	NE

# ALASKA RAILROAD RECORD



VOL. IV.

ANCHORAGE, ALASKA, TUESDAY, MAY 25, 1920.

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.

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

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

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

### ALASKA GOVERNMENT RAILROAD SECURES MAIL CONTRACT.

Cable advices from John Barton Payne, Secretary of the Interior, to Col. F. Mears, chairman and chief engineer of the Alaskan Engineering Commission, state that a special contract has been signed with the Post Office department for rail haul of mail from Seward to the end of rail haul south of Broad Pass, and from end of rail haul north of Broad Pass to Fairbanks, beginning October 1, 1920.

Under the contract the mail service over the route described, is to be as follows: The Interior will receive mail twice a week, each way, from October 1 to November 23, when a maximum of 800 pounds will be carried by the Alaskan Engineering Commission, also twice a week, each way, from November 24 to March 20, carrying a maximum of 2400 pounds, and from March 21 to May 31, twice a week, each way, with a maximum of 800 pounds.

### RAILROAD OFFICIALS ON SHORT INSPECTION TRIP.

Col. F. Mears, chairman and chief engineer, and Wm. Gerig, assistant chief engineer of the Alaskan Engineering Commission, left Anchorage yesterday morning for Mile 52 for a short trip of inspection.

These officials may continue their journey to Seward, arriving there in time to meet the coal commission, expected among the passengers on the steamship Alameda.

### DELEGATE GRIGSBY'S BILL REPORTED WITH AMENDMENT.

Delegate Grigsby, on December 2, 1919, introduced into Congress a bill providing for the abolition of the 80-rod reserved shore spaces between claims on shore waters in Alaska. This bill read as follows:

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, that the provisions of the Act of May 14, 1898, (Thirtieth Statutes at Large, page 409), extending the homestead laws to Alaska, and the Act of March 3, 1903 (Thirty-Second Statutes at Large, page 1028), amendatory thereof, creating 80-rod reserved spaces between entries and claims along the shores of navigable or other waters in the Territory of Alaska, are hereby repealed, and the shore spaces created by said Acts are hereby restored to the public domain, but nothing herein shall prevent the President from withdrawing such shore lands as may be deemed necessary or advisable in the public interests."

This bill was referred to the Committee on Public Lands, which Committee, on April 23, 1920, reported the bill with the following amendment, which was committed to the Committee of the Whole House on the state of the Union:

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the provisions of the Act of May 14, 1898 (Thirtieth Statutes at Large, page 409), extending the homestead laws to Alaska, and of the Act of March 3, 1903 (Thirty-Second Statutes at Large, page 1028), amendatory thereof, in so far as they reserve from sale and entry a space of at least 80 rods in width between tracts sold or entered under the provisions thereof along the shore of any navigable water, and provide that no entry shall be allowed extending more than 160 rods along the shore of any navigable water, shall not apply to lands classified and listed by the Secretary of Agriculture for entry under the Act of June 11, 1906 (Thirty-fourth Statutes, page 233), and that the Secretary of the Interior may upon application to enter or otherwise in his discretion restore to entry and disposition such reserved spaces and may waive the restriction that no entry shall be allowed extending more than 160 rods along the shore of any navigable water as to such lands as he shall determine are not necessary for harborage uses and purposes."

From the armistice to the beginning of this year American shipyards turned out 2395 vessels of 4,258,045 tons.

BUY WAR SAVING STAMPS. PRICE THIS MONTH \$4.16.

### ENGINEER OF MAINTENANCE AND CONSTRUCTION SUBMITS PROGRESS REPORT.

For the week ended May 8, 1920, F. A. Hanson, engineer of maintenance and construction submits the following report which covers activities in his department for the period reported:

The partition being put in the Mess House at Seward to make cold storage room was completed. Nine outfit cars were repaired at Seward, such as installing bunks, etc.

The 10 by 10 shack for the use of the timekeeper at Mile 3 $\frac{1}{4}$  sawmill was completed.

Hoben and Davis, saw log contractors at Mile 4 $\frac{1}{4}$  delivered 139 logs containing 43,340 feet of lumber.

Larochelle & Roberts, sawmill contractors, at Mile 3 $\frac{1}{4}$ , sawed 50,138 feet of lumber.

C. O. Nelson & Co., contractors on enlarging tunnel No. 1, raised, lagged and packed 10 segment bents and took out ice from the tunnel for a distance of 100 feet between Stations 2549 and 2550.

Work on bridge No. 501, old number 78, was resumed May 3rd. Concrete for footing was poured for abutment pier No. 17, approximately 50 cubic yards of concrete. Two hundred cubic yards of gravel from shovel No. 1 were delivered at this place.

Work was resumed on bridge No. 503 on May 3 and the excavation for abutment pier No. 13 was completed and forms were erected. Excavation was continued on bent No. 5 of this bridge which is 90 per cent complete, bent No. 6 is 57 per cent complete, bent No. 7 is 60 per cent complete and bent No. 8 is 75 per cent complete. Two hundred cubic yards of gravel from shovel No. 1 were delivered on this job.

Ties were laid for a distance of 400 feet on bridge No. 504 temporary trestle.

On bridge No. 543 excavation was started for bents 188 and 189.

Shovel No. 1, at Mile 56, working intermittently, loaded 520 cubic yards of gravel, most of which was dumped for bridges south of Tunnel.

Two hundred and fifty six logs containing 46,464 feet of lumber were yarded at Mile 86.

The erection of warehouse for the 21st Infantry at Anchorage is 80 per cent complete.

Ten new outfit cars were painted and numbered. Work was begun on the building of three portable outfit cars which were 25 per cent complete at the end of the week. Repairs being made to passenger landing at Dock No. 1 are 25 per cent complete. House No. 43, at Anchorage, was kalsomined making it ready for new tenants. Stoves were set up in five new outfit cars.

All water barrels in the yard and on the Machine Shop have been refilled for fire protection purposes.

Work was begun on the erection of a 20,000 gallon wood staved tank at Montana. A permanent station will be erected at this point the same type as the one at Pittman.

Steamshovel No. 2, Marion 60, was cut in at Mile 232 on May 7th and in two days 1496 cubic yards of gravel loaded, which was dumped for ballast and bank widening at different points between Miles 237 and 234. W. J. McMillan, engineer and Thomas Torphy, foreman.

Ditcher No. 2 was engaged in clearing mud slides from the track at Mile 233.

Practically no freight was moved during the week. The snow is disappearing very slowly and there is now nearly

four feet on the level at Camp 264 and between five and six feet north of Indian river.

The Alaskan Engineering Commission force engaged in grading at Mile 251 placed 453 cubic yards of material in the fill at Station 11233, 34 and 35, and have the borrow pit opened.

B. & B. Gang No. 1 drove 15 piles in bridge No. 2527, 19 piles in bridge No. 2528, 24 piles in bridge No. 2529 and 24 piles in bridge No. 2531.

At Susitna river crossing 300 cubic yards of material was excavated from pier No. 35. The work of assembling the pile driver was completed, the 30 by 60 canvas barn was 25 per cent complete and one 16 by 24 tent was erected.

The sawmill at Indian River sawed 5852 feet, board measure, of lumber and the remainder of the period was spent in logging.

The wagon road bridge across Indian River at Camp 266 was completed and grading commenced on the wagon road between Gold Creek and Indian River.

Grading contracts were awarded to G. Giannini & Co., between Station 11953 and 12018, and to T. Cesare & Co., between Stations 12018 and 12060, and these contractors had their camps well under way at the end of the week.

Nick Davis & Co., grading contractors in Mile 270 put off a successful coyote shot moving 8000 cubic yards of material with 8,840 pounds of powder.

Rochen & Co., grading contractors in Mile 273, have completed their camp and commenced work on snow removal.

A grading contract was awarded to Steve Christ & Co., between Station 12719 and 12790.

Vico Babich & Co., grading contractors in Mile 279, have completed their camp.

### EXCHANGE LIBERTY BONDS.

Indication that the public has ceased to be spendthrift and is again inclining toward thrift and sound investment is seen in the heavy inquiries for small denomination Liberty Bonds at banks and brokers throughout the country.

The demand has reached the Treasury Department, many dealers having exhausted their available supply of the "popular" sizes of the articles, it was announced recently by the Savings Division of the Treasury Department.

To supply the large "over the counter" demand for \$50 and \$100 bonds at present favorable market prices, the Treasury Department has issued instructions to the Federal Reserve Banks which will expedite exchange of bonds of larger denominations for the small units.

The instructions also provide ways and means by which banks and dealers may obtain the smaller denominations in the first instance if their customers require them.

### DISBURSEMENTS IN THE SOUTHERN DIVISION

Disbursements in the Southern Division of the Alaskan Engineering Commission for the week ended May 14, 1920, totaled \$68,734.30. Salaries and wages were \$57,303.00; purchase orders, \$3122.82; construction contracts, \$6500.41, compensation, \$438.30; special deposit account, \$214.86 and other expenses \$654.91.

The harvest acreage of 1919 in the United States was 2,654,311 acres greater than in 1918.

## DEVELOPMENT IN MINING OPERATIONS.

Numerous miners and prospectors are actively engaged in extensive plans preparatory to prospecting and development during the coming season.

Advices from those making improvements with ultimate intentions of operations on their claims located at different points, show that all they claim is not visionary.

The Rea Wallace Mining & Milling company for instance has mining property located on Fish Hook Creek consisting of eight claims. It is said that this company has opened up drifts on the vein with 30 tons of ore blocked out showing an average of \$14.00 per ton. They intend to install a new Gibson mill of 30 tons capacity this summer.

The Little Gem Mining Company has a splendid prospect on the Webfoot vein, says George Anderson, the manager. Mr. Anderson further states that the vein has been stripped for a distance of 800 feet, the vein running in width from three to six feet. The free milling ore has an average value of \$12.50. This company has ordered new hydraulic machinery shipped to their property for installation this spring, and plans for extensive developments have been concluded.

The Talkeetna Mining and Milling Company will operate under lease and bond this season, by W. F. Rack. This property embraces eight claims, and the development consists of 500 feet of drifting and crosscuts. On the property stands a 15 ton mill, and figures show that they have milled 2500 tons in the two years it has been in operation.

The Fern & Goodell property consists of quartz claims on Archangle, and developments consists of 425 feet of drift, all in ore. There are 1500 tons of ore blocked out, with an average value of \$12.50 per ton. Extensive plans for improvement have been outlined for this season.

The Giant Company has four claims and development consists of 50 feet of crosscut which cuts a small vein of high grade ore. This season the tunnel is to be extended to connect with a large vein which outcrops higher up the hill.

Milo Kelly, manager for the Brooklyn Development Company, states that this company has a group of six claims and have taken the Independence & Free Gold groups on lease with option to buy. Both of these properties have been satisfactory producers. This new company intends to tap the veins from the Willow Creek side of the mountain by a long crosscut tunnel which will give at least 1200 feet block on the dip of the vein. A large force of men will be put to work the moment the snow disappears.

A large vein in the Gold Mint located on Susitna river has been opened up by a drift a distance of 100 feet with an average width of two feet showing values of \$100 in gold and 100 ounces in silver to the ton. A force of men are at present working at this point with a view of blocking out sufficient ore to justify the erection of a mill.

Development in the Mabel Mining, Milling and Power Company situated on the little Susitna River, consists of several hundred feet of drifts, the vein has an average width of two feet, and is of good milling grade. This property is equipped with a 15 ton mill and has produced 75,000 tons since it began operations in 1915.

The LeRoy Mining Company has a large group of claims on Reed Creek, and have erected several substan-

tial buildings, built a trail and started a long tunnel to crosscut a large vein which shows good values. This company has also cut a blind vein in the tunnel which shows any quantity of free gold.

Swan & Smith, owners of the Gala Cord Company have four claims on Fish Hook Creek. The vein on this property has an average width of six feet, and there is a 500 foot drift all in ore, 2000 tons of which were milled in the summer of 1917. The mill run averaged \$14.00 per ton with values of \$7.40 per ton in the tailings, the intention is to utilize the cyanide process to extract the gold later on, out of these banked tailings.

The Opal Group located on Reed Creek consists of four claims. This vein has an average width of six feet with average values of \$12.00 per ton. A long crosscut tunnel has been started to tap the vein at a considerable depth. This work will be hurried as fast as possible.

The owners of the Mary Ann group consisting of four claims on Reed Creek, are highly elated and report "a fine looking prospect." They have outlined very extensive development for this season.

The War Baby Mine located on Craigie Creek, with a small mill has produced 1500 tons in the two years it has been in operation. Manager W. F. Rack, representing this mine is highly pleased with results.

Other bright looking prospects may be mentioned as follows:

The Snow King, Reed Creek; The Black Terrier, Reed Creek; The Blue Quartz Group, Reaters Creek; Brazell & Thorpe, Craigie Creek; The Mammoth Group, Willow Creek; The New Mabel, Sidney Creek and The Lucky Shot, Craigie Creek.

OPERATING EXPENSES OF ANCHORAGE TOWNSITE  
AMOUNT TO \$1866.07 FOR APRIL.

One thousand eight hundred and sixty-six dollars and seven cents is the amount expended during the month of April in maintaining and operating the Anchorage Townsite, according to figures compiled at the townsite office.

The report in detail follows:

## Administration:

Total to March 31, 1920 .....	\$1,504.95	
Total to March 31, 1920 .....	\$1,504.95	
Salaries .....	140.24	
Stationery and supplies .....	7.31	
Fuel, light and telephone .....	35.80	
Miscellaneous charges .....	5.80	\$ 1,694.10

## Fire Protection:

Total to March 31, 1920 .....	\$7,198.12	
Salaries .....	549.07	
Maintenance of team .....	48.40	
Maintenance equipment & hydrants .....	265.43	
Fuel, light and telephone .....	25.10	
Miscellaneous supplies .....	26.40	8,112.52

## Maintenance Streets and Alleys:

Total to March 31, 1920 .....	\$2,255.30	
Month of April, 1920 .....	291.36	2,546.66

## Sanitation:

Total to March 31, 1920 .....	\$3,477.99	
Disposal of garbage .....	422.36	
Inspection .....	4.00	
Maintenance of sewers .....	25.00	
Superintendence .....	19.80	3,949.15

\$16,302.43

## WEEKLY FORCE REPORT.

The number of employees of the Alaskan Engineering Commission as shown on the payrolls for the week ended May 15, 1920, was as follows:

Mile	Item of work	D	I	V	I	S	I	O	N	T'tl.
	Seattle office and Pur. Agent's Reps.	19		5						24
1	Stores		29							29
	Dock		13							13
	Mess		5							5
	Maintenance of equipment				9					9
	Hospital					2				2
	Residency No. 3					6				6
	B. & B. No. 9, work on Seward dock					3				3
	Accounting office			2						2
3	Extra gang 3, sawmill					1				1
	Contractors, logs and lumber					17				17
20	Contractors, ties					2				2
49	Contractors, tunnel					16				16
52	Engineering party					8				8
	B. & B. No. 5, constructing bridge 79					38				38
	B. & B. No. 7, bridge No. 503					55				55
54	Extra gang No. 5					57				57
56	Steam shovel No. 1					29				29
82	T. & T. construction crew					10				10
86	B. & B. No. 10, saw logs					20				20
1-114	Operation, road					25	18			44
	Maintenance of way and structures..					109				109
114	Headquarters office						7	4		11
	Bridge Engineer						2	1		3
	Drafting office						3			3
	Townsite and land					9		1		10
	Disbursing office					7				7
	Accounting office					13				13
	Hospital					6	6	1		13
	Stores		23							23
	Material yard		75							75
	Operation, road					49		2		51
	Dock and boats					25				25
	Power and pumping					10				10
	Maintenance, equipment					87		1		88
	Floating					51				51
114-238	Operation, road					29	11			40
	Maintenance of way and structures..					273		1		274
172	Mining, Eska					27		1		28
188	Mining, Chickaloon					21				21
233	Extra gang 4, ballasting & surfacing						49			49
236	Extra gang No. 1, ditcher						10			10
242	Steam shovel No. 2						41			41
249	Stores		5							5
	Engineers and freighting operations,						52			52
	T. & T. maintenance lineman					1				1
251	B. & B. No. 1, bridge construction...						18			18
259	Piling contractors						3			3
260	Contractors, grading						14			14
264	Engineers and camp construction						96			96
	Contractors, grading						15			15
	Contractors, piling						2			2
	T. & T. maintenance linemen					3				3
266	Sawmill, camp construction and freighting operations						42			42
	Contractors, grading						36			36
	Contractors, piling						2			2
269	Construction and freighting opns.						36			36
	T. & T. construction crew						4			4
	Contractors, grading						25			25

WEEKLY FORCE REPORT.

Mile	Item of work	D Purchas- ing	I Sup- ply	V Ac- count- ing.	S		I		O	N
					Maint. & Op.	Const'c- tion	Maint. & Op.	Const'c- tion		
270	Contractors, grading .....	....	....	....	....	51	....	....	....	51
271	Contractors, grading .....	....	....	....	....	13	....	....	....	13
272	Contractors, grading .....	....	....	....	....	16	....	....	....	16
275	Wagon road cons. & freighting op'ns	....	....	....	....	7	....	....	....	7
277	Contractors, grading .....	....	....	....	....	11	....	....	....	11
281	Construction and freighting opns....	....	....	....	....	8	....	....	....	8
284	Engineers and bridge construction....	....	....	....	....	15	....	....	....	15
	Contractors, grading .....	....	....	....	....	32	....	....	....	32
310	T. & T. maintenance lineman .....	....	....	....	1	....	....	....	....	1
Totals .....		19	150	27	736	909	12	....	....	1853
Increase or decrease (-) compared with last week .....		0	10	0	42	82	0	....	....	134

RECAPITULATION

Division	Pay Roll	Contractors	Total
Purchasing .....	19	....	19
Supply .....	150	....	150
Accounting .....	27	....	27
Southern .....	1402	255	1657
Totals .....	1598	255	1853

No Northern Division Force Report on account of influenza epidemic.

CIVIL SERVICE EXAMINERS FOR ANCHORAGE

The local civil service board of examiners has been re-organized with the following membership: C. M. Wressell, E. R. Arbuckle, and R. D. Chase, secretary. This board will assist candidates in the preparation of papers, conduct examinations when required, and generally act as the local agent of the Federal Civil Service Commission, reporting through the Secretary of the Eleventh Civil Service District at Seattle.

Stenographers and Typists Wanted.

Advices have been received from the Civil Service Commission that there is urgent need of hundreds of stenographers in the City of Washington immediately. Persons qualifying in the examination for stenographer and typist are usually paid an entrance salary of \$1200 plus a bonus of \$240, in all \$1440 per annum. Living conditions in Washington city are much improved as compared with war-time conditions. Any person desiring further information with respect to the examination for this position should address the Secretary of the Local Civil Service Board, Anchorage, Alaska.

Western States Await Eligibles.

The Civil Service Commission announces an examination for clerk to be held at various places, including Anchorage, Alaska, on June 19, 1920. The examination will be on first grade subjects, which include spelling of twenty words or more of average difficulty; fundamental rules of arithmetic, common and decimal fractions, percentage and their business application; penmanship, rated on legibility, rapidity, neatness and general appearance in the subject of letter writing. Letter writing consisting of a text in the use of the English Language for business correspondence; a test in making a smooth copy of a draft of manuscript which includes erasures, misspelled words, errors in syntax, etc. Persons passing this exam-

ination will be eligible for appointment in the customs, lighthouse, postal and other services within the classified service in the states of Washington, Oregon, Idaho, Wyoming, Montana and the Territory of Alaska.

For further information address Secretary, Local Civil Service Board, Anchorage, Alaska.

Although the further sharp decline in the market prices of Liberty bonds and Victory notes may be disquieting to the large number of holders of these United States Government securities, no one should be induced to dispose of them at the present quotations, if it is at all possible to retain them. The bonds are as safe as they ever were as investments, and are far more attractive, by reason of their high yield, than they were when first issued. When it is realized that the investor can buy a bond, issued by the United States Government, that will yield approximately six per cent on the investment, entirely exempt from taxation, the real merit of the security can be better appreciated.

ACTIVITIES IN THE MINING DEPARTMENT.

Twenty-eight short tons of coal were mined at the Chickaloon mine during the week ended May 15, 1920.

Continued driving of the Second West Counter, and the Second West Counter No. 8 East at this mine, with 21 employees on the payroll, were the activities stated in the report submitted.

FREIGHTER ADMIRAL GOODRICH IN PORT

The freighter Admiral Goodrich tied up at the new ocean dock, Anchorage, at 9 a. m. Monday, May 24. The freighter brought 1200 tons of 70-pound steel rails for the Alaskan Engineering Commission.

## FISHING INDUSTRY OF ALASKA.

Few people except those directly interested, realize the value of the fish products of Alaska, the tonnage possible for steamships and the railroad lines, or have ever paused to estimate one-half the number of homes and settlements that could be made thrifty by the development of this one resource alone.

Few countries can equal Alaska in the variety of edible or marketable fish. Though they have a large fishing population and great commerce caused by the fishing trade alone, yet they have no richer values than Alaska and can support no larger population when once this vast food producing area has its products placed in the markets of the world.

While yet in its infancy the fisheries of Alaska extend along its coast for about 2500 miles. During the fishing season of 1919 there were 135 salmon canneries in operation having an output of about 4,500,000 cases (about 2,000,000 cases less than 1918). About 112,500 tons of fish were required to make this pack. About 25,000 men were engaged in the salmon business and about 4000 more were engaged in the other fishing industries of the coast. The value of this pack in Seattle was approximately \$45,500,000.00.

The halibut catch on the whole coast north of Seattle amounted to 36,000,000 pounds during 1919, and it had an average selling price in Seattle of 16½ cents per pound.

## Valuable Asset.

We have no means of knowing the amount of fish that was taken in Alaskan waters, as about all the larger fishing boats come onto the Portlock and Albatross banks, which lie south of and tributary to Resurrection Bay, and cover 10,000 square miles. These boats take their load, (many times at a distance of less than fifty miles from Seward) and sail away to Prince Rupert and Seattle to dispose of their catch. Alaska receives no credit for this fish, but it can be safely said that at least 20,000,000 pounds come out of Alaska waters, which would give a value of \$3,450,000 and 10,000 tons in tonnage. This is an asset which should come to Alaska.

## Small Boats Seriously Handicapped.

The man with the small boat could then come on to these great virgin fish banks to fish. As it is now, he is barred for the reason that he cannot make the long run to Prince Rupert to sell. There is but one cold storage plant in the country west of Cape Spencer. It is of small capacity and located near Seward. Time has proven that it is unable to take care of even a very small part of the halibut that could be caught in waters tributary to Resurrection Bay.

## Codfish Plentiful.

Codfish abound and are very plentiful on all the banks from Cape Spencer west to the Aleutian Islands. There are about 20 sailing vessels, besides numerous shore stations which are engaged catching these fish. During 1919 about 3,500,00 were caught and all taken to San Francisco and Puget Sound to be manufactured into a commercial article. This fish is classed by experts as being the same as the Atlantic cod, and its equal in good food qualities. In time to come it will prove one of Alaska's most valuable assets. It is the poor man's fish, both to catch and consume, and the most generally known fish in the world. On the Atlantic coast of Canada and the United States the codfish industry has built many large

towns and a great many villages, the people of which make their living mostly by fishing.

Alaska offers homes to thousands of fishermen in this line alone. The large number of bays and inlets along its shores offer the harbor and homes to these fishermen. A mild climate; soil that will grow all the hardy vegetables, logs to build their homes and for other purposes, and with the ocean in front of them from which to garner the fish, that can be turned into cash with which to procure the other necessities of life should invite thousands of men to Alaska's shores.

Out of the codfish alone a tonnage can be secured that is unbelievable, for it calls for factories to make commercial cod in all forms; fish meal, oil, fertilizer and glue factories. The value of the salted cod in ship hold caught during 1919 is estimated at about \$500,000.

## Superiority of Alaskan Herring.

The herring along the shores of Alaska are pronounced by experts to be superior to the Atlantic herring. As in the case of all beginners in any business, we must learn what the market wants, which is a fish not more than 10 inches long. Packed Scotch style, this fish meets with ready sale and at a good price. The pack of 1919 amounted to 43,000 pounds with an approximate value of about \$600,000. Lying to the south of Resurrection Bay herring exist in unlimited quantities. Jutting far out into the ocean are the seal rocks, upon which can be seen thousands of sea lions, and they like all other animals seek the place where food is plentiful, and they remain there and feed on the schools of herring that are present in these waters at all times. Herring caught at sea are better than when they come into shore for the reason that they have no red feed in them, and caught with a gill net they are larger and of more even size.

## Tonnage Increase Expected.

Along the line of the Government Railroad there are hundreds of lakes of all sizes, which are well stocked with white fish, and trout of good size. These are valuable fish in all markets of the world and with proper transportation facilities large quantities can be utilized.

In summing up it is pointed out that the fish of this country will afford considerable tonnage to the Government Railroad and steamship lines, and with the exception of salmon, are all in their infancy. In the next few years great development is expected in the fish business, consequently a large increase in tonnage.

## Cold Storage Plant to Be Erected.

Plans are being perfected for a large cold storage plant to be erected near Seward, also a codfish factory, and as a side issue, machinery is to be put in to manufacture the offal into fish meal, oil and glue. This marks the beginning of the development of the vast resources in fish along the coast of Central and Western Alaska. This plant will prove in a large way what has already been proven in a small way by the plant that is now located in Resurrection Bay, and when once proven thoroughly in a practical way, plenty of capital is available to make the \$400,000,000 already produced from the fisheries in Alaska look like a small sum.

The official publication of the United States Chamber of Commerce estimates the total value of junk annually salvaged in the United States aggregates more than \$2,000,000,000, which figure represents a saving of 2 per cent of the total manufactured output of the country. This would seem to indicate that Americans as a people are becoming more thrifty.

**OFFICIAL CIRCULARS.**

**GAMBLING POSITIVELY PROHIBITED.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, May 18, 1920.

Circular No. 420:

TO ALL CONCERNED:

The attention of employees is called to the laws of the Territory of Alaska prohibiting gambling. These laws will be enforced, and penalties are very severe. Gambling on Commission premises is also against our regulations, and any employees caught gambling will not only be discharged, but will be turned over to the officers of the law.

WM. GERIG,  
Assistant Chief Engineer.

**SALE OF SUGAR AND FLOUR DISCONTINUED.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, May 17, 1920.

Circular No. 421:

TO ALL CONCERNED:

Owing to decrease in our stock of sugar and flour, effective this date the sale of these articles to employees will be discontinued.

WM. GERIG,  
Assistant Chief Engineer.

**CIRCULAR NO. 75-1 AMENDED.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, May 24, 1920.

Circular No. 75-2:

TO ALL TIMEKEEPERS:

Circular No. 75-1 is hereby amended as follows:  
Form 120, in duplicate, will be required only for such employees on which Forms 121 are made by this office. For all other employees forms 120 will be required in one copy only.

F. A. HANSEN,  
Engineer of Maintenance and Construction.

**ROADMASTER CHANGED.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, May 17, 1920.

Circular No. 91:

TO ALL CONCERNED:

Effective May 17, 1920, James Brennan is appointed Roadmaster with jurisdiction over maintenance of way from Anchorage north, vice James Hanahan, resigned.

F. A. HANSEN,  
Engineer of Maintenance and Construction.

**TIMEKEEPERS' DUTY DURING MEAL HOUR.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, May 20, 1920.

Circular No. 95:

TO ALL TIMEKEEPERS:

Attention has been called to the fact that some timekeepers are negligent in the matter of collecting for meals furnished to persons from whom meal tickets or cash should be collected, depending on the waiters or cooks to do so. It is the timekeeper's duty to be on hand at the

mess house during the meal hour and see that things are going properly and that the proper collections or records are made for all meals furnished.

F. A. HANSEN,  
Engineer of Maintenance and Construction.

**SHIPMENTS FROM ALASKA IN APRIL VALUED AT \$1,718,517.**

The shipments of merchandise from Alaska to the States during the month of April, 1920, were valued at \$1,718,517.

The detailed report of John W. Troy, collector of United States Customs, with headquarters at Juneau, Alaska, is as follows:

Animals .....	\$	50
Bones, hoofs, horns, etc. ....		125
Curios .....		975
Fresh fish, other than salmon .....	646,691 lbs.	68,134
Dried, smoked or cured fish .....	400,050 lbs.	20,005
Pickled fish .....	611 bis.	8,995
Canned salmon .....	1,210,512 lbs.	202,255
All other fish .....		28,741
Clams .....		110
Shrimps .....		4,875
Furs and furskins (except seal skins) .....		53,105
Copper ore, matte and regulus .....	6,057,515 lbs.	1,151,441
Lead ore, matte and regulus .....	122,633 lbs.	9,232
Lead bullion .....	4,392 lbs.	307
*All other articles .....		29,205

Total value of products of Alaska .....	\$1,577,355
Products of U. S. returned .....	80,010
Total value of foreign merchandise .....	61,152

Total value of shipments of merchandise .....	\$1,718,517
*Items included in "All other articles":	
Game trophies .....	\$ 125
Manufactured furs .....	650
Oil paintings .....	200
Palladium .....	133 ozs. 19,380
Platinum .....	58 ozs. 8,850
Total .....	\$29,205

**WORK OF BUILDING SNOWSHED AT MILE 71½ STARTED.**

Work of building a big snowshed at Mile 71½ started Monday May 24. F. A. Hansen, engineer of maintenance and construction is now at that point with plans and instructions for the engineers who will have charge of building the shed.

J. E. Holmes foreman, with a force of men are now engaged at Mile 71½ in sluicing the snowslide from the site of the snowshed.

The old warehouse at Mile 71, formerly used for construction supplies will undergo alterations and repairs suitable for mess and bunk house to care for 100 carpenters and helpers while the snowshed is in course of construction.

Steamship Admiral Evans arrived at Anchorage at 9.25 a. m. May 19, with 43 passengers and 178 tons of freight for the Alaskan Engineering Commission.

The first recorded discovery of iron in the United States was in North Carolina, in 1585.

## WAGON ROAD COMMISSIONERS ARRIVE.

Col. J. C. Gotwals, president of the Alaska Road Commission, and Major Wm. H. Waugh, his assistant, arrived in Anchorage the early part of last week and expect to spend several days in this vicinity on questions pertaining to wagon roads and trails. These two officers left Anchorage for Talkeetna last Thursday morning to look over the road situation in that district.

Col. Gotwals has but recently reported in Alaska to assume his new duties as President of the Road Commission, Major Waugh having been acting in this capacity for the past several months.

Mr. Eide, the district representative of the Road Commission, accompanies Col. Gotwals and Major Waugh.

## LOCAL NOTICE TO MARINERS.

Department of Commerce,  
Lighthouse Service,  
Office of the Superintendent, 16th Dist.  
Ketchikan, Alaska, May 7, 1920.

Alaska—Frederick Sound-Kake Cannery Flats Buoy 3 reported out of position, will be replaced as soon as practicable.

By direction of the Commissioner of Lighthouses,  
W. C. DIBRELL,  
Superintendent.

## LOCAL NOTICE TO MARINERS.

Department of Commerce,  
Lighthouse Service,  
Office of the Superintendent, 16th Dist.  
Ketchikan, Alaska, May 11, 1920.

Alaska—Gastineau Channel-Marmion Island Light reported extinguished May 11, 1920, will be relighted as soon as practicable.

Puril Strait-Otstoa Island Light reported extinguished May 10, 1920, will be relighted as soon as practicable.

By direction of the Commissioner of Lighthouses,  
W. C. DIBRELL,  
Superintendent.

## LOCAL NOTICE TO MARINERS.

Department of Commerce,  
Lighthouse Service,  
Office of the Superintendent, 16th Dist.  
Ketchikan, Alaska, May 12, 1920.

Alaska—Wrangell Strait-North Point Buoy 5 reported out of position May 11, 1920, will be replaced as soon as practicable.

Alaska—Wrangell Strait-South Ledge Buoy 4 reported out of position May 11, 1920, will be replaced as soon as practicable.

By direction of the Commissioner of Lighthouses,  
W. C. DIBRELL,  
Superintendent.

## SEVENTY MEN ARRIVE.

Seventy sturdy and hearty looking men arrived at Anchorage from the States last week. These men are employed by the Alaskan Engineering Commission, and have been distributed along the line of railroad construction where they are needed.

Extra gang No. 4, and the steam shovel working at Camp 233, will have first call on the larger number of these men.

## ANCHORAGE TIDE PREDICTIONS.

The tide predictions at Anchorage for the month of June, 1920, are as follows:

Date	Time and height of low and high water.			
Tuesday, June 1	5.34 30.6	12.13 -2.6	6.12 30.1	.....
Wednesday, June 2	0.34 4.0	6.03 30.6	12.54 -2.9	6.53 30.3
Thursday, June 3	1.15 4.0	6.40 30.3	1.35 -2.6	7.34 30.2
Friday, June 4	1.57 4.3	7.15 29.7	2.15 -1.8	8.16 29.7
Saturday, June 5	2.35 4.9	7.45 28.7	2.56 -0.5	8.57 29.1
Sunday, June 6	3.22 5.8	8.12 27.6	3.38 1.2	9.41 28.4
Monday, June 7	4.07 6.1	8.47 26.4	4.21 3.1	10.27 27.8
Tuesday, June 8	4.57 7.2	9.14 25.2	5.10 5.0	11.20 27.5
Wednesday, June 9	5.52 7.4	11.31 24.6	6.06 6.7	.....
Thursday, June 10	0.11 27.5	6.51 6.8	12.41 24.7	7.09 7.8
Friday, June 11	1.00 28.0	7.52 5.4	1.44 25.5	8.13 8.6
Saturday, June 12	1.53 28.9	8.50 3.2	2.42 26.8	9.11 7.4
Sunday, June 13	2.45 30.2	9.45 0.5	3.36 28.5	10.06 6.2
Monday, June 14	3.34 31.6	10.36 -2.3	4.29 30.1	10.58 4.8
Tuesday, June 15	4.23 32.9	11.25 -4.5	5.21 31.5	11.49 3.3
Wednesday, June 16	5.11 34.9	12.14 -6.2	6.12 32.6	.....
Thursday, June 17	0.35 2.1	6.05 34.4	1.00 -6.8	7.02 33.1
Friday, June 18	1.22 1.3	6.56 31.2	1.46 -6.5	7.51 33.1
Saturday, June 19	2.11 1.1	7.50 33.2	2.33 -5.1	8.43 32.6
Sunday, June 20	2.59 1.3	8.46 21.7	3.20 -2.9	9.34 31.8
Monday, June 21	3.49 2.2	9.35 29.9	4.10 -0.2	10.27 30.9
Tuesday, June 22	4.41 3.1	10.18 28.1	5.00 2.7	11.20 29.8
Wednesday, June 23	5.33 4.1	11.50 26.6	5.57 5.4	.....
Thursday, June 24	0.14 29.0	6.38 4.7	12.48 25.7	6.57 7.4
Friday, June 25	1.01 28.3	7.38 4.6	1.46 25.8	7.59 8.4
Saturday, June 26	1.56 28.0	8.38 3.8	2.41 25.6	8.59 8.6
Sunday, June 27	2.46 28.1	9.32 2.6	3.32 26.3	9.48 7.9
Monday, June 28	3.32 28.5	10.21 1.0	4.20 27.2	10.42 6.9
Tuesday, June 29	4.17 29.1	11.07 -0.4	5.07 28.3	11.29 5.8
Wednesday, June 30	5.00 29.7	11.51 -1.6	5.50 29.2	.....

The tides are placed in order of occurrence, with their times on the first line and heights on the second line of each day. A comparison of consecutive heights will indicate whether it is high or low water. Heights are reckoned from mean lower low water, which is 0, and the datum of soundings on the Coast and Geodetic Survey charts for this region. The depth of water may accordingly be estimated by adding the tabular height of the tide to the soundings, unless a minus (-) sign is before the height, in which case it is to be subtracted. The time is legal standard established by act of the United States Congress for the meridian 150 degrees West. All hours later than 12 noon appear in bold-faced type; ante meridian figures are given in the ordinary light-faced type.

## CORRECTIONS FOR TURNAGAIN ARM POINTS AS COMPARED WITH ANCHORAGE.

Location	Time of Tide	High Water
Pine Island	35 min. earlier	3.0 ft. lower
Foster Creek	35 min. earlier	0.4 ft. higher
Sheep Creek	32 min. earlier	0.7 ft. higher
McHugh Creek	30 min. earlier	0.9 ft. higher
Rainbow Creek	28 min. earlier	1.2 ft. higher
Palls Creek	25 min. earlier	1.4 ft. higher
Indian Creek	18 min. earlier	1.6 ft. higher
Bird Creek	8 min. earlier	1.9 ft. higher
Lird Point	15 min. later	2.5 ft. higher
Sunrise	35 min. later	2.8 ft. higher

Heights of low water are approximately the same.  
Heights are reckoned from Mean Lower Low Water at Anchorage.

# ALASKA RAILROAD RECORD



VOL. IV.

ANCHORAGE, ALASKA, TUESDAY, JUNE 1, 1920.

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.

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

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

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

### ALASKA COAL COMMISSION ARRIVES.

Commander O. C. Dowling, U. S. N., head of the Navy Alaskan Coal Commission, accompanied by Lieutenants P. T. L. Hill; H. J. McManus, Richard Gifford, R. T. Canon, Phil J. Weiss and Chief Yeoman H. T. Tipton, arrived at Seward on the steamer Alameda last Wednesday. After a brief sojourn in Seward the entire party, accompanied by Col. F. Mears, chairman and chief engineer, and Wm. Gerig, assistant chief engineer of the Alaskan Engineering Commission, who provided a special train for the occasion, departed from Seward at 8.30 a. m., Friday, May 28, arriving in Anchorage over the Alaska Government Railroad the same day at 6.30 p. m. Inspection along the line necessitated several stops.

Commander Dowling is overflowing with enthusiasm regarding his undertaking with reference to coal mining operations in the Matanuska fields, and looks forward to very satisfactory results and seems more than anxious to get down to hard work.

"I shall consult and work in harmony with the Alaskan Engineering Commission on all questions pertaining to matters directly concerning the business in which we are engaged, and with the able assistance of my associates who journeyed to this region with me, I expect to accomplish the object of our mission and live up to the expectations of those who intrusted us with the work," said the Commander. "We are now formulating plans in minute detail and when they are completed we will begin operations in the Matanuska fields. It will be only a matter of a few days, then no time will be lost in getting the major pro-

ject of mining under way. As to the force to be employed it will consist of sufficient men to fully develop the fields, and the coal we take from the mines in the Matanuska district will be used for purposes as directed by our Navy officials. Of course we will begin operations on a small scale and gradually enlarge as means, views, etc., will justify," the commander continued. Concluding, he said: "As regards the \$1,000,000 for operation, I am of the opinion that the appropriation will be available the beginning of the fiscal year, July first.

"I expect to leave for the Chickaloon mines with Col. Mears early this week. There we will be joined by Sumner S. Smith, manager of the mining department of the Alaskan Engineering Commission, and from then on, we intend to work hard."

Accompanying the Commission are Mrs. O. C. Dowling, Mrs. P. T. L. Hill and Miss Weiss, sister of Lieutenant Phil J. Weiss.

The headquarters for the commission have not yet been determined, but in all probability they will be divided between Anchorage and Chickaloon.

### MEMORIAL DAY.

Representatives of every fraternal, religious and civic organization, together with a large public assemblage observed Memorial day in a most fitting manner last Sunday, May 30, when all classes and creeds gathered together in the Empress Theatre for one purpose only, that of paying lasting tribute to the memory of those who gave their lives for their country that we might live and continue to enjoy our inalienable rights of life, liberty and pursuit of happiness.

Remarks befitting the occasion were offered by Rev. Father Markham, Post Commander J. L. Hughes, Judges Green and Truitt, and Mrs. U. M. Thompson's reading, "In Flanders Fields."

Music was interspersed during the ceremonies by a choir of mixed voices and the Anchorage City Band. Rev. E. W. Hughes pronounced the Benediction.

### OFFICIALS MAKE SHORT INSPECTION TRIP.

A short trip of inspection over the Alaska Government Railroad between Anchorage and Seward, was covered by Col. F. Mears, chairman and chief engineer, and Wm. Gerig, assistant chief engineer, during the past week.

After completing the inspection trip these officials met the Alaskan Coal Commission at Seward, where a special train was provided for the purpose of conveying the entire party to Anchorage.

BUY WAR SAVING STAMPS. PRICE THIS MONTH \$4.17.

### ENGINEER OF MAINTENANCE AND CONSTRUCTION REPORTS WEEKLY PROGRESS.

For the week ended May 22, 1920, F. A. Hansen, engineer of maintenance and construction, submits the following report showing activities in his department at various points along the line of construction in the Southern Division:

B. & B. Gang No. 9 were engaged during the week in placing water barrels for fire protection on the Seward dock. This work is complete. Also completed placing shelving in the office building at Seward for the Seward Chamber of Commerce. The ice box in the Seward mess house was also completed during the week. Bunks, benches, etc., were repaired in outfit cars, and tool room being built on the Seward dock was completed.

Steam Shovel No. 3, located at Seward, Engineer Wik, was cut in on Friday the 21st and loaded 336 cubic yards of gravel, which was dumped for the spur track being put in at the sawmill at Seward, and for filling at Mile 8.

Hoben and Davis, saw log contractors at Mile 3 $\frac{1}{4}$ , delivered during the week 240 logs, containing 69,400 feet of lumber. They are now located on the Bergstrom homestead and very good timber is being secured.

Larochelle and Roberts, sawmill contractors at Mile 3 $\frac{1}{4}$ , sawed during the week 80,500 feet of lumber.

Surveying party from Residency No. 3, was engaged in running levels on the line from Mile 14 $\frac{1}{2}$  to Mile 16 and from Mile 23 to Mile 26.

C. O. Nelson and Co., contractors engaged on the enlarging of tunnel No. 1, took out heading from Station 2549 plus 20 to Station 2549 plus 40 and from Station 2550 plus 40 to Station 2550 plus 60, a total of 40 feet.

On bridge No. 501 the pouring of concrete for bent No. 18 was completed, 25 cubic yards being placed. Excavation was completed on Bent No. 19, and Bent No. 21 is 30 per cent complete, Bent No. 22, 30 per cent and Bent No. 23 is 30 per cent complete. Timbers were framed for the north and south end center bents of abutment piers No. 16 and 17 and sills laid.

On bridge No. 503 the erection of forms for pier No. 11 was continued and same is 90 per cent complete. The placing of concrete for pier No. 12 was commenced and to date 250 cubic yards have been placed. Sills were laid for Bents 14, 15 and 16 and posts framed for same. Bents 17, 18 and 19 were erected. Track was laid over new center line from Station 2515 to Station 2526. Old ties were cut out of bridge No. 85 so that the filling of this bridge can be completed.

The suction end of pipe supplying the pump station at Mile 52 was taken out and the foot valve repaired. The temporary gravity water supply pipe line at Mile 52, which supplies Steam Shovel No. 1, was relaid during the week.

Steam Shovel Gang No. 1, located at Mile 56, Engineer Schapler, loaded during the week 11,026 cubic yards of gravel which was used for filling bridge No. 537 and for concrete for bridges Nos. 503, 530 and 531.

Two hundred and fourteen logs, containing 40,980 feet of lumber were placed in the yard at Camp 86.

Two outfit cars, as authorized by A. F. E. No. 197, were completed during the week. This now makes 12 cars completed to date and three cars 80 per cent complete.

Work continued on the erection of warehouse for the 21st Infantry at Anchorage, which is 90 per cent complete. Carpenters are engaged in repairing outfit cars, mak-

ing screen doors and windows, sign boards and miscellaneous repairs. Painters are engaged in painting new outfit cars, sign boards and bridge painting.

The work of plowing and harrowing the hospital garden plot for Commission employees was completed.

Work proceeded on the erection of tank and temporary pump at Montana, which was 95 per cent complete. The moving of portable pump used at Montana to the site of the new tank was begun.

Steam Shovel No. 2, Model 60 Marion, at Mile 233, working two shifts, Engineers McMillan and O'Neil, loaded during the week 7,360 and 7,468 cubic yards of gravel for each shift, or a total of 14,828 cubic yards. This was transported for ballast and bank widening between Mile 227 and Mile 236.

Ditcher No. 2 moved 960 cubic yards of mud during the week; 600 yards cast over at Mile 114 and 360 cubic yards cast over on Mile 233.

The Susitna River broke up on May 19th, but there was not a very heavy flow of ice. At the site of the Susitna River bridge the ice rose to elevation 714.00 and the water elevation 710.00. The excavation for pier No. 25 was partially filled with ice. At stations 11457 and 11473 the temporary wagon road bridges along the grade were swept out by the ice jamming and the ice piled about three feet above the grade.

Alaskan Engineering Commission forces on grading at Mile 251 placed 380 cubic yards in the fill between Stations 11233 and 11239.

B. & B. Gang No. 1 moved the pile driver to bridge No. 2543 and drove two piles, and spent three days in repairing the wagon road in the vicinity of Station 11457 to 11473 where the wagon road bridges were destroyed by the ice jam.

A. L. Adair & Co., piling contractors, have completed cutting piling, but have not been able to make delivery on account of the depth of the snow.

At Susitna bridge crossing 250 cubic yards of material was removed from pier No. 35, which completes the excavation to elevation 702.00. Seventy four piles were driven in the gullage around the pier. Three boilers were connected up and made ready to furnish steam for the pumps.

At Camp 264 three 16 by 24 tents were erected.

The wagon road between Camp 264 and Camp 266 is 50 per cent complete.

The sawmill at Camp 266 sawed 11,324 feet, board measure, of lumber and logged 300 logs during the week.

The wagon road bridge across Indian River, at Mile 270, was 70 per cent complete at the end of the week.

All the station contractors on grading are making good progress on their work.

One result of the generous response from American homes, when the appeal was made for books to be sent to soldiers overseas and in cantonments, seems to be a perfected organization which undertakes to put books within the reach of other American homes where few books have been. It is said that the demand for books has been increased greatly by the war, and that the people everywhere wish to read. Any rightly-directed movement which will meet this demand should be aided. The world can never be made really "safe for democracy" until the home has been made safe for it.

United States exports to South America last year were \$1,000,000,000 greater than in any previous year.

## DEVELOPMENT OF ALASKAN REINDEER SERVICE.

How the Alaskan reindeer service developed from its pioneer beginnings to be one of the most important educational means ever devised for any race is described in a statement by Dr. William Hamilton, Alaskan assistant in the Bureau of Education. Dr. Hamilton says:

"During the summer of 1890, Dr. Sheldon Jackson, United States general agent of education in Alaska, accompanied the revenue cutter Bear, Capt. Michael A. Healy, commanding, in its annual cruise in Bering sea and the Arctic ocean visiting all the important villages on both the Alaskan and Siberian shores.

"The Alaskan Eskimos were found eking out a precarious existence upon the few whale, seal and walrus that they could catch. Across Bering Strait, in Siberia, but a few miles from Alaska, with climate and country precisely similar, were tens of thousands of tame reindeer supporting thousands of natives. The flesh and milk of the reindeer furnished food, its skin provided clothing and bedding, and in winter the reindeer made possible rapid communication between the scattered villages.

"Both Dr. Jackson and Capt. Healy were impressed with the fact that it would be wise national policy to introduce domestic reindeer from Siberia into Alaska as a source of supply for food and clothing to the Alaskan Eskimos in the vicinity of Bering Strait.

"Upon his return to Washington in September, 1890, Dr. Jackson brought the matter to the attention of the Commissioner of Education, Dr. W. T. Harris, who at once indorsed the project and gave it his enthusiastic support. Pending the securing of a congressional appropriation for the support of the enterprise, an appeal was made to benevolent individuals for a preliminary sum in order that the experiment might be commenced at once. With \$2146 thus secured, 16 deer were purchased in 1891, and 171 in 1892.

"In 1893 Congress realized the importance of the movement and made the first appropriation of \$6000 for the work of importing reindeer from Siberia into Alaska. It has continued its support ever since by annual appropriations ranging from \$5000 to \$25,000, the appropriation for the fiscal year 1919-20 being \$7500.

"During nine seasons the revenue cutter Bear carried the agents of the Bureau of Education back and forth between Siberia and Alaska, and transported Siberian reindeer to Alaska. The work was exacting in the extreme, involving cruises along hundreds of miles of fog-ridden, ice-beleaguered, uncharted coast, long delays in dangerous waters, patient bargaining in sign language with uncouth, uncivilized Siberians, tedious payment for the reindeer in barter goods, hard work in transporting deer in the Bear's boats from shore to ship, discomfort on board while on the way to Alaska, and much labor in the landing of deer on the Alaskan side. The total number of deer thus imported into Alaska from 1892 to 1902, when the Russian Government withdrew its permit, was 1280.

"At the commencement of the enterprise Port Clarence, on the Seward Peninsula, Alaska, the nearest harbor to northeast Siberia, was selected as the receiving point for the reindeer brought over season after season. As the work grew, Teller Reindeer Station, on Port Clarence, became the base of supply from which winter after winter herds were sent out over northern Alaska to establish new centers of the reindeer industry.

"In 1907, Mr. W. T. Lopp, the present superintendent of education of natives of Alaska, in charge of all the

work of the Bureau of Education in Alaska, was called to Washington to codify regulations for the reindeer service. During a long period of service in Arctic Alaska, Mr. Lopp had traveled widely in that region; he knew the natives by name; he spoke their language, and in 1897-98 he had been one of the men to drive a herd of reindeer from Cape Prince of Wales to Point Barrow, in the dead of winter, for the relief of a party of whalers reported as starving at that point.

"The regulations adopted at that time are still in force; they provide for the distribution of the reindeer by a system of apprenticeship, by which promising and ambitious young natives are selected by each local superintendent as apprentices for a term of four years, receiving at the end of each year the number of reindeer prescribed by the regulations. Upon the satisfactory termination of his apprenticeship the apprentice becomes a herder and assumes entire charge of his herd, subject to the supervision of the district and local school authorities. In accordance with the regulations, the herder must in turn employ apprentices and distribute reindeer to them, thus becoming an additional factor in the extension of the enterprise. In order to safeguard the reindeer industry for the natives, the regulations forbid the disposal of female reindeer to others than natives of Alaska.

"The raising of reindeer is the form of industrial education best adapted to the Eskimos inhabiting the limitless grazing lands of Arctic and sub-Arctic Alaska, and the reindeer service is an integral part of the educational system of the Bureau of Education for those regions, with the district superintendents of schools as also supervisors of the reindeer service, and with the teachers of the United States public schools in the regions affected by the industry as local superintendents of the reindeer herds in the vicinity of their schools.

"The reindeer industry affects the vast coastal area from Point Barrow to the Aleutian Islands. Reports from the reindeer stations for the past year have not yet been received; assuming that there has been the usual net increase of 20 per cent in the number of reindeer during the year, there should now be approximately 145,000 reindeer in the more than 100 herds in Alaska. The income of the natives from the reindeer industry during a single year was \$97,515.

"Within less than a generation the reindeer industry has advanced through one entire stage of civilization the Eskimos inhabiting the vast grazing lands from the polar regions to the North-Pacific ocean; it has raised them from the primitive to the pastoral stage; from nomadic hunters to civilized, wealth-producing factors in the development of western Alaska.

"It is estimated that there are in northern and western Alaska approximately 200,000 square miles of treeless regions which are worthless for agricultural purposes, but which could furnish pasturage for about 4,000,000 reindeer. It is possible that at no distant date the United States may draw a considerable part of its meat supply from the reindeer herds in Alaska."

An electrician in Alaska has invented electrical apparatus to thaw the ground for pile driving or evacuating wherever current is obtainable.

A European scientist has invented a method for sterilizing the ground in which posts are to be set against insect, germ and fungus life.

## WEEKLY FORCE REPORT.

The number of employees of the Alaskan Engineering Commission as shown on the payrolls for the week ended May 22, 1920, was as follows:				Commission as shown on the payrolls for the week ended							
Mile	Item of work	D	I	V	Southern			Northern			T'tl
					Ag-counting.	Maint. & Op.	Const'c-tion	Admin-istration	Maint. & Op.	Const'c-tion	
	Seattle office and Pur. Agent's Reps.	19	...	5	...	...	...	...	...	...	24
1	Stores	...	25	...	...	...	...	...	...	...	25
	Dock	...	8	...	...	...	...	...	...	...	8
	Mess	...	5	...	...	...	...	...	...	...	5
	Maintenance of equipment	...	...	...	9	...	...	...	...	...	9
	Hospital	...	...	...	...	2	...	...	...	...	2
	Residency No. 3	...	...	...	...	7	...	...	...	...	7
	B. & B. No. 9, work on Seward dock	...	...	...	...	5	...	...	...	...	5
	Steam shovel No. 3	...	...	...	...	11	...	...	...	...	11
	Accounting office	...	...	2	...	...	...	...	...	...	2
3	Extra gang 3, sawmill	...	...	...	...	1	...	...	...	...	1
	Contractors, logs and lumber	...	...	...	...	23	...	...	...	...	23
20	Contractors, ties	...	...	...	...	2	...	...	...	...	2
49	Contractors, tunnel	...	...	...	...	16	...	...	...	...	16
52	Engineering party	...	...	...	...	8	...	...	...	...	8
	B. & B. No. 5, constructing bridge 79	...	...	...	...	46	...	...	...	...	46
	B. & B. No. 7, bridge No. 503	...	...	...	...	74	...	...	...	...	74
54	Extra gang No. 5	...	...	...	...	51	...	...	...	...	51
56	Steam shovel No. 1	...	...	...	...	32	...	...	...	...	32
72	B. & B. No. 8	...	...	...	...	7	...	...	...	...	7
	T. & T. construction crew	...	...	...	...	11	...	...	...	...	11
86	B. & B. No. 10, saw logs	...	...	...	...	18	...	...	...	...	18
113	Extra gang No. 1, ditcher	...	...	...	...	10	...	...	...	...	10
1-114	Operation, road	...	...	...	21	26	...	...	...	...	47
	Maintenance of way and structures	...	...	...	166	...	...	...	...	...	166
114	Headquarters office	...	...	...	...	6	4	...	...	...	10
	Bridge Engineer	...	...	...	...	2	1	...	...	...	3
	Drafting office	...	...	...	...	3	...	...	...	...	3
	Townsite and land	...	...	...	9	...	1	...	...	...	10
	Disbursing office	...	...	6	...	...	...	...	...	...	6
	Accounting office	...	...	13	...	...	...	...	...	...	13
	Hospital	...	...	...	6	6	1	...	...	...	13
	Stores	...	24	...	...	...	...	...	...	...	24
	Material yard	...	79	...	...	...	...	...	...	...	79
	Operation, road	...	...	...	49	1	2	...	...	...	52
	Dock and boats	...	...	...	10	...	...	...	...	...	10
	Power and pumping	...	...	...	11	...	...	...	...	...	11
	Maintenance, equipment	...	...	...	87	...	1	...	...	...	88
	Floating	...	...	...	60	...	...	...	...	...	60
114-238	Operation, road	...	...	...	20	20	...	...	...	...	40
	Maintenance of way and structures	...	...	...	284	...	1	...	...	...	285
172	Mining, Eska	...	...	...	27	...	1	...	...	...	28
188	Mining, Chickaloon	...	...	...	21	...	...	...	...	...	21
233	Steam shovel No. 4	...	...	...	...	51	...	...	...	...	51
	Extra gang 4, ballasting & surfacing	...	...	...	...	75	...	...	...	...	75
	B. & B. No. 6	...	...	...	...	9	...	...	...	...	9
242	Steam shovel No. 2	...	...	...	...	14	...	...	...	...	14
249	Stores	...	6	...	...	...	...	...	...	...	6
	Engineers and freighting operations	...	...	...	...	44	...	...	...	...	44
	T. & T. maintenance lineman	...	...	...	...	1	...	...	...	...	1
251	B. & B. No. 1, bridge construction	...	...	...	...	18	...	...	...	...	18
261	Contractors, grading	...	...	...	...	14	...	...	...	...	14
264	Engineers and camp construction	...	...	...	...	86	...	...	...	...	86
	Contractors, grading	...	...	...	...	16	...	...	...	...	16
	Contractors, piling	...	...	...	...	6	...	...	...	...	6
	T. & T. maintenance linemen	...	...	...	3	...	...	...	...	...	3
266	Sawmill, camp construction and freighting operations	...	...	...	...	42	...	...	...	...	42
	Contractors, grading	...	...	...	...	36	...	...	...	...	36

WEEKLY FORCE REPORT.

Mile	Item of work	D	I	V	I	S	I	O	N	
		Purchas- ing	Sup- ply	Ac- count- ing.	Maint. & Op.	Southern Const'c- Admin- istration	Northern Maint. & Op.	Const'c- Admin- istration	T'tl	
	Contractors, piling .....	....	....	....	....	2	....	....	....	2
269	Construction and freighting opns.....	....	....	....	....	35	....	....	....	35
	Contractors, grading .....	....	....	....	....	27	....	....	....	27
270	Contractors, grading .....	....	....	....	....	51	....	....	....	51
271	Contractors, grading .....	....	....	....	....	13	....	....	....	13
272	Contractors, grading .....	....	....	....	....	16	....	....	....	16
275	Wagon road cons. & freighting op'ns	....	....	....	....	7	....	....	....	7
277	Contractors, grading .....	....	....	....	....	20	....	....	....	20
281	Construction and freighting opns.....	....	....	....	....	9	....	....	....	9
284	Engineers and bridge construction....	....	....	....	....	13	....	....	....	13
	Contractors, grading .....	....	....	....	....	31	....	....	....	31
287	T. & T. construction crew .....	....	....	....	....	2	....	....	....	2
310	T. & T. maintenance lineman .....	....	....	....	....	1	....	....	....	1
	Totals .....	19	147	26	785	1025	12	....	....	2014
	Increase or decrease (-) compared with last week .....	0	-3	-1	49	116	0	....	....	161

RECAPITULATION

Division	Pay Roll	Contractors	Total
Purchasing .....	19	....	19
Supply .....	147	....	147
Accounting .....	26	....	26
Southern .....	1549	273	1822
Totals .....	1741	273	2014

No Northern Division Force Report on account of influenza epidemic.

FOREST SERVICE BOOSTS ALASKA.

The Forest Service, United States Department of Agriculture, is definitely committed to the policy of doing its utmost for the fullest development of the timber resources of Alaska. This statement, made by District Forester Cecil, is fully borne out by the recent decision to make more flexible the present timber sale contract requirements of the forest service to better fit the unusual Alaskan conditions.

Mr. Cecil brought out the fact that although the Forest Service during the past ten years has sold some 400 million feet of timber from the Alaskan National Forests and that the service has consistently encouraged the sale of Alaskan pulp woods, that due to the present seriousness of the news print situation, a more flexible policy is now justified for the Territory. The new policy provides for granting contracts for sufficient timber for a 30-year cut, and makes provision that where additional timber is available, a 15-year additional supply will be reserved for existing pulp plants.

The new contracts, the District Forester emphasized, are to provide for a readjustment of prices at intervals of five years after cutting begins, the first readjustment to be made seven years after the signing of the contract, if the full two-year period allowed for plant construction has been used. In addition, a maximum price is fixed which in no case will be exceeded in the readjustment covering the second five-year period. A third point of the new policy is that the readjusted pulpwood rates are

to be based on current pulpwood values in southeastern Alaska.

The whole aim of the new policy, the District Forester stressed, is to make clear that the Forest Service is willing to make every effort consistent with existing federal laws to bring about the fullest development and use of the pulp timbers of the Alaskan National Forests.

FEDERAL BOARD BOY WINS FIRST PRIZE IN CONTEST.

In a contest held by the New York World for the most pointedly helpful letter from foreign-born citizens of our country, the winner of the first prize is a wounded soldier who is being reeducated by the Federal board. His name is Edward H. Howard, of Farmingdale, Long Island, and his letter is all of it worth reading. The introductory paragraph is quoted as follows:

"In this letter I see my opportunity to express my gratitude to my adopted country, my beloved United States. If it were not for this God-blessed Government I wouldn't be alive today. The Government made me what I am today. I served my country in the war and took dangerously ill in the Army. But my health was restored to such a point that a few weeks ago my former ward surgeon, who treated me in the United States Army hospital, told me if he didn't know me from before he would never know or find out that I ever was ill. But the Government went further than giving my health back. I am getting an education and provided a comfortable living by the Federal Board of Vocational Training for Disabled Soldiers.

### DECLINE IN MARKET PRICE OF LIBERTY BONDS AUTHORITATIVELY EXPLAINED.

Why Liberty Bonds are low and prices of commodities are high was authoritatively explained recently before the Academy of Political Science by R. C. Leffingwell, assistant secretary of the Treasury. At this critical moment, he said, many of our people have turned gamblers and wasters. For plain living and high thinking we have substituted wasting and bickering. We enjoy high living while we grumble at the high cost of living—of silk stockings and shirts for the poor, of automobiles for men of small means, of palaces for the profiteer and the plutocrat.

"For five years" he continued, "the world has been consuming more than it produced, living upon its capital and the governments of the world have been issuing evidences of indebtedness to represent the wealth destroyed. This has caused world inflation of prices.

"When they were issued, no one could foresee the probable course of the market for Liberty Bonds and Victory Notes in the future with any degree of confidence.

A year ago, it was freely predicted by financial authorities that Victory Notes would shortly go to a premium and that Liberty Bonds would be selling at or near par within a year or two.

"Everyone knows why these sanguine expectations have not been realized. With the armistice and still more after the Victory Loan, our people underwent a great reaction. Those who had bought Liberty Bonds as a matter of patriotism but not as investors began to treat their bonds as so much spending money. Those who had obeyed the injunction to borrow and buy Liberty Bonds ignored the complementary injunction to save and pay for them.

A \$50 bond in the hands of a patriot turned spendthrift was to him a \$50 bill to be spent Saturday night or to her a new hat and if the \$50 bill turned out to be a \$45 bill, small matter. This was the first and most immediate cause of depreciation, of Liberty Bonds affecting them particularly.

"I doubt whether higher rates of interest on Liberty Bonds which would have meant more taxes for the tax payer and more spending money for the bondholder, would have had any other effect than to increase the inflation which has been rampant since the Victory loan. Some critics say that the Treasury should have foreseen the after-the-war reaction and in order to protect bondholders from the consequences of their own acts, issued the bonds and notes at rates of interest which would insure a market price for them at or near par even in the period of reaction.

"This is inflationist doctrine. The bonds and notes were never meant to be treated as spending money. The Civil War gave us our fill of interest bearing currency. Depreciation in market price serves as a check upon those who wish to spend their bonds. In the history of finance, no device was ever evolved so effective for procuring saving as the Liberty Loan campaigns. There was no plan of financing the war or of financing the period of readjustment which would protect the holders of the government's securities or the government's credit against subsequent folly and waste.

"Instead of telling the people frankly and boldly that prices are high because they are wasting, we fix prices and prosecute profiteers in order that the people may buy more and pay less. Instead of telling the people that

Liberty Bonds have depreciated because they are treating their Liberty Bonds as spending money, we clamor that the rate of interest upon the bonds is too low and urge a bonus to bondholders disguised as a refunding operation.

"High rates of interest and discount, limitations of currency and credit, these and all other traditional methods should be used courageously but they will not suffice under the abnormal world conditions now prevailing. We must get together, stop bickering and face the critical situation as we should a foreign war. We must cut government expenditures to the quick, adjure bonuses and realize promptly upon all salable war assets. Above all we must work and save. We must produce more, but, more important still, we must consume less."

The retention of Liberty Bonds and their purchase at present market prices and the safeguarding of savings by means of government savings securities are advocated by the Treasury Department as sure methods of rectifying the economic conditions, Mr. Leffingwell outlines.

### ANCHORAGE HARBOR AND DOCK SCENE OF ACTIVITY.

Dotted here and there in the Anchorage harbor, two steamships, Admiral Watson, of the Pacific Steamship Company, and the Alameda, of the Alaska Steamship Company, and the steam tug A. B. Carpenter, together with several other smaller crafts darting to and fro, the harbor presented a very interesting sight last week. The weather was perfect and more beautiful sunshiny summer days could not be desired.

The Admiral Watson arrived and tied up at the new ocean dock early Thursday morning, May 27, with 15 first-cabin passengers for Anchorage, several round-trippers and 243 tons of freight for the Alaskan Engineering Commission consisting of general railway equipment and supplies.

The Alameda arrived at 12.45 p. m. the same day and anchored in mid-stream with 33 first-cabin passengers for Anchorage and 115 tons of freight for the Commission. This freight also consisted of railway equipment and supplies.

Twenty-five laborers on the Watson and 38 on the Alameda, to be employed by the Alaskan Engineering Commission, left the steamers at Seward and continued the journey to Anchorage over the Alaska Government Railroad.

A. O. Adams, port engineer, advises that the dredge was launched Monday, May 24, and should be in full operation during the present week. The "Betty M" was launched May 20, in readiness for service from Talkeetna and points north. The ocean going barge "Lawrence" was also launched last week, and the ways, partly damaged by floating ice during the past winter, have been rebuilt and put in good condition.

### DISBURSEMENTS IN THE SOUTHERN DIVISION

Disbursements in the Southern Division of the Alaskan Engineering Commission for the week ended May 21, 1920, totaled \$47,357.88. Salaries and wages were \$40,364.53; purchase orders, \$1158.51; steamship settlements, \$3744.12; compensation, \$843.61; special deposit account, \$15.00 and other expenses \$1782.01.

The American dollar (gold) is worth only 76 cents of Chinese currency.

### Division Notes.

The following notes show activities along the line of construction in the Southern Division during the week ended May 15, 1920.

Five hundred feet of 70 pound steel were laid on bridge No. 504.

C. O. Nelson & Co., contractors engaged in enlarging tunnel No. 1, raised 20 segment bents.

Grading contractors in the Indian River at Mile 270 was 15 per cent complete at the end of the week.

Larochelle and Roberts, sawmill contractors at Mile 3¼, sawed during the week 86,390 feet of lumber.

Two hundred and seventeen (217) logs, containing 42,440 feet of lumber, were placed in the yard at Mile 86.

The sawmill force at Indian River engaged in logging put 700 logs on the skids preparatory to hauling to the mill.

Giannini & Co., Cesare & Co., Preziuso & Co., Roehen & Co., Steve Chirst & Co., Vice Babich & Co., grading contractors, have all started grading.

Joe Pradella & Co., grading contractors at Mile 201, and Steve Leakos and Co., grading contractors at Mile 264, are making good progress on their work.

The pouring of concrete for bent No. 17 and for footing of bent No. 18, Bridge No. 501, was completed. One hundred fifty two (152) cubic yards of concrete was poured. Three sills for false work under span were also laid.

B. & B. Gang No. 9 was engaged during the week in repairing outfit cars at Seward, and in repairing section house at Mile 40. The roofing paper on this building, which was recently purchased from Mr. Geo. W. Adams, was renewed.

At Susitna River crossing 530 cubic yards of material was excavated from pier No. 35, and 70 piles were driven in the grillage around the pier. The 20 by 30 blacksmith shop and the 30 by 60 canvas barn were completed and two 16 by 24 tents were erected.

Steam Shovel Gang No. 1, located at Mile 56, Engineer Schrapler, loaded during the week, three days actual loading time, 3992 cubic yards of gravel, which was dumped for filling at bridge No. 537, and 164 cubic yards were dumped for concrete at bridges Nos. 502 and 503.

Work proceeded on the erection of water tank at Montana, which was 75 per cent complete at the end of the week. Boiler and pump for this plant were set up and tested. General repairs were made to the plumbing and steam heating system in the Terminal Buildings.

Excavation for pier No. 11, Bridge No. 503, was completed, and forms for same are 75 per cent complete. Concrete was poured for abutment bent No. 13 and for bents Nos. 17, 18 and 19; 135 cubic yards of concrete were poured. False work between bents 12 and abutment pier No. 13 is 85 per cent complete.

Hoten and Davis, saw log contractors at Mile 3¼, delivered during the week 120 logs, containing 32,030 feet of lumber. The small output is due to the fact that they were moving camp during the week to Otto Bergstrom's homestead, the logging rights on which the Alaskan Engineering Commission has purchased.

On bridge No. 543 excavation was completed on bents 188 and 189, and new bents were raised over same and under bracing put on. Excavation on bents No. 181 and 182 are 50 per cent complete. Bents No. 209 and 190, inclusive, were back filled from Station 2526 to Station

2535. Old stringers were taken over at north and out of old bridge No. 69 so that track can be thrown to center. The loading track in the pit at Mile 56 was graded and 600 feet of track was laid.

Steam shovel No. 2, Marion model No. 60, located at Mile 23, loaded during the week of May 15, 5524 cubic yards of gravel, which was used for ballasting and bank widening between Talkeetna and Mile 236.

Alaskan Engineering Commission forces engaged in grading at Mile 251 placed 370 cubic yards of material in the fill between Stations 11233 and 11237 plus 50, and got out timber for a temporary deck for bridge No. 2508.

Ten of the new outfit car bodies, as authorized by A.F.E. No. 197, are complete. Work has been started on five more which are now 50 per cent complete. Track No. 15 of the round-house lay-out was completed. Painters are engaged in painting signs, bridge number boards and outfit cars. Carpenters are engaged on the making of screen doors and windows and miscellaneous repairs. Surveys for steel storage tracks were made south of Warehouse No. 1. The length of this track will be 1250 feet from block to head block.

The Susitna River channel was open from Gold Creek to Indian River on Saturday, May 15, but no general movement of ice had taken place. There is three feet of snow at Gold Creek and five feet between Camp 275 and Hurricane Gulch.

### ACTIVITIES IN MECHANICAL DEPARTMENT OF SOUTHERN DIVISION.

The Mechanical Department force as of June 1, consists of over 170 men—the force includes 60 men at the Marine Ways and on the dredge at Anchorage, 10 men at the Seward shops, eight men hostling on line at different points and 90 men at the Anchorage shops.

There are at this time twenty locomotives available for service on the Southern Division—a number of the engines have been overhauled during the past winter—one engine of the 600 class is newly assembled and generally speaking all engines are in good serviceable condition for the present season.

Practically all the standard gauge work equipment such as shovels, cranes, piledrivers, etc., have been overhauled and it is expected that all such equipment will see service all summer.

Recently two Ford motor cars were received and these are to be fitted up with special wheels for use on rail—in fact one of the cars has already been fitted up and is now in use by Sumner S. Smith, manager of the mining department. The old passenger motor car which has been stored at Seward for several years is being remodeled into a motor-truck car for use by the Telegraph and Telephone Department.

Cars generally are in good condition and ready for service—a combination baggage, mail, express and smoking compartment coach was recently received, painted and placed in service making a total of seven coach-cars now on this Division. Two of the box cars which were badly damaged in accidents on line during the past winter by snowslides are being rebuilt.

Master Mechanic E. P. Hedberg who has been with the Alaskan Engineering Commission for the past four and a half years has resigned and will soon leave for his home in Portland—the new Master Mechanic, Mr. Fred C. Ferrell, will take charge of the Mechanical Department effective as of June 1.

**OFFICIAL CIRCULARS.****SURVEYING OFFICER APPOINTED.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, May 25, 1920.

General Circular No. 22:

TO WHOM IT MAY CONCERN:

Mr. J. G. Laughlin is appointed Surveying Officer, effective May 25, 1920, vice Mr. H. B. Laughlin, resigned.

F. MEARS, Chairman.

**EMPTY FLAT AND BOX CAR SERVICE NEEDED.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, May 29, 1920.

Circular No. 422:

TO ALL CONCERNED:

It is absolutely imperative that our cars be kept moving, especially flat cars. Within the next week four steamers are due in Anchorage and Seward which will require 140 flat cars and a few box cars to handle their cargoes. The empty cars on hand to meet this situation number only 16.

Every consistent effort must be made to unload all cars now under load, and make them available for additional service.

WM. GERIG,  
Assistant Chief Engineer.

**LOCAL NOTICE TO MARINERS.**

Department of Commerce,  
Lighthouse Service,  
Office of the Superintendent, 16th Dist.  
Ketchikan, Alaska, May 18, 1920.

Alaska—Clarence Strait—Burnett Inlet Float Light 1, was changed on May 17, 1920, from a fixed white post lantern oil light to a Fl. W. acetylene light flashing 0.3 sec., every 3.0 sec. Lantern mounted on wooden float.

By direction of the Commissioner of Lighthouses,  
W. C. DIBRELL,  
Superintendent.

**LOCAL NOTICE TO MARINERS.**

Department of Commerce,  
Lighthouse Service,  
Office of the Superintendent, 16th Dist.  
Ketchikan, Alaska, May 19, 1920.

Alaska—Wrangell Strait—North Point Buoy 5 reported out of position May 11, 1920, was replaced May 18, 1920.

Alaska—Wrangell Strait—South Ledge Buoy 4 reported out of position May 11, 1920, found on charted position May 18, 1920.

By direction of the Commissioner of Lighthouses,  
W. C. DIBRELL,  
Superintendent.

**ACTIVITIES IN THE MINING DEPARTMENT.**

Thirty-four short tons of coal were mined at the Chickaloon mine during the week ended May 22, 1920.

Continued driving of the Second West Counter, and the Second West Counter No. 8 East at this mine, with 21 employees on the payroll, were the activities stated in the report submitted by Sumner S. Smith, manager of the mining department.

**EXECUTIVE ORDER.****Alaska Townsite Withdrawal No. 18.**

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 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, subject to any valid adverse rights heretofore acquired:

**Description.**

The tract of 160 acres embraced in U. S. Survey No. 242, approved January 10, 1906, within Sec. 34, T. 1 N., R. 1 W., Seward Meridian, Alaska.

The White House,

WOODROW WILSON.

29 April, 1920.

**GOVERNMENT COTTAGES AND OCCUPANTS.**

Following is a list of Government cottages, cottage numbers and present occupants:

No.	Name	No.	Name
2	Eugene Norton	20	D. B. Rose
3	Logan Stipp	21	W. J. H. Fogelstrom
4	Donald McDonald	22	Chas. L. Mason
5	H. A. Schell	23	J. J. C. Moore
6	H. S. Lee	24	W. R. Manning
7	W. E. Warren	25	H. U. M. Higgins
8	J. B. Diamond	26	R. D. Thompson
9	J. A. Ince	27	C. D. Pollock
10	James VanZanten	28	R. D. Chase
11	Night Bunk House	29	F. Mears
12	N. S. Needham	30	J. B. Beeson
13	S. F. Havey	31	J. C. Seeley
14	Gerrit Snider	32	C. V. Marshall
15	A. Horton	33	F. C. Ferrell
16	F. H. Lounsbury	34	F. H. Chapin
17	Wm. B. Clayton	35	W. G. Wilt
18	J. T. Cunningham	36	F. A. Hansen.
19	J. H. Robinson		

**WASTE NOT.**

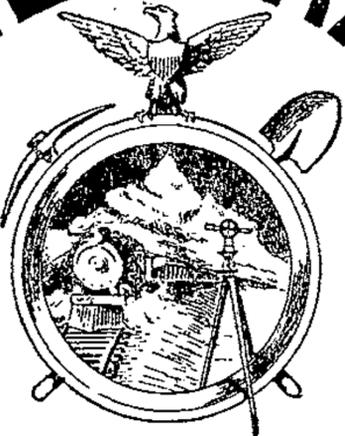
Habits of thrift are commendable, and are so generally appreciated by housewives that it is certain the admonition of the new Secretary of Commerce of the United States will meet with a ready response. "Don't Waste Waste," is his urgent plea in calling attention to the possibility of utilizing much of the refuse that will be disclosed by the spring and summer cleaning. Of the \$450,000,000 worth of material which he estimates may be reclaimed from the rubbish heap, paper is no small item. Paper is one of the commodities greatly needed at the present time, and every bit saved is equal to a similar amount manufactured.

**INFLUENZA EPIDEMIC SUBSIDING.**

Under date of May 25, Mr. Frederick D. Browne, engineer in charge, Northern Division, advises that the influenza epidemic is rapidly subsiding, and his forces are reorganizing for construction activities.

The toll of lives on the Division amounted to 47, 26 whites and 21 Indians. Mr. Browne estimates that the money cost, not including time lost, of course, will approximate \$20,000.

# ALASKA RAILROAD RECORD



VOL. IV.

ANCHORAGE, ALASKA, TUESDAY, JUNE 8, 1920.

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.

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

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

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

### YOUR LIBERTY BOND.

The United States Government borrowed money from you to finance the War. You hold the Government's promise to pay you back. This promise is called a Liberty Bond or Victory Note. On this Bond is stated the conditions under which the Government borrowed the money from you.

For instance: If you hold a Bond of the Third Liberty Loan, it states that on April 15 and October 15 of each year until maturity, you will receive interest on the amount you paid for the Bond. Other issues bear other rates of interest and other maturity dates, all of which are clearly stated on the Bond.

Now, if you keep your Bond until the date when the Government pays you in full for it, you do not need to worry if, in the meantime, the price is low one day or high the next. You and Uncle Sam are living up to your agreement with each other, and neither will lose by it.

On the other hand, if you sell your Liberty Bond now, you will find that the man you sell it to will not give you a dollar for every dollar you paid for it. The price has been brought down because so many people are offering to sell their Bonds. If the market is flooded with tomatoes, you can buy them cheap, but if everyone is clamoring for tomatoes and there are few to be had, the price goes up. This same is true of Liberty Bonds. Short-sighted people are dumping them on the market, and wise ones are buying them.

The best advice that can be given to the owner of a Liberty Bond is this: Hold the bond you bought during

the war; it is as safe and sound as the United States Government itself.

Buy as many more at the present low rate as you can afford. If you hold them to maturity, you are bound to make the difference between what they sell at now and their face value. You will also receive good interest on your investment.

Hold on to your Liberty Bonds and buy more.

### OIL SHALE PROMOTERS INDICTED.

Secretary Payne announces that Dr. A. R. Bailey and W. B. Slife, of Denver, Colorado, and W. H. Wood, of Kansas City, Missouri (principals), and E. F. Rogers, N. C. Barnes, F. E. Ellis, C. B. Spake, C. R. Kiefer, D. C. Roberts and Charles Dove (their agents), have been indicted by the Grand Jury at Kansas City for conspiracy to defraud the United States, and for using the mails and the good name of the United States in the promotion of a fake oil shale promotion scheme, from which it is reported that the principals netted more than \$200,000 last year.

Some 35,000 acres of public oil-shale lands in northwestern Colorado were located under the placer-mining laws by Bailey and Slife. The locations are reported to have been made fraudulently by the use of dummies. The mining laws were not complied with. The lands so located were divided and sold in 20-acre tracts at \$100 each, on the representation that the scheme was endorsed by the United States Government. In some instances the selling agents went so far as to represent themselves to be duly authorized agents of the Government. After going through the motions of locating the lands, and without making any effort to acquire Government patents, the promoters gave to each victim who had paid his \$100 a worthless quitclaim deed from one of the several companies.

The companies organized are: The Western Validating Company, the Western Oil and Shale Land Validating Company, The Oil Shale Development Corporation, The Colorado Debenture Company and the Continental Oil Shale Mining and Refining Company.

### OFFICIALS ON TRIP OF INSPECTION.

Col. F. Mears, chairman and chief engineer, and F. A. Hansen, engineer of maintenance and construction, of the Alaskan Engineering Commission, departed from Anchorage Monday morning, June 7, for points north, to be gone about ten days on a trip of inspection of the work now in course of construction along the line of the Alaska Government Railroad.

BUY WAR SAVING STAMPS. PRICE THIS MONTH \$4.17.

FIGURES COMPILED SHOWING AMOUNT OF WORK ACCOMPLISHED DURING APRIL.

Figures showing the amount of work accomplished by the Alaskan Engineering Commission during the month of April in the Southern Division, as well as the total amount of work accomplished to April 30, 1920, in the several construction districts are shown in the following tabulated statement compiled by Wm. Gerig, assistant chief engineer of the Alaskan Engineering Commission.

The tabulated statement follows:

	Total to April 30	Total for April, 1920
Clearing, acres	3,575.04	0.25
Grubbing, acres	726.28	0.12
Excavation—Prism of Cut:		
Common, cu. yds.	1,706,501	2,808
Loose rock, cu. yds.	692,656	100
Frozen material, cu. yds.	794,765	12,522
Solid rock, cu. yds.	2,783,920	8,980
Excavation—Borrow:		
Common, cu. yds.	2,732,748	1,008
Loose rock, cu. yds.	344,174	252
Frozen material, cu. yds.	334,217	1,380
Solid rock, cu. yds.	918,003	5,600
Embankment:		
Swell, cu. yds.	907,016	1,796
Total equivalent of, cu. yds.	11,213,821	34,446
Prism of, cu. yds.	8,867,090	29,996
Waste or shrinkage, cu. yds.	1,984,010	4,450
Total (inc. waste or shrinkage)	10,851,100	34,446
Overhaul, 1000 yds. hauled 100 ft.	15,704.39	
Trestle, Temporary:		
Piles, lin. ft.	179,706	
Lumber, 1000 ft., b. m.	1,413.2	
Iron, lbs.	164,552	75
Trestles—Permanent:		
Piles, lin. ft.	727,608	5,360
Lumber, 1000 ft., b. m.	12,753.9	29.9
Iron, lbs.	3,785,484	2,692
Steel in bridges, tanks, etc.	43,500	
Lumber, 1000 ft., b. m.	5,504.3	127.7
Hardware, lbs.	257,812	3,781
Excavations in Foundations:		
Wet, cu. yds.	9,698	50
Dry, cu. yds.	47,150	650
Masonry:		
Concrete—Class A cu. yds.	4,603	15
Concrete—Class B, cu. yds.	479	
Rubble, dry, cu. yds.	22	
Riprap, loose, cu. yds.	39,177	
Timber Culverts, Bulkheads and Cribs:		
Logs, lin. ft.	375,236	
Piles, lin. ft.	68,606	
Lumber, 1000 ft., b. m.	605.5	
Iron, lbs.	125,502	
Rock filling, cu. yds.	102,570	
Snow Sheds:		
Lumber, 1000 ft., b. m.	3,182.7	
Iron, lbs.	211,314	
Track—Spurs and Sidings:		
Ballast, cu. yds.	169,037	
Ties, number	205,652	302
56-lb. rail, lin. ft.	175,791	1,183
70-lb. rail, lin. ft.	672,919	
Track—Main Line:		
Ballast, cu. yds.	488,662	

	Total to April 30	Total for April, 1920
Ties, number	839,788	2,626
70-lb. rail, lin. ft.	1,834,657	10,382
Telegraph line, miles	355.4	
Water pipe, lin. ft.	12,058	
Sewer pipe, lin. ft.	7,951	
Back fill, lin. ft.	7,424	
Wagon road, lin. ft.	49,134	
Round foundation posts	14,661	
Brush material, lin. ft.	7,800	
Coyote holes, lin. ft.	7,448	
Logs in temporary bridges and buildings	269,720	26,328
Blind drain, lin. ft.	1,101	
Surcharging, cu. yds.	2,870	
Logs in snowsheds, lin. ft.	34,589	
Tunnels:		
Lumber, 1000 ft., b. m.	148.0	49.7
Iron, lbs.	6,459	1,995
Enlarging, lin. ft.	2,957	100
Drain in tunnels, lin. ft.	211	

TELEGRAPH AND TELEPHONE SUPERINTENDENT RETURNS AFTER STRENUOUS TRIP NORTH.

After an absence of about six weeks on official business at points north of Anchorage, E. R. McFarland, superintendent of the telegraph and telephone department of the Alaskan Engineering Commission, returned to Anchorage headquarters from Nenana via Broad Pass, arriving June 1.

Mr. McFarland reports that crossing the summit during break-up season is exceedingly difficult, but will be entirely practicable later.

"Nenana," says Mr. McFarland, "is just beginning to recover from the influenza epidemic which completely paralyzed all business and construction operations in that section, to say nothing of the number of deaths among the whites and Indians as a result of the epidemic." Mr. McFarland further states that he made a trip down Tanana River for the purpose of looking over certain types of line construction built partly as an experiment several years ago. Some of the data he secured on this trip is expected to be of value to the Alaskan Engineering Commission in future construction.

Further remarks elicited the fact that the superintendent was caught near Tolovana by soft trails, but he succeeded in handling the affairs of his department by telegraph from the signal corps office at Tolovana. Also that he assisted largely in enforcing quarantine regulations to prevent the dreaded influenza reaching the Indian and mining camps. Mr. McFarland emphasized that "this was very important, as there was absolutely no medical attendance available."

Concluding his short narrative, the superintendent said that he was pleased to report "according to telegraphic advice," that up to May 31, there were no signs of influenza at the mouth of the Tolovana River, nor in the Hot Springs district.

COAL MINING APPROPRIATION BILL PASSED.

Commander O. C. Dowling, U. S. N., head of the Navy Alaska Coal Commission, advises that the \$1,000,000 appropriation bill for coal mining operations in the Matanuka district has been passed and signed by the President.

ENGINEER MAINTENANCE AND CONSTRUCTION  
REPORTS WEEKLY PROGRESS IN THE  
SOUTHERN DIVISION.

The report of F. A. Hansen, engineer of maintenance and construction, shows activities in the various departments along the line of construction in the Southern Division during the week ended May 29, as follows:

B. & B. Gang No. 9 working at and in the vicinity of Seward accomplished the following work during the period reported:

Completed painting mile posts from Mile 0 to Mile 7, refrigerator in Seward mess house completed, completed repairs to carpenter shop and shop equipment, repairing sewer drain at Seward mess house, and completed repairing coal bunker in General office building. The placing of pyrene fire extinguishers in the Terminal buildings was 25 per cent complete, repairing bunks in M. of W. car No. 0-24-X was 50 per cent complete and the repairing of flat car for meat and supply use was 20 per cent complete.

Steam shovel No. 3, located at Seward, Engineer Wik, loaded during the week 1824 cubic yards of gravel from Lowell Creek; 672 cubic yards being used at the Bryan Sawmill spur, and 1152 cubic yards used between Mile 8 and Mile 11 for ballasting.

Hoben & Davis, saw log contractors at Mile 3¼, delivered during the week 300 logs, containing 68,000 feet of lumber.

Larochelle & Roberts, sawmill contractors at Mile 3¼, sawed during the week 87,300 feet of lumber.

Surveying party from Residency No. 3 was engaged during the week running levels from Mile 44 to Mile 48.

C. O. Nelson & Co., contractors engaged on enlarging tunnel No. 1, took out heading during the week from Station No. 2549 plus 40 to Station 2549 plus 85 and from Station 2550 plus 20 to Station 2550 plus 40, a total distance of 65 feet. Bench was taken out to standard from Station 2550 plus 20 to Station 2550 plus 60, a distance of 40 feet. Two segment bents were raised, lagged and packed complete on top.

On bridge No. 501 the excavation for bent No. 11 was 35 per cent complete, for bent No. 12, 85 per cent and for bent No. 15, 95 per cent complete. Excavation was completed for bents 21 to 26, inclusive. The north, south and center bents on piers No. 16 and 17 were erected. Sway bracing and girders were placed and the upper deck of false work erected. Placing of false work is now complete.

On bridge No. 503 the pouring of concrete for bent No. 12 was completed, 180 cubic yards being placed during the week. Bents Nos. 14, 15 and 16, and five parapet bents on pier No. 13 were erected. All bracing is complete from bent No. 14 to bent No. 19. Stringers are packed between bents Nos. 15 to 19 and wall plates placed on piers Nos. 12 and 13.

Old bridge No. 77 was burned down so that the new structure can be erected. Track was thrown to center from Station 2644 to Station 2647, and from Station 2638 to Station 2641.

Material was assembled for installing fire protection system for snow sheds at Mile 53.1 and Mile 53.3.

At bridge No. 543 fender bracing and fender piles were placed on Bents 180, 181, 182 and 187.

Steam Shovel No. 1, Engineer Schapler, at Mile 56, loaded during the week 8554 cubic yards of gravel, of which 2790 cubic yards were dumped for filling at Bridge 537, 5440 cubic yards placed for raising track Mile 63 to Mile 65 and 320 cubic yards dumped for making con-

crete at Bridge No. 501. The lift given the track between Miles 63 and 65 was from 9 to 18 inches.

One hundred and ninety-six logs, containing 39,720 feet of lumber, were placed in the yard at Camp 86 during the week.

Well was driven and pump installed for section house at Campbell.

Ditcher No. 2, working on Mile 113, cast over during the week 1230 cubic yards of mud and gravel. This machine was in the shop on May 26 and 27 undergoing repairs to boom gears.

Another outfit car body has been completed at Anchorage. These cars are being placed in use as fast as completed. Painters are engaged on painting outfit cars and railroad signs.

Work was commenced on putting in storage track opposite the general office building at Anchorage for use as a steel storage track and at the end of the week same was about 20 per cent complete.

B. & B. Gang No. 2 was engaged in setting up stoves in outfit cars and overhauling stoves and ranges in other outfit cars.

The work of erecting water tank at Montana siding was the moving of the old pump house from Montana siding.

Steam shovel No. 4, Model 60 Marion, located at Mile 233, Engineers McMilland and O'Neil, loaded during the week 13,194 cubic yards of gravel which was distributed for ballast and bank widening from Mile 228 to Mile 237. Track was raised and lined from Talkeetna bridge to Mile 229 and from Mile 234 to 236. Approximately a 10-inch lift was given this track. The track from 236 to 237 has been given a light running surface. A 3 by 4 log culvert was put in at Station 10445 and excavation began for culvert at Station 10313 plus 60, which was 50 per cent complete. The decking of bridges Nos. 2322 and 2324 was 50 per cent complete at the end of the week.

Alaskan Engineering Commission forces working on grading at Mile 251 placed 400 cubic yards of material in the fill between Stations 11232 plus 50 and 11239 plus 50.

B. & B. Gang No. 1 was engaged during the week in placing temporary decking on bridges for wagons and on temporary wagon road bridges.

At Susitna River crossing 58 piles were driven in the grillage around the pier and 33 guide piles were driven for the cofferdam. One set of wales for the first set of sheet piles was placed. The river rose to elevation 707.00 at the end of the week.

At Camp 264 a 30 by 30 hay platform, two 16 by 24 tents and a 30 by 40 boiler shed were completed and a 30 by 45 machine shop was 30 per cent complete.

The wagon road between Camp 264 and Camp 266 is 40 per cent complete.

The sawmill at Indian River sawed 65,224 feet, board measure of lumber, during the week.

Giannini & Co. have their clearing 80 per cent completed between Stations 11952 and 12018. Cesare & Co., grading contractors in Mile 266, have completed 50 feet of trap tunnel. Preziuso & Co., grading contractors, in Mile 266, have completed 80 feet of trap tunnel. A contract for clearing right-of-way between Stations 12083 to 12128, 12310 to 12389 and 12340 to 12719 was awarded to Axel Franson & Co.

Martinovich & Co., grading contractors in Mile 269, are making good progress on their work. J. Pariso & Co., and P. McCormick & Co., grading contractors in the Indian River canyon, will complete their work about June 15.

## WEEKLY FORCE REPORT.

The number of employees of the Alaskan Engineering Commission as shown on the payrolls for the week ended May 29, 1920, was as follows:

Mile	Item of work	D	I	V	I	S	I	O	N	T'tl
	Seattle office and Pur. Agent's Reprs.	19	....	5	....	....	....	....	....	24
1	Stores .....	....	32	....	....	....	....	....	....	32
	Dock .....	....	6	....	....	....	....	....	....	6
	Mess .....	....	5	....	....	....	....	....	....	5
	Maintenance of equipment .....	....	....	....	9	....	....	....	....	9
	Hospital .....	....	....	....	....	2	....	....	....	2
	Residency No. 3 .....	....	....	....	....	7	....	....	....	7
	B. & B. No. 9, work on Seward dock .....	....	....	....	....	4	....	....	....	4
	Extra gang No. 6 .....	....	....	....	....	5	....	....	....	5
	Accounting office .....	....	....	2	....	....	....	....	....	2
3	Extra gang 3, sawmill .....	....	....	....	....	1	....	....	....	1
	Contractors, logs and lumber .....	....	....	....	....	23	....	....	....	23
20	Contractors, ties .....	....	....	....	....	2	....	....	....	2
34	Steam shovel No. 3 .....	....	....	....	....	16	....	....	....	16
49	Contractors, tunnel .....	....	....	....	....	16	....	....	....	16
52	Engineering party .....	....	....	....	....	8	....	....	....	8
	B. & B. No. 5, constructing bridge 79 .....	....	....	....	....	42	....	....	....	42
	B. & B. No. 7, bridge No. 503 .....	....	....	....	....	71	....	....	....	71
54	Extra gang No. 5 .....	....	....	....	....	51	....	....	....	51
56	Steam shovel No. 1 .....	....	....	....	....	32	....	....	....	32
72	B. & B. No. 8 .....	....	....	....	....	21	....	....	....	21
	T. & T. construction crew .....	....	....	....	....	12	....	....	....	12
86	B. & B. No. 10, saw logs .....	....	....	....	....	17	....	....	....	17
113	Extra gang No. 1, ditcher .....	....	....	....	....	9	....	....	....	9
1-114	Operation, road .....	....	....	....	....	16	26	....	....	42
	Maintenance of way and structures..	....	....	....	....	171	....	....	....	171
114	Headquarters office .....	....	....	....	....	7	4	....	....	11
	Bridge Engineer .....	....	....	....	....	2	1	....	....	3
	Drafting office .....	....	....	....	....	3	....	....	....	3
	Townsite and land .....	....	....	....	9	....	1	....	....	10
	Disbursing office .....	....	....	6	....	....	....	....	....	6
	Accounting office .....	....	....	13	....	....	....	....	....	13
	Hospital .....	....	....	....	6	6	1	....	....	13
	Stores .....	....	22	....	....	....	....	....	....	22
	Material Yard .....	....	75	....	....	....	....	....	....	75
	Operation, road .....	....	....	....	....	54	1	2	....	57
	Dock and boats .....	....	....	....	....	21	....	....	....	21
	Power and pumping .....	....	....	....	....	11	....	....	....	11
	Maintenance, equipment .....	....	....	....	....	85	....	1	....	86
	Floating .....	....	....	....	....	61	....	....	....	61
114-238	Operation, road .....	....	....	....	....	18	20	....	....	38
	Maintenance of way and structures..	....	....	....	....	285	....	1	....	286
172	Mining, Eska .....	....	....	....	....	34	....	1	....	35
188	Mining, Chickaloon .....	....	....	....	....	22	....	....	....	22
233	Steam shovel No. 4 .....	....	....	....	....	....	52	....	....	52
	Extra gang 4, ballasting & surfacing .....	....	....	....	....	....	83	....	....	83
	B. & B. No. 6 .....	....	....	....	....	....	10	....	....	10
242	Steam shovel No. 2 .....	....	....	....	....	....	32	....	....	32
249	Stores .....	....	6	....	....	....	....	....	....	6
	Engineers and freighting operations .....	....	....	....	....	....	54	....	....	54
	T. & T. maintenance lineman .....	....	....	....	....	1	....	....	....	1
251	B. & B. No. 1, bridge construction...	....	....	....	....	....	17	....	....	17
261	Contractors, grading .....	....	....	....	....	....	14	....	....	14
264	Engineers and camp construction .....	....	....	....	....	....	104	....	....	104
	Contractors, grading .....	....	....	....	....	....	15	....	....	15
	Contractors, piling .....	....	....	....	....	....	7	....	....	7
	T. & T. maintenance linemen .....	....	....	....	....	2	....	....	....	2
266	Sawmill, camp construction and freighting operations .....	....	....	....	....	....	44	....	....	44

WEEKLY FORCE REPORT.

Mile	Item of work	D	I	V	I	S	I	O	N		
		Purchas- ing	Sup- ply	Ac- count- ing.	Maint.& Op.	Southern Const'c-Admin- tion istration	Northern Maint.& Op. tion istration	T'tl			
	Contractors, grading .....					36			36		
	Contractors, clearing .....					9			9		
	Contractors, piling .....					2			2		
269	Construction and freighting opns.....					33			33		
	Contractors, grading .....					27			27		
270	Contractors, grading .....					51			51		
271	Contractors, grading .....					13			13		
272	Contractors, grading .....					16			16		
275	Wagon road cons. & freighting op'ns					10			10		
277	Contractors, grading .....					22			22		
281	Construction and freighting opns.....					9			9		
284	Engineers and bridge construction....					14			14		
	Contractors, grading .....					32			32		
287	T. & T. construction crew .....					2			2		
310	T. & T. maintenance lineman .....				1				1		
344	Engincering party .....							8	8		
344	Contractors .....							13	13		
347	Trail crew .....							7	7		
350	Engineers .....							9	9		
	Contractors .....							84	84		
356	Engineers and general camp .....							16	16		
	Contractors .....							149	149		
358	Engineers and Camp operation, Carpenters and T. & T. crew .....							46	46		
358-411	Sectionmen, pumpmen & train crew .....							69	69		
362	Contractors, coal .....							3	3		
363	Contractors, coal .....							5	5		
411	General .....			7				7	23		
	Contractors .....							4	4		
	Store, warehouse and yard .....							17	31		
	Shops, roundhouse, train crew and boats .....							16	28		
	Hospital .....							14	29		
	Townsite .....							1	2		
	Janitors and watchmen .....							9	9		
	Power plant, linemen and operators..							13	13		
	Mess .....							9	9		
	Corral .....		1					1	2		
412	Terminal .....							14	14		
412-160	Pumpmen and sectionmen .....							25	25		
	Contractors .....							10	10		
427	Steam shovel crew .....							21	21		
429	Sawmill .....							7	7		
467	General shops and yards .....			2				31	34		
	Tanana Valley R. R. .....							26	26		
	Rehabilitation .....							44	44		
	Totals .....	19	147	35	806	1112	12	252	466	12	2861
	Increase or decrease (-) compared with last week* .....	0	0	9	21	87	0	252	466	12	847

\*The comparisons above with previous week are, of course, affected by the fact that there was no report from the Northern Division for said previous week.

RECAPITULATION

Division	Pay Roll	Contractors	Total
Purchasing .....	19		19
Supply .....	147		147
Accounting .....	35		35
Southern .....	1645	285	1930
Northern .....	462	268	730
Totals .....	2308	553	2861

### ENGINEER MAINTENANCE AND CONSTRUCTION BRIEF INSPECTION TRIP.

F. A. Hansen, engineer of maintenance and construction, returned to Anchorage headquarters last Friday from a short inspection trip between Anchorage and Seward, and reports the following:

The track is in a creditable condition considering the number of men employed.

Steam shovel working at Mile No. 39 is digging gravel which is a very fine blue material, very free from clay. This material is to be spread between Miles 45 and 48.

The steam shovel working at Mile No. 56 is digging gravel which is to be distributed between Miles 56 and 67. This material is also blue gravel and practically free from clay.

The two bridge gangs working in Mile 51 are certainly making rapid progress, and a very interesting rivalry now exists between Mr. W. Engberg, in charge of one gang, and M. L. Peters, in charge of the other.

Mr. Engberg is in charge of the work of erecting a 121-foot span, while Mr. Peters is in charge of erecting an 88-foot span. The false work is complete and lower chords in place, by both gangs, and the race now is to see who will finish first, the allotted work to each gang.

Stringers on the old bridge which was filled at Mile 54 during the past winter, are being pulled with the Lidgerwood with success, and the track gang is re-laying the track immediately following the Lidgerwood.

All material for the snowshed gang at Mile 71½ has been delivered at that point and framing and excavating will start immediately.

A waterfall, gathering water from portage glacier flowing rapidly to Mile 52 and 53, and there drops into a box canyon. The fall is truly beautiful, having a width of 15 feet, two feet in depth and a drop of 300 feet.

### CHIEF DRAFTSMAN SUBMITS REPORT FOR MONTH OF MAY.

The report of D. D. Vint, chief draftsman in the drafting department of the Alaskan Engineering Commission at Anchorage, shows that 1650 square feet of blueprinting and 27 square feet of Van Dyke prints were made in the Anchorage office during the month of May. Other work in this department during May consisted of daily weather report copied and forwarded to Juneau, and platted on chart.

Consolidated estimate for the Southern Division; plans of Tank Tower and Pump House; Progress profile, Mile 330 to Mile 375; forms for transportation department; sounding chart in front of new dock as on May, 1919.

Forms for cost accounting department; tracing plan of Bull Wheel for Susitna Bridge; data on water service, Anchorage Townsite; checking alignment at tunnel No. 1, and financial statement for accounting department, on grading done during the month.

### ACTIVITIES IN THE MINING DEPARTMENT.

Thirty-seven short tons of coal were mined at the Chickaloon mine during the week ended May 29, 1920.

Continued driving of the Second West Counter, and the Second West Counter No. 8 East at this mine, with 22 employees on the payroll, were the activities stated in the report submitted by Sumner S. Smith, manager of the mining department.

### SPECIAL RULING PERMITS SERVICE MEN TO REIN- STATE LAPSE OF INSURANCE.

Director R. G. Chomeley-Jones of the Bureau of War Risk Insurance announces that applications for the conversion of War Risk Insurance into the permanent Government Life Insurance aggregate \$133,242, or more than \$400,000,000. An analysis of 122,810 applications, which have been approved, shows that the plans of permanent Government Life Insurance and the modes of paying premiums have been selected by former service men as follows:

Plan	Number	Amount	% of		
			(Amt.)	(No.)	Policy
Ordinary Life	12,942	\$ 57,785,500	14.24	10.54	\$4,464.96
20 pay life	35,121	142,112,000	35.02	28.60	4,046.33
30 pay life	3,149	15,010,500	3.70	2.56	4,768.75
20 year end.	59,560	141,139,500	34.78	48.50	2,369.70
30 year end.	7,998	28,917,500	7.12	5.94	3,962.39
End. at age 62	4,740	20,879,000	5.14	3.86	4,404.85
<b>Total</b>	<b>122,810</b>	<b>\$405,844,000</b>	<b>100.00</b>	<b>100.00</b>	<b>\$3,304.65</b>
Mode of Paying Premium			% of		
Mode of Paying Premium	Number	Amount	(Amt.)		
			(No.)	Policy	
Monthly	59,407	\$172,773,000	42.57	48.37	\$2,908.29
Quarterly	28,608	94,407,500	23.30	26.30	3,300.04
Semi-annual	17,671	65,913,500	16.24	14.39	3,730.04
Annual	17,124	72,750,000	17.93	13.94	4,248.42
<b>Total</b>	<b>122,810</b>	<b>\$405,844,000</b>	<b>100.00</b>	<b>100.00</b>	<b>\$3,304.65</b>

Regardless of how long a service man's insurance has lapsed or been cancelled, and regardless of how long he has been discharged from the service, a special ruling permits him to reinstate it at any time before July 1, 1920, upon application and payment of only two monthly premiums on the amount of insurance he wishes to reinstate, together with a satisfactory statement of health.

### LARGE ENTHUSIASTIC CROWD ATTENDS OPENING BASEBALL GAME OF THE SEASON.

With the grandstand and bleachers filled at the Anchorage baseball park, a perfect day and every player in the game on his mettle, the baseball season of 1920 in Anchorage opened Sunday, May 30.

Three teams constitute the league this season—The Alaskan Engineering Commission, Co. "B" 21st infantry and the City team. As per agreement between the managers of the three teams, the opening game was played by the Alaskan Engineering Commission and Co. "B" teams, the team winning this game to play the City team the following day, May 31.

The Soldiers won the first game, score 9 to 7, and the game started with Col. F. Mears, chairman and chief engineer of the Alaskan Engineering Commission, pitching the first ball across the plate, which was caught by Captain Lee of the 21st infantry.

Chilly weather no doubt prevented a larger attendance at Monday's game which was won by the City team—score 13 to 4. Tommie Thompson pitched for the City team and the game really was never in doubt from the beginning. A game is scheduled and will be played every Sunday throughout the season, weather permitting.

The banana is the staple crop of Panama.

**BUREAU OF WAR RISK INSURANCE.**

Announcement is made by Director R. G. Chomeley-Jones that, through the adoption of improved methods and equipment, a plan to achieve an annual saving of approximately \$8,500,000.00 in the administration of the Bureau of War Risk Insurance has been inaugurated and, by June 30 of the present year will have become an established regime. The Bureau not only has now reached a current basis in its work, but the improved methods which have been installed have made possible at the same time a reduction of the personnel from 15,000 as of last July, to approximately 9000 as of date, with a schedule of further reduction ahead which, carried into effect, will reduce the personnel to approximately 7500 by June 30, thus virtually cutting in half the Bureau's basic payroll in the course of the fiscal year.

The latest figures made public by the Director show that the Bureau of War Risk Insurance has grown to include five of the largest businesses and organizations of their kind in the world, summarized as follows:

**A Marine and Seamen's Insurance Company**

Doing a total business to April 1, 1920, of \$2,487,503,911.74  
 With premiums collected amounting to .... 47,585,380.21  
 Having issued 33,393 policies; paid claims 29,105,221.29  
 With surplus over expenses and refunds of 17,500,908.68

**A stupendous Banking Business.**

For the dependents of men in the service,  
 making monthly expenditure on 4463  
 claims for the month of March, 1920 ....\$ 2,403,688.31  
 Allotments ..... 1,027,302.60  
 Allowances ..... 1,376,385.71  
 Total payment on 2,079,690 awards:  
 Allotments totaling ..... 285,672,241.69  
 Allowances totaling ..... 261,911,234.50  
 A total up to April 1, 1920 ..... 547,583,476.19

**An Employers' Liability Company**

Having approved 42,584 claims for compensation on account of deaths in the service, and now making payments thereon each month to the extent of .....\$ 1,075,305.42  
 Having approved 147,081 claims for compensation on account of disabilities through service, and now making payments thereon each month to the extent of ..... 4,488,058.31  
 With an aggregate expenditure of..... 83,389,689.69  
 Including 27,604 burial awards and paid burial expenses amounting to ..... 2,081,883.17

**The Largest Insurance Company in the World.**

Having written between October 6, 1917 and April 1, 1920, policies numbering 4,616,598 and representing a total amount of insurance of .....\$40,182,535,500.00  
 With premiums between October 6, 1917 and April 1, 1920, of approximately.... 325,000,000.00  
 With 1719 claims allowed during March, 1920, amounting to ..... 13,802,500.00  
 And a total of 125,388 active claims payable to the extent of ..... 1,120,368,587.48  
 With disbursements on claims for the month of March, 1920 ..... 6,265,775.26

**The Largest Medical Practice in the World**

With patients given treatment and examination ....641,000

**MAY WEATHER FOR ANCHORAGE.**

Date	Temperature			Rain	Wind	Day
	Max.	Min.	Range			
May 1.....	47	32	15	....	W	Cloudy
May 2.....	45	33	12	....	NW	Clear
May 3.....	40	25	15	.02	N	Cloudy
May 4.....	48	31	17	....	N	Cloudy
May 5.....	49	26	23	....	N	Clear
May 6.....	49	20	29	....	W	Clear
May 7.....	45	22	23	....	W	Clear
May 8.....	55	22	33	....	S	Clear
May 9.....	50	25	25	....	NW	Clear
May 10.....	47	26	21	....	W	Clear
May 11.....	46	25	21	....	W	Clear
May 12.....	48	21	27	....	W	Clear
May 13.....	58	27	31	....	W	Clear
May 14.....	53	34	19	....	N	P. Cldy.
May 15.....	54	32	25	....	W	P. Cldy.
May 16.....	50	32	18	....	NW	P. Cldy.
May 17.....	54	21	33	.02	W	P. Cldy.
May 18.....	50	34	16	.01	S	P. Cldy.
May 19.....	49	37	12	....	W	P. Cldy.
May 20.....	49	32	15	....	W	P. Cldy.
May 21.....	58	29	29	....	SW	P. Cldy.
May 22.....	60	28	32	....	SW	Clear
May 23.....	54	28	26	....	E	P. Cldy.
May 24.....	58	36	22	....	W	Clear
May 25.....	57	34	23	....	W	P. Cldy.
May 26.....	68	29	39	....	W	Clear
May 27.....	62	31	31	....	W	Clear
May 28.....	71	34	37	....	W	Clear
May 29.....	62	35	27	....	W	Clear
May 30.....	58	34	24	....	W	Clear
May 31.....	55	33	22	....	SW	Clear

SUMMARY—Temperature: Mean maximum, 53.19; mean minimum, 29.19; mean, 41.19; maximum, 71, May 28; minimum, 20, May 6; greatest daily range 39. Precipitation: Total, 0.05 inches; greatest in 24 hours, 0.02, May 3, May 18. Number of days with .01 inch or more precipitation, 3; clear, 18; partly cloudy, 11; cloudy, 2.

**TRAIN SERVICE FOR MONTH OF MAY BETWEEN ANCHORAGE AND SEWARD.**

Date	Anchorage-Seward		Seward-Anchorage		En route hr.min.
	Departed	Arrived	Departed	Arrived	
1					
3					
5					
6					
12			8.15 a. m.	5.30 p. m.	9 15
13	8.00 a. m.	5.25 p. m.			9 25
15			8.15 a. m.	3.35 p. m.	7 20
17	8.00 a. m.	4.45 p. m.			8 45
19			8.00 a. m.	3.35 p. m.	7 35
20	8.00 a. m.	5.40 p. m.			9 40
22			8.40 a. m.	5.30 p. m.	8 50
26			8.30 a. m.	4.35 p. m.	8 05
27	3.00 a. m.	5.05 p. m.			9 05
29			8.00 a. m.	3.40 p. m.	7 40
31	8.00 a. m.	5.00 p. m.			9 00

Lumber cutting in the United States is now three times the annual growth.

Great Britain's national debt is nearly twelve times greater than before the war.

**OFFICIAL CIRCULARS.****MASTER MECHANIC CHANGED.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, June 1, 1920.

**Circular No. 420:**

**TO ALL CONCERNED:**

Effective this date Mr. Fred C. Ferrell is appointed Master Mechanic for the Southern Division, vice Mr. E. P. Hedberg, resigned.

WM. GERIG,  
Assistant Chief Engineer.

**EMPLOYMENT BUREAU CLERK CHANGED.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, June 1, 1920.

**Circular No. 423:**

**TO ALL CONCERNED:**

Effective this date, Mr. H. A. Schell is appointed Clerk in charge of Employment Bureau, Mess House and Quarters, vice Mr. A. B. Cummings, resigned.

WM. GERIG,  
Assistant Chief Engineer.

**WRECKING FOREMAN APPOINTED.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, June 4, 1920.

**Circular No. 425:**

**TO ALL CONCERNED:**

Mr. I. W. Pilcher is appointed Wrecking Foreman in addition to his other duties as Car Repair Foreman. When he is called out for wrecking duty, employees working at the wreck will be under his immediate direction and must obey him while at that work.

WM. GERIG,  
Assistant Chief Engineer.

**LIGHTING OF SWITCH LAMPS TEMPORARILY DISCONTINUED.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, June 5, 1920.

**Circular No. 97:**

**TO ALL SECTION FOREMEN:**

Effective at once and until further notice the practice of lighting switch lamps will be discontinued. All switch lamps will be cleaned, filled and placed in the tool house ready for service when required.

F. A. HANSEN,  
Engineer of Maintenance and Construction.

**TRAIN SCHEDULE NORTH OF ANCHORAGE IS CHANGED.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, June 5, 1920.

**Bulletin No. 249:**

**TO ALL CONCERNED:**

Effective June 9, 1920, Anchorage-Chickaloon Trains will be operated as follows:

Anchorage to Chickaloon—Leave Anchorage Wednesdays only, 8.30 A. M.

Chickaloon to Anchorage—Leave Chickaloon Thursdays only, 9.00 A. M.

Trains between Anchorage and Talkeetna will be oper-

ated as follows:

Anchorage to Talkeetna—Leave Anchorage Mondays and Fridays, 8.30 A. M.

Talkeetna to Anchorage—Leave Talkeetna Tuesdays and Saturdays 7.30 A. M.

J. T. CUNNINGHAM, Trainmaster.

**LOCAL NOTICE TO MARINERS.**

Department of Commerce,  
Lighthouse Service,  
Office of the Superintendent, 16th Dist.  
Ketchikan, Alaska, May 24, 1920.

Alaska—Gastineau Channel: Marmion Island Light reported extinguished May 11, 1920, was found flashing irregularly May 24, 1920, and was adjusted to normal characteristic.

Alaska—Peril Strait: Otstoia Island light reported extinguished May 10, 1920, was relighted May 23, 1920.

Alaska—Pybus Bay: Pybus Bay light, a fixed white, post lantern oil light, was established May 21, 1920, on northeast shore of island in bay, 2½ miles, 70 degrees from the cannery. Light is obscured from 341 degrees to 119 degrees.

Alaska—Pybus Bay: Pybus Bay buoy 1, a 2d cl. can, was established May 21, 1920, to mark "P. D." rock awash in Pybus Bay, ¾ mile, 142 degrees from Pybus Bay light.

Alaska—Frederick Sound: Kake Harbor. Kake Cannery Flats buoy 3, reported out of position May 7, replaced May 20, 1920.

**LOCAL NOTICE TO MARINERS.**

Department of Commerce,  
Lighthouse Service,

Alaska—Kukan Bay: Cape Edward Entrance Light. Intensity increased on May 24, 1920, from 10 c. p. to 130.

Alaska—Khaz Bay: Ogden Passage Snipe Rock Beacon, a square skeleton slatted tower, was established May 25, 1920, on Snipe Rock.

Alaska—Tongass Narrows: Bar Point Float Light 4, a fixed red post lantern oil light shown from a scow float with a red slatted superstructure, was established May 25, 1920, in place of Bar Point Buoy 4, which was discontinued on same date.

Alaska—Cook Inlet: Kalgin Island light reported extinguished May 20, 1920, will be relighted as soon as practicable.

By direction of the Commissioner of Lighthouses,  
W. C. DIBRELL,  
Superintendent.

**STEAM SHOVEL OPERATIONS FOR MONTH OF APRIL.**

During the month of April, 1920, steam shovel No. 1, working at Mile 56, moved 23,824 cubic yards of gravel. This material was used for bridge filling, raising grade, and concrete.

Steam shovel No. 2, working at Seward, moved 17 cubic yards of gravel. This material was used for bank widening and sawmill spur.

Steam shovel No. 4, working at Mile 233, moved 34,452 cubic yards of gravel. This material was used for ballast and bank widening.

American lumber has replaced Scandinavian lumber in Belgium.

# ALASKA RAILROAD RECORD



VOL. IV.

ANCHORAGE, ALASKA, TUESDAY, JUNE 15, 1920.

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.

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

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

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

### PAPER PULP TIMBER AND WATER POWER NEAR SEWARD.

Cheap power and cheap raw material are very necessary things in manufacturing enterprises. These two together are what make natural manufacturing sites.

Factories mean population and population in this country means prosperity.

Nature has done much for Resurrection Bay in making her a natural point to assemble or bring together these two important factors in producing at a low cost, materials suitable for manufacture. Where steamboats and railroads meet, the interior over the railroad supplying material for manufacture and commerce of the world open by ocean route, there remains but the using of these vast facilities to develop commerce and foster industry.

Resurrection Bay is a natural site for pulp mills that few places can equal. The shore line has unlimited locations for industries and the water power adjacent to Seward and along the Alaska Government Railroad is especially attractive. The harbor entrance is four miles wide, not a bar or a rock to interfere with a free and easy entrance at all time of the year into a completely land locked harbor 14 miles by 6 in size, with a depth of water more than sufficient for the largest of vessels that float, and points of vantage of wharfage that compare favorably with the best in the world.

Within a radius of thirty miles around this harbor there is at least 25,000 horsepower in water, that is easy of access, ready to be harnessed up. Immense lakes to act as reservoirs back these locations and by impounded water

guarantee a constant flow, both in summer and winter. Notable among these power sites is Grant Lake, 28 miles from Seward, and one mile from the Alaska Government Railroad. It has a fall in the first half mile after leaving the lake of 240 feet. The lake is about eight miles long by two miles wide. The outlet is narrow and a larger power may be secured by impounding its water as storage for winter power when the water flow is at a minimum. A power plant could be located along the railroad and eliminate costly transportation by horses or other means. Authorities have placed the minimum or winter capacity of this site as 2500 horsepower, and by impounding the water by an easily constructed dam a very great increase in power may be had. Lost Lake is equal to this in point of vantage, being located seven miles from town and two miles from the railroad, having a smaller flow, but a much larger area over which impounded water may be stored. Snow River, 11 miles from Seward and six miles from the railroad, offers a larger and more steady flow of water. Besides these there are many locations at a greater distance; but all within the 30-mile radius, that could be selected for horse power, their location and accessibility to the railroad determining their value.

Along the shore line of Resurrection Bay and valley, it is estimated there are about 30 square miles of forest, and the adjacent interior along the Alaska Government Railroad has unlimited areas of forest with assured transportation. Spruce and hemlock are the prevailing timber, the spruce being about 90 per cent and the hemlock about 10 per cent of the wood which is entirely suitable for news print pulp. From these sources there is an unlimited supply of raw material made available for all time to come.

Besides spruce and hemlock, which are abundant for news print pulp, on the deltas of the streams there are numerous bodies of cottonwood in various places along the railroad. This cottonwood would warrant the manufacture of high-grade paper or the establishment of excellent plants for the manufacture of mattress filling. If these resources are developed an important industry will induce settlement and the products thus created will be an export tonnage, which is so necessary for Alaska's future prosperity.

Recently plans have been perfected by the Forestry Service, whereby pulp timber in any quantity that may be desired can be purchased, under contracts extending over a period of thirty years, and any water power used in the manufacture of national forest timber and within the national forest reserve may be secured for use without cost to the manufacturer.

BUY WAR SAVING STAMPS. PRICE THIS MONTH \$4.17.

### ENGINEER IN CHARGE NORTHERN DIVISION SUBMITS REPORT FOR MONTH OF APRIL.

Owing to the recent epidemic of Influenza, which temporarily disorganized the entire construction forces of the Alaskan Engineering Commission in the Northern Division, the regular progress reports from Frederick D. Browne, engineer in charge, have been delayed. However, the report for the month of April has reached headquarters which shows construction progress and other activities that have taken place in the Northern Division during the period reported; a part of which follows:

#### Clearing.

The work of clearing in section Mile 315 to 334.6. Progress south to Mile 326: 25.3 acres were cleared during the month.

Mile 334.6 to 347.3: Clearing was practically completed in this section.

Mile 347.3 to 358.2: Clearing is completed in this section with the exception of some burning, and several places where extra width clearing is necessary.

#### Grading.

One contract was awarded for grading during the month and outfit is on the ground though the contractor is not yet at work. Deep snow will hold up contractors until June. Several new grading contracts were awarded, and approximately 70 per cent of work in section Mile 347.3 to 358.2, is now covered by contracts. Good progress was made during the month.

#### Camp Construction.

All buildings were completed during the month. The telephone crew strung, pulled up and tied one No. 9 galvanized iron wire between Mile 347.3 and 358.2, making a metallic line of grounded line. Tripods were cut and erected between Mile 353.5 and 354. Six 25 ft. poles were erected at Camp Healy, and a repeating coil was cut in at Mile 344 and seven phones changed from grounded to metallic line.

#### Freighting.

Distribution of supplies to various caches was continued until April 25, when river ice became unsafe for heavy loads. Practically all necessary supplies had been delivered as well as all available grading equipment. Approximately 20,000 lineal feet of culvert timbers were distributed where no timber was available close at hand.

#### Buildings.

Quarters for Engineer in Charge, 24 feet by 36 feet complete. A temporary engine house was built at Mile 363 to cover the two locomotives to be used south of the Nenana River Crossing during the summer. All necessary equipment has been placed south of the river in preparation for the interruption of traffic over the Nenana.

#### Coal.

All coal deliveries to Nenana have been completed. Engines will take coal from bunkers at Mile 363, but no more coal will be delivered to Nenana.

Approximately 1785 long tons of coal were delivered during the month. Of this amount of coal 375 tons were consumed by the Commission and 1410 tons stored in North Nenana.

#### Operation Electrical Department.

During the month the Power Plant ran continuously, furnishing Electric Light to several buildings and shops of the Alaskan Engineering Commission, Lights on the Commission Reserve and Nenana Townsite, also light and

power to all customers desiring this service within the Nenana Townsite.

#### Telephone Department.

Telephone service was furnished the several offices, shops and camps of the Commission, commercial customers in the Nenana Townsite and to Fairbanks through the Exchange of the Fairbanks Telephone Company. This service was continuous on a 24-hour basis.

Number of telephones installed in Nenana Townsite during the month, 2. Number of Telephones disconnected in Nenana Townsite, 1. No long distance telephones were installed or discontinued during the month.

#### Mechanical Department.

Engine No. 208 in work train service the entire month. Engines Nos. 270 and 272 transferred to Mile 363 for service south of Nenana River. Engine No. 239 is being retubed, and generally overhauled. Work of overhauling Dinkey No. 6 and No. 83, is complete. Steam hammer overhauled and put in good order. Overhauled gasoline speeders and engine in gas boat repaired.

#### Nenana Townsite.

The expenditures for Nenana Townsite for the month of April were as follows:

Labor .....	\$304.40
Material and supplies .....	26.85
Sundries .....	424.50
<b>Total .....</b>	<b>\$755.75</b>

#### Cash Collections.

Water rentals .....	\$105.25
Assessments .....	161.13
Penalties .....	16.11
Advertising Delinquent Assessments .....	.90
<b>Total .....</b>	<b>\$283.39</b>

The regular twice-a-week schedule was maintained for passengers and freight North Nenana and Fairbanks.

#### Tanana Valley-Chatanika Branch.

Maintenance and operation of this line was carried on during the month as usual. No report available at the time this report made as all employees are on the sick list. A full report of these activities is promised in the next monthly report.

Mr. Browne concludes his report as follows:

"The work of the Chatanika Branch has been very greatly handicapped by an epidemic of Influenza, which has entirely disorganized the construction forces. At the steam shovel camp at Bridge No. 5, of the 52 men at work there, but eight remained who did not require medical attention. The work was discontinued at this point with one man only on the payroll, caring for the rolling stock, steam shovel, etc., in addition to a cook and helper who remained on the work.

"The pile driving crew working on the further side of the hill from Fairbanks was also disorganized on account of the Influenza, and little or nothing has been done there for some time.

"Just when these two organizations will be able to resume active operations is rather problematical, but there is no doubt that a couple of weeks at least will intervene before we get back into our regular stride.

"The break-up has not sufficiently advanced to cause any great inconvenience to operation. The roadbed is not yet particularly soft, but section crews, wherever possible, are being gradually increased in anticipation of a re-

newal of ballasting and surfacing, that will undoubtedly be very urgent over a good portion of the newly constructed line between North Nenana and Happy.

"On May 1, 1920, there was no communication permitted between Fairbanks and Nenana. Happy Junction has been considered the dividing point, and it is a little uncertain just when this quarantine will be lifted.

"There is a possibility that one of these infected districts, that is, between Happy and Healy on the one side, and Fairbanks and its tributary creeks on the other, will be purged of the scourge before the other district, and by intercommunication there is the possibility that reinfection might occur. It is to avoid this that communication has been prohibited between the two towns. The Deputy Health Commissioner at Fairbanks, however, may see things in a different light, and travel might be resumed before very long.

"South of Nenana, as the progress notes will show, the stationmen did fairly well during the month of April until about a week ago, when the epidemic seemed to sweep through all parts of the Northern Division. Whole contractors' camps have been in some cases abandoned, perhaps, with a single caretaker, and the work has slowed down at all points very materially. The Influenza has not confined itself to any one class of men, but has gone alike through the clerical and engineering forces, as well as the laborers and stationmen. As noted in my recent wire, no fatalities have occurred, nor do we anticipate any, but the disruption of the organization has occurred nevertheless.

"On May 1, the hospital was filled to capacity. The Cooney Hotel and one of the dormitories are nearly full. The native Indian village, including the missionaries, has over thirty prescriptions, and everybody is offering his or her services to assist in some capacity. We do not know where it will end. The height of the trouble has not been reached.

"Last night 18 came in from the end of steel and outlying camps south of town, in all stages of collapse.

"By May 2, the bridge across the Nenana will be taken up while the ice is still thick and strong. Water is running with considerable volume, and a break that would either throw the bridge out of line or carry away some of the bents, might occur without much warning. There will be a period of interruption, just how long, we do not know, possibly a week or so, while the ice is running, but after that the ferry system will be installed and transfer will be made by the poling boat until the aerial tram can be put into operation.

"It is my intention to move to Healy at the earliest possible moment, as I feel that at that point there is a great deal of work I should personally supervise, now especially, as the epidemic has reduced our engineering and other forces so materially. In particular, I want to personally investigate the site of each bridge and the portal of each tunnel, and I am afraid that if I do not go to the other side of the Nenana before the breakup, I might be delayed longer than I should wish. In the meantime, I have run a line connecting the Nenana Crossing as suggested by Mr. Angier, and as soon as a little more snow disappears, the line running five miles or so southerly from the Mission will also be run. Notes for this alignment have already been worked up. Until the definite height of the span across the Tanana has been determined, it would be unwise to run the line on the north bank of the river, opposite Nenana, to make a tie with the old line further along, as the grade height of the bridge will determine the position of that line on the hillside across from town."

## LAND AND INDUSTRIAL DEPARTMENT REPORT FOR MONTH OF MAY.

The Land and Industrial Department submits a report for the month of May, 1920, showing activities in this department for the period reported, together with items concerning the Anchorage Townsite.

The report shows collections in the Townsite office amounting to \$2806.31, which amount was credited as follows:

Roll 4, construction of water mains .....	\$1,131.75
Roll 5, construction of sewer .....	76.72
Roll 6, street improvements .....	24.08
Roll 7, concrete sidewalks .....	9.92
Roll 8, water main extension .....	57.39
Roll 103, maintenance and operation .....	44.70
Roll 104, maintenance and operation .....	100.20
Roll 105, maintenance and operation .....	371.94
Penalties on assessments .....	78.26
Water rentals .....	896.55
Water service connection .....	12.80
Plumbing permit .....	2.00

The increased amount of assessments collected during the month is in response to final delinquent assessment notices mailed out on May 1. It is anticipated that a large amount of the taxes still delinquent will be paid during the month of June as the time granted for making payment before reporting lots for forfeiture, expires on July 1.

All stove pipes and chimneys in the business district and a portion of the residence district were inspected during the month by the Fire Chief. Five were found to be in bad order and owners of same requested to make necessary repairs.

Ten employees were on the payroll of the department at the end of the month.

### Homesteads.

One homestead application covering land in the vicinity of the Government Railroad was filed and allowed by the Juneau Land Office during the month. One application filed was rejected. Two homesteads were relinquished and four final certificates issued.

### Alaska Railroad Record.

Publication of the Alaska Railroad Record was continued during the month. Five thousand, five hundred and fifty copies were distributed during this period.

### Weather Report.

Weather reports for the month were received from points along the line of the railroad and published in the Alaska Railroad Record.

## ASSISTANT CHIEF ENGINEER ON TRIP OF INSPECTION.

Wm. Gerig, assistant chief engineer of the Alaskan Engineering Commission, left Anchorage Monday morning, June 14, on a short trip of inspection. Points along the line of construction north of Anchorage, as far as Talkeetna, will occupy Mr. Gerig's time and attention on this trip, as well as looking over river transportation and supplies.

## ADDITIONAL MEN FOR CONSTRUCTION WORK.

Two hundred laborers are en route to Anchorage on board the steamer Northwestern. These men have been employed by the Alaskan Engineering Commission, and upon arrival they are to be distributed along the line of construction of the Alaska Government Railroad.

## WEEKLY FORCE REPORT.

The number of employees of the Alaskan Engineering Commission as shown on the payrolls for the week ended June 5, 1920, was as follows:

Mile	Item of work	D	I	V	Southern		Northern		Total
					Ac- count- ing.	Maint. & Op.	Const' tion	Admin- istration	
	Seattle office and Pur. Agent's Rcps.	19	....	5	....	....	....	....	24
1	Stores .....	....	30	....	....	....	....	....	30
	Dock .....	....	6	....	....	....	....	....	6
	Mess .....	....	4	....	....	....	....	....	4
	Maintenance of equipment .....	....	....	9	....	....	....	....	9
	Hospital .....	....	....	....	2	....	....	....	2
	Residency No. 3 .....	....	....	....	7	....	....	....	7
	B. & B. No. 9, work on Seward dock .....	....	....	....	4	....	....	....	4
	Extra gang No. 6 .....	....	....	....	39	....	....	....	39
	Accounting office .....	....	....	2	....	....	....	....	2
8	Extra gang 3, sawmill .....	....	....	....	1	....	....	....	1
	Contractors, logs and lumber .....	....	....	....	23	....	....	....	23
20	Contractors, ties .....	....	....	....	2	....	....	....	2
34	Steam shovel No. 3 .....	....	....	....	19	....	....	....	19
49	Contractors, tunnel .....	....	....	....	16	....	....	....	16
52	Engineering party .....	....	....	....	9	....	....	....	9
	B. & B. No. 5, constructing bridge 79 .....	....	....	....	35	....	....	....	35
	B. & B. No. 7, bridge No. 503 .....	....	....	....	76	....	....	....	76
54	Extra gang No. 5 .....	....	....	....	33	....	....	....	33
	T. & T. construction crew .....	....	....	....	11	....	....	....	11
56	Steam shovel No. 1 .....	....	....	....	34	....	....	....	34
72	B. & B. No. 8 .....	....	....	....	40	....	....	....	40
86	B. & B. No. 10, saw logs .....	....	....	....	17	....	....	....	17
113	Extra gang No. 1, ditcher .....	....	....	....	10	....	....	....	10
1-114	Operation, road .....	....	....	....	17	31	....	....	48
	Maintenance of way and structures..	....	....	....	134	....	....	....	134
	B. & B. No. 4 .....	....	....	....	8	....	....	....	8
114	Headquarters office .....	....	....	....	7	4	....	....	11
	Bridge Engineer .....	....	....	....	2	1	....	....	3
	Drafting office .....	....	....	....	3	....	....	....	3
	Townsite and land .....	....	....	....	8	1	....	....	9
	Disbursing office .....	....	....	6	....	....	....	....	6
	Accounting office .....	....	....	12	....	....	....	....	12
	Hospital .....	....	....	....	6	6	1	....	13
	Stores .....	....	24	....	....	....	....	....	24
	Material Yard .....	....	84	....	....	....	....	....	84
	Operation, road .....	....	....	....	53	1	2	....	56
	Dock and boats .....	....	....	....	10	....	....	....	10
	Power and pumping .....	....	....	....	9	....	....	....	9
	Maintenance, equipment .....	....	....	....	91	....	1	....	92
	Floating .....	....	....	....	58	....	....	....	58
114-238	Operation, road .....	....	....	....	18	25	....	....	43
	Maintenance of way and structures..	....	....	....	287	....	1	....	288
172	Mining, Eska .....	....	....	....	40	....	1	....	41
188	Mining, Chickaloon .....	....	....	....	20	....	....	....	20
232	Steam shovel No. 4 .....	....	....	....	....	51	....	....	51
	Extra gang 4, ballasting & surfacing .....	....	....	....	....	66	....	....	66
	B. & B. No. 6 .....	....	....	....	....	10	....	....	10
236	Extra Gang No. 7 .....	....	....	....	....	54	....	....	54
242	Steam shovel No. 2 .....	....	....	....	....	38	....	....	38
249	Stores .....	....	6	....	....	....	....	....	6
	Engineers and freighting operations .....	....	....	....	....	59	....	....	59
251	B. & B. No. 1, bridge construction...	....	....	....	....	14	....	....	14
261	Contractors, grading .....	....	....	....	....	15	....	....	15
264	Engineers and camp construction .....	....	....	....	....	108	....	....	108
	Contractors, grading .....	....	....	....	....	15	....	....	15
	Contractors, piling .....	....	....	....	....	7	....	....	7
	Contractors, firewood .....	....	....	....	....	6	....	....	6
	T. & T. maintenance linemen .....	....	....	....	2	....	....	....	2

WEEKLY FORCE REPORT.

Mile	Item of work	D Purchas- ing	I Sup- ply	V Ac- count- ing.	I S		I O		N		
					Maint.& Op.	Const'c-Admin-	Maint.& Op.	Const'c-Admin-			
					Southern		Northern				
266	Sawmill, camp construction and freighting operations				46				46		
	Contractors, grading				36				36		
	Contractors, clearing				9				9		
	Contractors, piling				2				2		
269	Construction and freighting opns.				31				31		
	Contractors, grading				26				26		
270	Contractors, grading				51				51		
271	Contractors, grading				13				13		
272	Contractors, grading				16				16		
275	Wagon road cons. & freighting op'ns				11				11		
277	Contractors, grading				25				25		
281	Construction and freighting opns.				8				8		
281	Engineers and bridge construction				14				14		
	Contractors, grading				33				33		
287	T. & T. construction crew				2				2		
310	T. & T. maintenance lineman			1					1		
341	Engineering party						8		8		
344	Contractors						21		21		
347	Trail crew						7		7		
350	Engineers						11		11		
	Contractors						89		89		
356	Engineers and general camp						17		17		
	Contractors						148		148		
353	Engineers and Camp operation, Carpenters and T. & T. crew						58		58		
	Contractors, coal						9		9		
353-411	Sectionmen, pumpmen & train crew						71		71		
363	Contractor, coal						1		1		
411	General			8			8	7	2	25	
	Contractors							4		4	
	Store, warehouse and yard		17				7	7		31	
	Shops, roundhouse, train crew and boats						18	13		31	
	Hospital						6	6	1	13	
	Townsite						1		1	2	
	Janitors and watchmen						9			9	
	Power plant, linemen and operators.						13			13	
	Mess						9			9	
	Corral		1					3		4	
412	Terminal						17			17	
412-160	Pumpmen and sectionmen						31			34	
	Contractors							11		11	
427	Steam shovel crew							57		57	
430	Sawmill							25		25	
467	General shops and yards			2			27			29	
	Tanana Valley R. R.						31			31	
	Rehabilitation							47	1	48	
	Rehabilitation, contractors							6		6	
Totals		10	172	35	768	1226	12	251	558	5	3041
Increase or decrease (-) compared with last week		0	25	0	-43	111	0	-1	92	-7	180

RECAPITULATION

Division	Pay Roll	Contractors	Total
Purchasing	19		19
Supply	172		172
Accounting	35		35
Southern	1707	294	2001
Northern	522	292	814
Totals	2455	586	3041

### ENGINEER MAINTENANCE AND CONSTRUCTION SUBMITS REPORT FOR WEEK ENDED JUNE 5.

The report of F. A. Hansen, engineer of maintenance and construction in the Southern Division, submits a report showing activities in his department during the week ended June 5, 1920, as follows:

B. & B. Gang No. 9, working at and in the vicinity of Seward, accomplished the following work during the period reported.

Repaired bunks in outfit car No. 0-24-X, changed outfit car No. 0-25-X for use as dining car, repaired flat car for meat storage and supply use, 90 per cent complete, and installed Pyrene Fire Extinguishers, which was 75% complete. The work on outfit cars was completed.

Hoben & Davis, saw log contractors at Mile 3¼, delivered during the week 353 logs, containing 70,122 feet of lumber.

Larochelle & Roberts, sawmill contractors at Mile 3¼, sawed during the week 90,250 feet of lumber.

#### Grade and Ballast.

Steam shovel No. 3, located at Mile 34, Engineer Wik, loaded during the week 2196 cubic yards of gravel, which was spread for ballast and bank widening between Miles 45 and 48.

Surveying party from Residency No. 3 was engaged in setting ballast stakes from Mile 45 to Mile 46 and stakes for track centers from Mile 45 to Mile 47.

C. O. Nelson & Co., 16 men, engaged in enlarging tunnel No. 1, did the following work during the week: Raised nine segment bents, heading taken out from Station 2549 plus 85 to Station 2550 plus 20 and took out bench from Station 2550 plus 00 to 2550 plus 20.

On bridge No. 501 the excavation for bent No. 11 was completed, for bent No. 12, 95 per cent complete, bent No. 13, 97 per cent complete, and for bent No. 27, 65 per cent complete. Forms were erected for bents No. 19, 20 and 21, wall plates were placed and bottom chords were laid for span, and packed complete, lateral bracing between same were placed and completed and upper false work raised.

Bridge No. 503, pouring of concrete for Pier No. 11 was 35 per cent complete, 145 cubic yards of concrete poured during the week. Bracing was completed from bent No. 14 to Parapet Bent Pier No. 13. Bottom chords were laid and packed complete for span between piers No 12 and 13, and lateral bracing on same. The upper false work for this bridge was also raised.

Steam Shovel No. 1, Engineer Schapler, loaded during the week 7310 cubic yards of gravel. Most of this gravel was used for raising track between Mile 59 and Mile 64, and in filling bridge No. 537, and 80 yards were also dumped at Bridge No. 503 for mixing concrete.

Seventy-four logs, containing 12,000 feet of lumber, were placed in the yard at Camp 86 during the first three days of the week. This gang was engaged during the remainder of the week on breaking landing and driving logs down the creek.

Ditcher No. 2, working in Mile 113, cast over during the week 1675 cubic yards of material. This outfit was moved to Girdwood on June 6 and commenced ditching north of the snow shed.

Steam shovel No. 4, working two shifts, Mile 233, Engineers McMillan and O'Neill, loaded during the week 14,668 cubic yards of gravel, which was distributed for ballast and bank widening from Mile 224 to Mile 238.

#### Grading.

Steam Shovel No. 5, Engineer Namur, at the end of

steel, was advanced during the week from Station 10365 to Station No. 10695 plus 50, and the other shovel, the Marion 40, was advanced from Station 10528 to Station 10588 plus 60.

Commission force on grading at Mile 251 moved 622 cubic yards of material and completed 0.5 acres of grubbing. The fill between Stations 11266 and 11240 is 70% complete.

B. & B. Gang No. 1 drove 24 piles in bridge No. 2543, 14 in bridge No. 2547, and 22 piles in bridge No. 2548, a total of 60 piles. Temporary decking was placed on bridges No. 2543 and No. 2547.

A. L. Adair & Co. delivered 5705 lineal feet of piling during the week. This completes delivery of piling from bridge No. 2517 to bridge No. 2584.

The grading for a wagon road between Mile 261 and 264 was started, and the wagon road between Mile 264 and Mile 266 is 60% complete.

The sawmill at Indian River sawed 56,398 feet, board measure, of lumber during the week.

#### Contract Grading.

Giannini & Co., have completed clearing right-of-way between Stations 11953 and 12018.

Axel Fransen & Co., have clearing 70% completed from Station 12095 to Station 12115.

Kinoff & Co. have the channel change of Indian River between Stations 12113 and 12125 50 per cent complete.

All grading contractors in the Indian River Canyon are making good progress on their work.

A grading contract was awarded to Mettel & Co., between Station 12587 and 12719, and they have commenced building their camp.

Steve Christ & Co., and Vico Babich & Co., are making good progress on their contracts clearing right-of-way.

A clearing contract was given to Mike Gasoff & Co., between Stations 12820 and 13007 and they have commenced work on same.

Christ George & Co. have completed the bridge for handling material across the creek at Station 13028.

The snow is rapidly disappearing, and the creeks and rivers are all high.

#### MECHANICAL DEPARTMENT NOTES.

The second Ford motor car has been fitted up with wheels appropriate for rail operation and is ready for service.

Engine No. 1 has been called for and was ready Sunday, June 13, to leave Anchorage for service at end of steel.

Work is progressing rapidly on the overhauling of engines 247 and 278 in anticipation of need for them in the near future.

Rotary snow plow No. 2 is being overhauled and put in first-class condition.

E. P. Hedberg, former master mechanic in the Southern Division of the Alaskan Engineering Commission, severed his connection with the Commission recently and departed for his home in Portland, Oregon, last Wednesday. On the eve of his departure, in the office of the mechanical department, the employees of that department through Mr. Murphy, presented Mr. Hedberg with a magnificent 21-jewel Waltham watch.

Turkey is preparing for large building enterprises and is looking to the United States for its lumber.

Lancaster county, Pennsylvania, furnishes almost all the nickel for American coinage.

**NOTICE TO FORMER SERVICE MEN.**

Former service men are notified by Director R. G. Chomeley-Jones of the Bureau of War Risk Insurance that a new official circular of information listed as "LD-9" and entitled "New and Liberal Features of War Risk Insurance" is now issued.

The text of this bulletin is based upon the latest amendment to the War Risk Act which permits payments in one sum on converted insurance in case of death, and enlarges the permitted class of beneficiaries in the case of both War Risk (Term) and converted insurance.

The circular is printed in booklet form, illustrated by charts, and has an index by the use of which any ordinary question about government insurance may be readily answered. A copy of the booklet may be obtained by writing to the Bureau of War Risk Insurance, Washington, D. C., or upon application to organizations of former service men and welfare organizations cooperating with the bureau of War Risk Insurance.

Former service men whose insurance has lapsed or been cancelled, and who wish to reinstate it or convert it, or to effect both these processes at the same time, are advised to secure a copy of the official form described as "LD-8," "Good News for All Ex-Service Men," which is a combination of information sheet and reinstatement and conversion blanks, the latter to be filled out, detached and mailed directly to the Bureau.

Regardless of how long a service man has been discharged or how long his insurance has lapsed or been canceled, he may reinstate his War Risk Insurance at any time before July 1, 1920, or within eighteen months after his discharge, if that be a later date, and upon payment of only two monthly premiums on the amount of insurance he desires to reinstate, with a satisfactory statement of health.

**CITY TEAM DEFEATS COMMISSION.**

The Anchorage City Team defeated the Alaskan Engineering Commission Team in Sunday's game—score 6 to 2.

Despite threatening rain and cloudy, chilly weather, a large crowd greeted the players when the game was called. Thompson's masterly pitching, and the able support given him by his team mates, proved too much for the Commission team, although the Commission team played a splendid game of ball and forced the City team to play their best throughout the entire game.

Next Sunday, June 20, a game is scheduled between Company "B" and the Alaskan Engineering Commission.

**Standing of the Teams.**

	Won	Lost	Per cent
City Team .....	2	0	1.000
Co. "B" 21st Inf. ....	1	1	.500
A. E. C. ....	0	2	.000

**CONCRETE RAILROAD STATION AT NEW GATUN.**

A new railroad station is to be constructed at New Gatun, north of Gatun. It is to be built on the plans of the present station at Corozal, of reinforced concrete, and the estimated cost is approximately \$30,000. New Gatun was a station on the railroad during the period of the reconstruction of Gatun Locks, but was subsequently abandoned. The reestablishment of a station there is on account of the new brigade post, Fort Davis, now under construction to the northeast of the old village of New Gatun.

**ACTIVITIES IN THE MINING DEPARTMENT.**

Sumner S. Smith, manager of the Eska and Chickaloon mines operated by the Alaskan Engineering commission, briefly reports mining activities during the month of May, as follows:

**Eska Mine.**

Mining is temporarily discontinued at the Eska mine. However, the East Side Gangway was widened and re-limbered for a distance of 200 feet.

Improvements on the Cleaning Plant consisting of raising and enlarging coal bins, and installing automatic feeder for screens and picking table was 75 per cent completed during the month. There were 28 employees on the payroll.

**Chickaloon Mine.**

One hundred and twenty-four tons of coal were mined at the Chickaloon mine during the month of May. The Second West Counter No. 8 West, was driven 83 feet, and the Second West Counter No. 2, was driven 52 feet. The Second East Cross-cut No. 1 was continued six feet. There were 22 employees on the payroll.

With the working force at Eska increased to 41 employees at the end of the week of June 5, the work of driving the Eska West Counter and the Shaw West Gang, continued without interruption.

At the Chickaloon mine for the same period, 32 short tons of coal were mined. Driving of the Second West Counter No. 2, and Second West Counter No. 8 East, continued.

There were 20 employees on the payroll at the end of the week reported.

**ANCHORAGE HARBOR NOTES.**

The freighter "Skagway," Captain Hansson, arrived at Anchorage June 8, and tied up at the new ocean dock with a cargo consisting of 387,000 feet of lumber and 550 tons of 70-pound steel rails. This material is railroad equipment for the Alaskan Engineering Commission.

W. C. Cuninghame, Receiving and Forwarding Agent at Anchorage, declares that the "Skagway" holds the time record so far in discharging cargo. It required but 20 hours from the time the "Skagway" tied up, to discharge the cargo mentioned. The freighter sailed southward at 10.30 p. m. June 9.

Steamship Admiral Evans, Captain Jensen, arrived June 9, at 2 p. m. with 75 tons of supplies for the Alaskan Engineering Commission, and 25 first-cabin passengers for Anchorage. The steamer departed from Anchorage at 12.30 a. m. June 10, carrying 20 first-cabin passengers.

**RAILROAD OFFICIALS RETURN TO HEADQUARTERS.**

Col. F. Mears, chairman and chief engineer, and F. A. Hansen, engineer of maintenance and construction, returned to Anchorage headquarters early last Sunday morning from a trip of inspection as far north as Hurricane Gulch, reviewing the work at various points along the line of construction of the Alaska Government Railroad.

**DISBURSEMENTS IN THE SOUTHERN DIVISION.**

Disbursements in the Southern Division of the Alaskan Engineering Commission for the week ended May 31, 1920, totaled \$15,415.00. Salaries and wages were \$7602.67; construction contract settlements, \$4470.35; compensation, \$51.47; steamship settlements, \$3140.83; special deposits, \$39.00, and other expenses, \$110.68.

## OFFICIAL CIRCULARS.

## CONCERNING IDENTIFICATION CARDS.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, June 9, 1920.

Circular No. 98:

## TO ALL CONCERNED:

Your attention is called to Circular No. 408, issued by the Chairman on December 1, 1919, which provides that a list must be kept of all identification cards issued and this list, which must show the date the duplicates were mailed to the Superintendent of Employment at Anchorage, must be mailed to the Superintendent of Employment at the end of each month. Please see that you keep a record of all identification cards which you issue and that you indicate on same on what date you sent the duplicate to the Superintendent of Employment Bureau, and mail this list to him at the end of each month.

F. A. HANSEN,  
Engineer of Maintenance and Construction.

## SATISFACTORY PHYSICAL EXAMINATION NECESSARY.

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, June 9, 1920.

Circular No. 99:

## TO ALL CONCERNED:

In connection with the engaging of new employees; our regulations provide that they must undergo and pass a satisfactory physical examination by some regularly authorized Physician or Surgeon's Assistant and make up form 120 before starting work, and they should not be put to work until this has been done. Timekeepers will be held accountable for any payments made by them to men when the above requirements have not been complied with.

F. A. HANSEN,  
Engineer of Maintenance and Construction.

## LOCAL NOTICE TO MARINERS.

Department of Commerce,  
Lighthouse Service,  
Office of the Superintendent, 16th Dist,  
Ketchikan, Alaska, June 1, 1920.

Alaska—Shatham Strait-Red Bluff Bay light changed May 29, 1920, from a fixed white post lantern to an acetylene light, flashing white 0.6 sec. every 6 sec.

Alaska—Neva Strait—Whitestone Narrows West Channel Buoy 5, reported out of position January 29, 1920, was replaced May 27, 1920.

Alaska—Chatham Strait-Port Alexander Light, a fixed white, post lantern oil light was established May 31, 1920, on south side of entrance to Port Alexander.

Alaska—Chatham Strait-Hood Bay Cannery Reef Buoy 4, a second class nun buoy, was established May 28, 1920, to mark reef off Hood Bay Packing Company's Cannery wharf.

By direction of the Commissioner of Lighthouses,  
W. C. DIBRELL,  
Superintendent.

## Division Notes.

The wagon road bridge across Indian River at Station No. 012252 is 15 per cent complete and the bridge at Station 12258 was completed during the week.

Steve Christ & Co., Mile 278, are making good progress on clearing right-of-way.

Christ George & Co., and Frank Spadaro & Co., grading contractors in Mile 284, are making good progress on their work.

Steady saving is the only guarantee against future trouble. The safe and easy way to save is to buy War Savings Stamps and Treasury Savings Certificates at Bank, Post Office, or authorized agency. They are always worth more than you paid for them, and are quickly convertible into cash. Put larger sums into Liberty Bonds at "market prices."

## CLIMATOLOGICAL DATA—MAY, 1920.

STATIONS	Mile on Railroad	Approximate Elevation, feet	Temperature in Degrees, Fahr.							Precipitation Inches			Number of Days			Prevailing Direction of Wind.		
			Mean Maximum	Mean Minimum	Mean	Highest	Date	Lowest	Date	Greatest Daily Range	Total	Greatest in 24 Hours	Total Snowfall, Inches	Clear	Partly Cloudy		Cloudy	
SEWARD																		
E. L. Sweck, Obs.	0	20	54	36	45	69	26	28	9	34	0.67	0.27	...	15	5	11	S	
ANCHORAGE																		
D. D. Vint, Obs.	115	40	53.19	29.19	41.19	71	28	20	6	37	0.05	0.02	...	18	11	2	W	
MATANUSKA																		
F. E. Rader, Obs.	151	200	56.7	31.7	44.2	71	29	25	8	39	0.49	0.33	...	19	2	10	SW	
CHICKALOON																		
J. E. Manning, Obs.	188	910	56.8	31.5	44.1	73	23	20	7	41	.....	.....	.....	17	2	12	SW	
TALKEETNA																		
J. F. Major, Obs.	227	366	52.71	29.32	41.01	69	30	21	9	40	.....	.....	.....	20	8	3	NE	
INDIAN RIVER																		
Orville Leech, Obs.	266	735	52.35	22.87	37.61	65	30	-23	2	68	0.05	0.03	...	18	6	5	N	

# ALASKA RAILROAD RECORD



VOL. IV.

ANCHORAGE, ALASKA, TUESDAY, JUNE 22, 1920.

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.

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

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

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

### OIL PAINTING PLEASURES FORMER CHAIRMAN.

The oil painting of Mount McKinley, presented to Wm. C. Edes, former chairman of the Alaskan Engineering Commission, by the Commission employees, arrived safely and now occupies a prominent place in the residence of Mr. Edes, at San Francisco, Cal.

Mr. Edes acknowledges the receipt of the painting and expresses his delight and appreciation in a letter recently received by Col. F. Mears, chairman and chief engineer of the Alaskan Engineering Commission, as follows:

"San Francisco, June 6, 1920.

"My dear Col. Mears:

"The picture has been received and we are very much delighted with it.

"It is certainly a wonderful view of the grand old mountain and a great work of art. I shall prize it most highly, coming as it does from my former associates on the Alaska work and evincing the pleasant relations that always prevailed between us. Please convey my sincere thanks to all of them for this beautiful gift.

"With kind regards and best wishes to all, I remain

"Yours sincerely,

"W. C. EDES."

A painting of like character, which is also a present from the Alaskan Engineering Commission employees, to Hon. Franklin K. Lane, former Secretary of the Interior, went forward a few days ago on the steamer Alameda.

### INDEPENDENCE DAY TO BE FITTINGLY CELEBRATED.

That the Fourth of July will be fittingly celebrated in Anchorage is now an assured fact. A. A. Shonbeck, chairman of the committee of arrangements, has surrounded himself with energetic and patriotic workers who have formed sub-committees to take charge of the program and to arrange for the big celebration.

The activity displayed, and arrangements already completed by the various sub-committees, show proof convincing that Anchorage will have a Fourth of July celebration, July, 1920, long to be remembered.

Sports of various kinds are to be staged on the Athletic Grounds, including a baseball game between the two crack teams of Anchorage. Patriotic exercises will be held at the City Park and the largest street parade ever witnessed in Anchorage will be featured by the local fraternal and civic organizations. Captain Lee states that the 21st infantry will turn out to a man and an effort is to be made to have the local organization of the Jack Henry Post affiliate with the celebration and march as a body in the parade.

From reliable sources it is understood that a large delegation from Seward is expected to participate in, and view the big day sports. Not only Seward, but invitations have been extended to the residents of all nearby towns to visit Anchorage on this day and take part in the program. Special trains will be operated on the Government Railroad for the purpose of bringing visitors to Anchorage and returning them home after the big celebration, and as many employees of the Alaskan Engineering Commission as can be spared from their duties will be brought to Anchorage, and returned to their duties with reasonable promptness after the celebration.

Officials of the Alaskan Engineering Commission are very much interested in the celebration, and are actively arranging to the best of their ability, everything within their power to cooperate with the committee.

### GREAT BRIDGE SPAN EN ROUTE TO ALASKA.

The great steel structure for the Alaskan Engineering Commission, the second largest bridge ever produced at Gary, Ind., measuring 504 feet in length and requiring a score of cars to transport, was shipped from Gary June 17, by the American Bridge Company to Anchorage, and at this point to be reassembled. The span is for the Susitna River bridge on the Alaska Government Railroad at Mile 264.

BUY WAR SAVING STAMPS. PRICE THIS MONTH \$4.17.

### ENGINEER MAINTENANCE AND CONSTRUCTION PROGRESS REPORT FOR MONTH OF MAY.

F. A. Hansen, engineer of maintenance and construction, submits progress report embracing activities in the Southern Division for the month of May, as follows:

#### Alterations and Repairs at Seward.

As indicated in the weekly reports, minor repairs and alterations were made in several buildings at the Seward Terminal, and Pyrene extinguishers placed in all Government buildings at Seward. Also, alterations, additions and repairs were made in several outfit cars at Seward, for the purpose of better equipment for construction work this season.

#### Steam Shovel Operations.

Steam Shovel No. 3, Engineer Wik, loaded 1,824 cubic yards of gravel from Lowell Creek during the week. Of this amount 672 cubic yards were used on the Bryan sawmill spur and 1152 cubic yards were placed for ballast between Mile 2 and Mile 11. This shovel was moved to Mile 39 at the end of the month.

Steam shovel No. 1, Engineer Schapler, at Mile 56, loaded during the month 24,143 cubic yards of gravel, which was dumped for raising grade from Mile 54 to Mile 65 and used for concrete for bridges.

Steam shovel No. 4, Engineers McMillan and O'Neil, at Mile 233, loaded during the month 33,560 cubic yards of material, which was used for ballast and bank widening between Mile 225 and Mile 238.

#### Bridges.

B. and B. gang No. 1 drove 15 piles in bridge No. 2527, 19 piles in bridge No. 2528, 24 piles in bridge No. 2529, 34 piles in bridge No. 2531, 14 piles in bridge No. 2538, and two piles in bridge No. 2543. These bridges were capped and temporary deck placed in order to use them as wagon road bridges. Five days were spent in constructing temporary wagon road bridges to replace bridges which were carried out by the Susitna River ice jams.

Bridge No. 499, old number 77, was burned to make room for the erection of the new structure.

Work on bridge No. 501, old number 78, was commenced on May 3. Concrete was poured for abutment pier No. 17 and bent No. 18, a total of 227 yards of concrete. Excavation was completed for bent No. 16. Excavation for bent No. 17 is 35 per cent complete, bent No. 12 is 85 per cent, bent No. 13, 95 per cent, and excavation was completed for bents Nos. 21 to 26, both inclusive. The placing of false work for the span was completed.

Work was also commenced May 3 on bridge No. 503, old No. 79. Excavation was completed for abutment pier No. 13 and piers Nos. 11 and 12. Concrete was poured for abutment pier No. 13 and for bents 12, 17, 18 and 19, a total of 430 cubic yards of concrete. Bents 14, 15 and 16 and five parapet bents on pier No. 13 were erected. All bracing was completed from bents 14 to 19.

On bridge No. 504 rails and ties were laid for a distance of about 400 feet.

Material was assembled for fire protection system at the snowsheds at Mile 53.1 and 53.3.

On bridge No. 543 excavation was completed for bents Nos. 188 and 189. Bents Nos. 190 to 209, inclusive, were back-filled. Fender piles and bracing were placed on bents Nos. 180, 181, 182 and 187.

#### Contractors.

Hoben & Davis, saw log contractors at Mile 3¼, who are now logging off the Bergstrom ranch, delivered during the month 908 logs, containing 229,935 feet of lumber. The total delivered by them to date is 956,209 feet.

Larochelle & Roberts, sawmill contractors at Mile 3¼, sawed during the month 330,383 feet of lumber. The total sawed to date is 1,027,176 feet.

C. O. Nelson & Co., contractors engaged in enlarging tunnel No. 1, made good progress during the month. During the first part of the month they took out ice which had accumulated in the tunnel for a distance of 100 feet. Twenty segment bents were raised, lagged and packed, and 105 feet of heading and 40 feet of bench was taken out during the month.

A. L. Adair & Co., piling contractors, completed cutting of piles, but were unable to deliver on account of the depth of snow.

Piling contracts were awarded during the month to A. O. Wells & Co., and R. O'Rork & Co., and both gangs made good progress on cutting. Wells & Co. delivered about 4000 lineal feet.

Giannini & Co., contractors at Mile 264, have the clearing of right-of-way between stations 1-1952 and 12018 80 per cent completed.

A grading contract was awarded to T. Cosare & Co., between Stations 12018 and 12062, and they have driven 50 feet of trap tunnel.

Prezioso & Co., grading contractors, Mile 266, have completed 80 feet of trap tunnel.

Kinoff & Co., contractors on the channel change of Indian River at Mile 268, made good progress on their work.

Martinovich & Co., grading contractors, Mile 269, made good progress on their work.

Nick Davis & Co., grading contractors, Mile 270, put off a successful coyote shot, moving 8000 cubic yards of material with 8840 pounds of powder.

J. Pariso & Co., and P. McCormick & Co., grading contractors in the Indian River canyon, will complete their contracts about June 15.

Grading contracts were awarded to Steve Christ & Co., Stations 12719 to 12790 and to Vico Babich & Co., Station 12790 to Station 12820. Both contractors are making good progress on their work.

Christ George & Co., and Frank Spadaro & Co., grading contractors, Mile 284, are making good progress on their work.

Grading contractors moved about 29,860 cubic yards of solid rock and other material during the month.

#### Construction.

Work was commenced on laying steel storage track opposite the general office building at Anchorage and at the end of the month same was 20 per cent complete.

Ditcher No. 2 cast over 690 cubic yards of material during the month, 1830 yards at Mile 114 and 3860 yards at Mile 233.

The work of moving the old pump house from Montana to Montana siding and erecting water tank at Montana siding was completed.

At Camp 264 nine 16 x 24 tents, one 20 x 30 blacksmith shop, one 30 x 30 boiler shed, one 20 x 36 barn, one 30 x 30 hay platform were completed and the 30 x 45 machine shop was 30 per cent completed at the end of the month.

A wagon road between Camp 264 and 266 was 40 per cent completed. The wagon road bridges across Indian River at Miles 266 and 269, were completed. The wagon road bridge across Indian River at Station 12558 was completed and the one at Station 12252 was 15 per cent complete.

### BENEFIT TO WOODLANDS MADE POSSIBLE BY COOPERATIVE MARKETING ASSOCIATIONS.

Through the cooperative marketing associations there will be made possible practical application of much advice which woodland owners have received from foresters and from the literature published by the Department of Agriculture and the various States. The manager of the association, though not necessarily a trained forester himself, will have a working knowledge of the subject. He will be able to advise each owner as to which trees should be cut and which should be left for future growth. He will know what damage is done to trees by the more injurious insects and tree diseases, and will be able to assist the owners in a practical way in combating these forest enemies, and in helping to prevent their spread. He will thus render a great public service. When the oak in southern New England is attacked by the gipsy moth, or the chestnut of Pennsylvania by the chestnut-bark disease, or the white pine by the blister rust, the owners will be advised as to what they should do to meet these plagues. Manager and owners alike should get in touch with the State and Federal agencies having in charge the control of such pests or diseases. What and where these agencies are may be easily ascertained in every case by inquiry addressed to the State forester of any given State, or to the Secretary of Agriculture, Washington, D. C.

It will be the duty of the manager of an association whose territory is invaded by any injurious insect or disease to study the market conditions and devise ways of marketing such material that will be profitable to the owners. In some cases this will mean the introduction of special industries or machinery to work up the material. In many white pine forests which have been seriously infected by the weevil the trees are very crooked, yet the portions of the logs between the whorls of branches are of excellent quality for matches or other short material. When an association controls a sufficient amount of such material, it will be practicable to arrange for the introduction of an industry for working it up.

In many regions pine reproduces especially well under birch or other inferior trees which, in a few years, will kill out or seriously damage the pine if left to shade and rub against it. Under present conditions this birch is usually marketable for fuel alone, and for this it is only a second-rate wood. When a sufficient amount of birch is controlled by an association, it will be possible to introduce an inexpensive plant for making spool or bobbin stock, thus giving the owners a profit from the birch and a chance to free the pine and to make it much more profitable in the future.

Abandoned fields often reproduce to an exceedingly thick stand of spruce or pine, in which the trees are so closely crowded that their growth is seriously interfered with. Under the present conditions it is impracticable to thin such stands, because there is no market for the material cut. It may not always be possible even for an association to find an industry to utilize this material, but it will be easier for an association controlling a large area than for a single owner.

#### Cooperative Marketing and Community Development.

Not the least valuable result to be expected from cooperative forest products associations is the establishment of permanent local industries and the attendant prosperity of the community as a whole, in sharp contrast to the ex-

ploitation of forests by temporary industries and imported labor.

This country has much to learn from such countries as France regarding the proper handling of woodlands and the development of permanent local industries. "The lumber industry in France is composed of many enterprises, stable and permanent in character, and adapted in size to utilize the material that regularly may be taken from the forests. Compared to American standards, individual sawmills and their contributing logging operations are small. The industry, however, has become an essential factor in the community. Labor is local and permanent. Many persons work in the woods and in the mills a part of the time and at other seasons on the farms and in other undertakings. Thus, in many mountain sections, the woods work is pretty largely carried on by the peasants. The trees are cut at one time of the year and brought to the roads, and later on are hauled out by the peasants when their oxen, horses, or mules are not used for farm or other work. So, also, many local people work part time in the sawmills and the concerns that make a great variety of products from the forests."

Throughout France are local industries manufacturing a great variety of articles from wood. The manufacture of barrels and casks is of great importance in the wine-growing section. Furniture and cabinet shops are found in nearly all large towns and in many small ones. Quantities of wood are used in the manufacture of wooden shoes and wooden soles and heels. In addition to these and other industries using wood on a large scale, there are thousands of small woodenware factories and a multitude of home industries that use wood. Great quantities of toys, fans, paper knives, brushes, spoons, handles, spindles, funnels and boxes of various kinds are turned out by the farmer-workmen all over France. Wood is obtained from the nearby forests and mills, the peasant workers having their own lathes, which they use at odd times.

In the United States the tendency in the past has been too much to develop the wood-using industries as temporary affairs entirely apart from the community life. Forest resources have been exploited on such a large scale that imported labor has been required to supplement the local labor. The result is that after a few years' operations the timber resources are gone, and there is no profitable winter work for the farmers. This has been one of the important causes for the abandonment of farms and of whole communities in the less favorable agricultural regions. Certain localities in New England, Pennsylvania, and other States illustrate this regrettable condition.

It is not claimed that cooperative marketing associations alone will rectify all the mistakes of the past, but it is believed that they may be of great service in building up permanent wood-using industries near the base of supplies, and in developing more prosperous rural communities.

#### SUPPLY DIVISION MOVED TO ANCHORAGE.

To facilitate handling general supply orders for work in the Broad Pass region, and in order to keep in closer touch with the Navy Department in their operations in the Matanuska coal fields, the headquarters of the Supply Division, formerly located at Seward, have been moved to Anchorage, effective Wednesday, June 23, 1920.

War-time operations of the telephone and telegraph by the United States cost the Government \$14,418,237.

WEEKLY FORCE REPORT.

The number of employees of the Alaskan Engineering Commission as shown on the payrolls for the week ended June 12, 1920, was as follows:

Mile	Item of work	D Purchas- ing	I Sup- ply	V Ac- count- ing.	Southern			Northern			T <sup>tl</sup>
					Maint. & Op.	Const' tion	Admin- istration	Maint. & Op.	Const' tion	Admin- istration	
	Seattle office and Pur. Agent's Reprs.	19	...	5	...	...	...	...	...	...	24
1	Stores	...	34	...	...	...	...	...	...	...	34
	Dock	...	19	...	...	...	...	...	...	...	19
	Mess	...	4	...	...	...	...	...	...	...	4
	Maintenance of equipment	...	...	10	...	...	...	...	...	...	10
	Hospital	...	...	...	2	...	...	...	...	...	2
	Residency No. 3	...	...	...	7	...	...	...	...	...	7
	B. & B. No. 9, work on Seward dock	...	...	...	4	...	...	...	...	...	4
	Extra gang No. 6	...	...	...	24	...	...	...	...	...	24
	Accounting office	...	...	2	...	...	...	...	...	...	2
3	Extra gang 3, sawmill	...	...	...	1	...	...	...	...	...	1
	Contractors, logs and lumber	...	...	...	23	...	...	...	...	...	23
18	T. & T. construction crew	...	...	...	11	...	...	...	...	...	11
20	Contractors, ties	...	...	...	2	...	...	...	...	...	2
34	Steam shovel No. 3	...	...	...	18	...	...	...	...	...	18
48	B. & B. No. 12	...	...	...	27	...	...	...	...	...	27
49	Contractors, tunnel	...	...	...	16	...	...	...	...	...	16
52	Engineering party	...	...	...	9	...	...	...	...	...	9
	B. & B. No. 5, constructing bridge 79	...	...	...	35	...	...	...	...	...	35
	B. & B. No. 7, bridge No. 503	...	...	...	72	...	...	...	...	...	72
54	Extra gang No. 5	...	...	...	50	...	...	...	...	...	50
56	Steam shovel No. 1	...	...	...	41	...	...	...	...	...	41
72	B. & B. No. 8	...	...	...	44	...	...	...	...	...	44
86	B. & B. No. 10, saw logs	...	...	...	17	...	...	...	...	...	17
113	Extra gang No. 1, ditcher	...	...	...	9	...	...	...	...	...	9
1-114	Operation, road	...	...	...	24	34	...	...	...	...	58
	Maintenance of way and structures..	...	...	...	129	...	...	...	...	...	129
114	Headquarters office	...	...	...	6	4	...	...	...	...	10
	Bridge Engineer	...	...	...	2	1	...	...	...	...	3
	Drafting office	...	...	...	3	...	...	...	...	...	3
	Townsite and land	...	...	...	9	1	...	...	...	...	10
	Disbursing office	...	...	6	...	...	...	...	...	...	6
	Accounting office	...	...	12	...	...	...	...	...	...	12
	Hospital	...	...	...	6	6	1	...	...	...	13
	Stores	...	25	...	...	...	...	...	...	...	25
	Material yard	...	73	...	...	...	...	...	...	...	73
	Extra gang No. 2	...	...	...	2	...	...	...	...	...	2
	Operation, road	...	...	...	52	1	2	...	...	...	55
	Dock and boats	...	...	...	24	...	...	...	...	...	24
	Power and pumping	...	...	...	9	...	...	...	...	...	9
	Maintenance, equipment	...	...	...	85	...	1	...	...	...	86
	Floating	...	...	...	55	...	...	...	...	...	55
114-238	Operation, road	...	...	...	16	30	...	...	...	...	46
	Maintenance of way and structures..	...	...	...	286	...	1	...	...	...	287
	B. & B. No. 4	...	...	...	10	...	...	...	...	...	10
172	Mining, Eska	...	...	...	37	...	1	...	...	...	38
188	Mining, Chickaloon	...	...	...	19	...	...	...	...	...	19
233	Steam shovel No. 4	...	...	...	53	...	...	...	...	...	53
	Extra gang 4, ballasting & surfacing	...	...	...	68	...	...	...	...	...	68
	B. & B. No. 6	...	...	...	11	...	...	...	...	...	11
236	Extra Gang No. 7	...	...	...	49	...	...	...	...	...	49
242	Steam shovel No. 2	...	...	...	47	...	...	...	...	...	47
249	Stores	...	5	...	...	...	...	...	...	...	5
	Engineers and freighting operations	...	...	...	32	...	...	...	...	...	32
251	B. & B. No. 1, bridge construction...	...	...	...	17	...	...	...	...	...	17
261	Contractors, grading	...	...	...	14	...	...	...	...	...	14
264	Engineers and camp operation	...	...	...	105	...	...	...	...	...	105
	Contractors, grading	...	...	...	15	...	...	...	...	...	15

WEEKLY FORCE REPORT.

Mile	Item of work	D Purchas- ing	I Sup- ply	V Ac- count- ing.	S		I		O	N
					Maint. & Op.	Const'c-Admin- tion	Maint. & Op.	Const'c-Admin- tion		
264	Contractors, piling					7				7
	Contractors, firewood					9				9
	T. & T. maintenance linemen			3						3
266	Sawmill, camp construction and freighting operations					25				25
	Contractors, grading					40				40
	Contractors, clearing					9				9
	Contractors, piling					3				3
269	Construction and freighting opns.					31				31
	Contractors, grading					27				27
270	Contractors, grading					51				51
271	Contractors, grading					13				13
272	Contractors, grading					16				16
275	Wagon road cons. & freighting op'ns					8				8
	T. & T. construction crew					3				3
277	Contractors, grading					10				10
279	Contractors, clearing					3				3
280	Contractors, grading					9				9
281	Construction and freighting opns.					6				6
	Contractors, grading					18				18
284	Engineers and bridge construction					13				13
	Contractors, grading					32				32
310	T. & T. maintenance lineman			1						1
334	Road crew							11		11
344	Engineering party							9		9
	Contractors							32		32
350	Engineers							11		11
	Contractors							90		90
356	Engineers and general camp							17		17
	Contractors							153		153
358	Engineers and Camp operation, and T. & T. crew							38		38
	Contractors, coal							10		10
358-411	Sectionmen, pumpmen & train crew							66		66
411	General			8				9	7	2
	Contractors							4		4
	Stone, warehouse and yard		18					6	6	
	Shops, roundhouse, train crew and boats							20	13	
	Hospital							6	6	1
	Townsite							1		1
	Janitors and watchmen							9		
	Power plant, linemen and operators.							13		
	Mess							8		
	Corral		1						2	
412	Terminal							19		
412-469	Pumpmen and sectionmen							32		
	Contractors							8		
429	Steam shovel crew							57		
430	Sawmill							29		
467	General shops and yards			2				33		
	Tanana Valley R. R.							32		
	Rehabilitation							54	1	
	Rehabilitation, contractors							17		
	Totals	19	179	35	765	1250	12	256	572	5
	Increase or decrease (-) compared with last week	0	7	0	2	24	0	5	14	0

(Recapitulation will be found on the following page)

## RECAPITULATION

Division	Pay Roll	Contractors	Total
Purchasing .....	19	....	19
Supply .....	179	....	179
Accounting .....	35	....	35
Southern .....	1710	317	2027
Northern .....	519	314	833
Totals .....	2462	631	3093

## NEW YORK MERCHANT URGES VOLUNTARY SELF-DENIAL AS A MEANS TOWARD DECREASING COMMODITY PRICES.

Regardless of temporary betterments in the price situation, such as the recent price cutting wave which swept the country, the high cost of living will not permanently cease to be until production much more nearly overtakes consumption than it does now.

Speakers at a recent meeting of the Economic Club in New York City said that only a new orgy of spending and no permanent betterment to the price situation have resulted from the recent cut price sales throughout the country. Were price cuts the result of increase in production, these leaders say, such cuts would reflect changed conditions which would mean that prices had taken a step toward a permanent return to lower levels. Instead of this, it was urged, the recent price cuts were caused solely by the exigencies in which merchants found themselves because of a cessation of buying by the public and questions involved in the financing of their business.

J. L. Straus, of R. H. Macy & Company was the speaker at the Economic Club dinner who analyzed the results of the price cutting movement.

"The horizontal cuts, if they continue, will seriously menace the prosperity of the industry concerned," he said. "If the reductions are legitimately made, they are not only causing a sacrifice of reasonable profits, but are cutting into capital; if they are falsely made they are misleading the public into unwisely extravagance.

"As manufacturers have all along complained of the inability to deliver requirements, the rehabilitation of merchandise stocks, depleted by forced sales, will create an additional demand, and, therefore, will tend to cause a rise in prices. In other words, the distributors are bulling the market against themselves."

Mr. Straus urged the decreasing of demand through voluntary self-denial and the restriction of exports by a licensing system.

Francis H. Sleson, Vice-President of the Guaranty Trust Company said:

"The advantages accruing to consumers in consequence of declining prices were easily exaggerated and misunderstood. As the reductions in prices at the present are not due to overproduction," he said, "it would seem advisable to avoid a hasty conclusion that the present movement forecasts a universal and drastic drop in commodity prices."

The need, therefore, for continued saving and safe investment remains paramount. The present market prices of Liberty Bonds and Victory Notes, as well as the continuation of the sale of Government Savings Securities offer the public the opportunity to invest their savings so as to obtain positive and assured returns.

The world's largest glacier is the Muir, in Alaska.

## SHIPMENTS OF MERCHANDISE FROM ALASKA DURING MONTH OF MAY VALUED AT \$6,343,183.

The shipments of merchandise from Alaska to the States during the month of May, 1920, were valued at \$6,343,183, according to the report of John W. Troy, United States collector of customs, with headquarters at Juneau, Alaska.

The report in detail follows:

Products of Alaska	Quantity	Dollars
Curios .....		\$ 1,757
Fresh fish, other than salmon .....	833,498 lbs.	81,380
Dried, smoked or cured fish .....	170,168 lbs.	13,614
Pickled fish .....	1,080 bls.	17,376
Canned salmon .....	841,392 lbs.	128,360
All other salmon .....		80,186
Clams .....		93
Shrimps .....		3,775
All other fish and fish products .....		70
Seal skins (Prudof Islands, 1919) .....	30,198	4,227,720
All other furs and furskins .....		176,640
Jewelry .....		100
Copper ore, matte and regulus .....	7,331,594 lbs.	1,384,024
Lead ore, matte and regulus .....	115,022 lbs.	8,650
Lead bullion, .....	5,749 lbs.	403
Stone, including marble .....		17,851
Wood, and manufactures of .....		2,000
All other articles .....		31,668

Total value of products of Alaska .....	\$6,175,676
Products of United States returned .....	128,355
Total value of foreign merchandise .....	38,852

Total value of shipments of merchandise .....\$6,343,183

\*Items included in "All other articles":

Manufactured furs .....	\$ 775.00
Rutabagas .....	3,750 lbs. 158.00
Potatoes .....	190 lbs. 10.00
Palladium .....	214 ozs. 28,025.00
Platinum .....	25 ozs. 2,700.00

Total .....\$31,668.00

## ESTIMATED CONSUMPTION OF OIL FOR PRESENT YEAR FIVE HUNDRED MILLION BARRELS.

The Secretary of the Interior, John Barton Payne, in commenting recently on the April petroleum statistical report of the United States Geological Survey said:

"It is another chapter of the same story—more oil is coming out of the ground, but even more is being consumed. Slightly less crude oil was imported than in March but the drafts continued on the stocks both of Mexican oil held by importers and of domestic oil held by importers and of domestic oil held by the pipe line and other marketing companies. This reduction of stocks in April amounted to three-quarters of a million barrels. With four months figures before me, I feel warranted in estimating the year's production at 420 million barrels and the year's consumption, including exports, at 500 million barrels. The welfare of the nation demands that these figures be reduced. To do that less gasoline must be bought this summer by the pleasure seekers and less fuel oil burned on shore where coal can be had or even under marine boilers, where three barrels are needed to do the work of one in an internal-combustion engine. Old style thrift in the use of petroleum ought to be the fashion this year."

### SENATOR McNARY'S BILL REPORTED WITH AMENDMENTS.

Senator McNary, on August 15, 1919, introduced into Congress a bill "To provide for the leasing of lands in Alaska for stock breeding and other purposes."

This bill reads as follows:

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That authority be, and is hereby, given to the Secretary of the Interior to lease, at his discretion, for a period not exceeding twenty years, unoccupied islands or unoccupied portions of islands in the Territory of Alaska for breeding and grazing of sheep, cattle, goats, and other live stock, under such rules and regulations, such terms and conditions as he may prescribe: Provided, that Annette, Pribilof Islands, and the islands leased and occupied for the propagation of foxes be excepted from the operations of this Act."

This bill was referred to the Committee on Public Lands, which Committee, on May 19, 1920, reported the bill with the following amendments." The title is amended to read:

"A bill to provide for the leasing of public lands in Alaska for grazing purposes." "Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Secretary of the Interior be, and he is hereby, authorized, in his discretion, and under such general regulations as he may adopt, to lease for stock-grazing purposes unappropriated public lands, either surveyed or unsurveyed, in the Territory of Alaska, not adapted to ordinary agricultural use but chiefly valuable for pasturage, in area not to exceed in the aggregate ten thousand two hundred and forty acres to any one lessor, for such periods of time as may be agreed upon, but in no case to exceed twenty-five years, and for such annual rental as may be fixed by agreement, subject to revision at stated periods: Provided, That all leases granted hereunder shall expressly reserve the right of citizens of the United States to enter upon, explore, and work the leased lands for the minerals therein, and acquire title thereto under the mining laws.

"Sec. 2. That on the termination of a lease, after due compliance with the terms thereof, the lessor shall have a preferred right to purchase for cash, on the payment of the appraised value thereof, the land on which his principal improvements are situated; the area so taken not to exceed six hundred and forty acres: Provided, That if the lessee shall not exercise such right of purchase all improvements on the leased land shall be and remain the property of the United States.

"Sec. 3. That the Secretary of the Interior is hereby authorized to perform any and all acts and to make such rules and regulations as may be necessary and proper for the purpose of carrying the provisions of this Act into full force and effect."

### REBUILT "CRISTOBAL" SAILS WITH CARGO.

The steamship "Cristobal" of the Panama Railroad Steamship Line, which has been rebuilt by the Mechanical Division of the Panama Canal, sailed for New York on May 2, carrying 10,085 tons of cargo.

The Cristobal was sent to Balboa shops in May, 1919, for general reconstruction. Every part that was worn was replaced, from hull plates to railing around the deck. The system of coal-burning boilers was changed to oil burners

with a general reconstruction of the burner and boiler spaces. New boilers were installed, and all worn parts of the engines, main and auxiliary, replaced with new. The capacity for cold storage was increased to over 13,000 cubic feet. Passenger accommodations were renovated and increased; she can now accommodate approximately 150 first class passengers.

New smoking room, social hall, and dining room were built, and finished throughout in caoba blanca or the light mahogany of Panama. This is a kind of wood never used prior to 1917 and unknown commercially, outside of the local uses on the Isthmus and in the shops of the Canal. It possesses an unusual beauty in grain and color, and offers an excellent surface for the most artistic finish in cabinet work. Practically all of the ship above the main deck is entirely new.

The Cristobal is a ship of 9332 gross tons, 489 feet 6 inches in length by 58 feet beam and 28 feet 10 inches depth. She was built in 1902 at Sparrows Point, Md., and purchased in 1909 by the Panama Railroad Steamship Line for \$850,000. Today her value is estimated at around \$3,000,000.

After the completion of the installations of furnishings in New York, the Cristobal will go back on the run of the Panama Railroad Steamship Line between New York and the Canal Zone.

### ALASKA PULP TIMBER SOLD.

Bids for the sale of 100 million feet of pulp timber in Alaska have just been opened in the District Forester's office of the United States Department of Agriculture, Portland, Oregon. The successful bidder was the Alaska Pulp and Paper Company, of San Francisco, California, who submitted a bid of \$1.00 per thousand board feet for certain classes of timber, and 50 cents per thousand for the remainder.

The higher priced timber includes such Alaskan trees as Sitka spruce, western red cedar, and Alaska cypress. Western hemlock and other kinds brought 50 cents per thousand. A large per cent of the timber advertised, Forest Service officers say, is suitable for paper making.

This big sale of Government timber is located in Southeastern Alaska, on Port Snettisham and Glass Peninsulas, within the Tongass National Forest. The timber has been advertised and sold to the highest bidder, as required by federal law.

The Alaska Pulp and Paper Company are said to have made already heavy investments in waterpower development in Alaska, which may be used in conjunction with pulp plants to be built. From present indications, Forest officers predict this pulp sale as the beginning of a legitimate development and use of the timber resources of Alaska to relieve the nation-wide paper shortage.

### COMMISSION TEAM DEFEATS SOLDIERS.

The Alaskan Engineering Commission baseball team defeated Company "B", 21st infantry, in the game played at the Athletic Field last Sunday—score 16 to 6.

In this game the Commission team played with vim and dash which are so essentially necessary to winning baseball games.

#### Standing of the Teams.

	Won	Lost	Per cent
City Team	2	0	1.000
A. E. C.	1	2	.333
Co. "B", 21st Inf.	1	2	.333

**OFFICIAL CIRCULARS.****INDEPENDENCE DAY HOLIDAY.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, June 17, 1920.

General Circular No. 23:

TO ALL CONCERNED:

Independence Day falling on Sunday, July 4, 1920, the following Monday, July 5, will be observed as a holiday at Headquarters, and, as far as practicable, in the Field.

F. MEARS, Chairman.

**COST KEEPING SECTION ESTABLISHED.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, June 19, 1920.

General Circular No. 24:

TO ALL CONCERNED:

A Cost Keeping Section has been established in this office under the personal direction of the undersigned, with Mr. R. D. Thompson, Cost Accountant, in charge. I am taking occasion, by this Circular, to authorize Mr. Thompson to make direct inquiries, over his own signature, to the various field construction offices, timekeepers, etc., for the purpose of obtaining information necessary for his accounts.

All concerned are requested to furnish information promptly, and cooperate fully with the Cost Accountant in all matters pertaining to their work. It is to be understood that Mr. Thompson is without authority to give orders or directions of any kind regarding the conduct of the work, as his business is to seek information only relative to Cost data of work performed under the direction of the Engineering Department.

F. MEARS, Chairman.

**INSTRUCTIONS TO FOREMEN AND OTHERS ORDERING MATERIAL.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, June 19, 1920.

Circular No. 101:

TO ALL CONCERNED:

Difficulty is being experienced on account of Foremen and others ordering material failing to specify the nature of the work for which that material is required. In the future, when giving orders for material of any kind to Timekeepers or others, please specify the nature of the work for which the material is required. If the material is required for more than one kind of work, specify them and the percentage chargeable to the different jobs.

Orders cannot be filled unless this information is given.

F. A. HANSEN,  
Engineer of Maintenance and Construction.

**DISBURSEMENTS IN THE SOUTHERN DIVISION**

Disbursements in the Southern Division of the Alaskan Engineering Commission for the week ended June 5, 1920, totaled \$62,113.71. Salaries and wages were \$56,355.05; purchase orders, \$1044.25; compensation, \$178.67; steamship settlements, \$2659.68; special deposit account, \$35.00, and other expenses, \$1637.06.

**Division Notes.**

Six hundred feet of track was laid in the pit at Mile 56.

Five new portable outfit cars were completed at Anchorage during the month.

Work was begun on camp construction for snow sheds at Mile 71 and the removal of snow was begun.

Alaskan Engineering Commission forces on grading at Mile 251, moved 1300 cubic yards of material during the month.

Repairs and alterations were made to old outfit cars at Anchorage to fit them up for work during the present season.

The sawmill forces at Indian River sawed 105,487 feet, board measure, of lumber and logged and hauled one thousand logs from the woods.

Nine hundred and six logs, containing 172,670 feet, board measure, of lumber, were placed in the yard at Camp 86 during the month. The number of logs in the yard at the end of the month was 5514, containing 720,444 feet of lumber.

The movement of supplies was exceedingly difficult during the month, and for handling small amounts of emergency supplies it was necessary to use the following methods on different stretches of country to get them to Hurricane Gulch: Pack on men, haul on wagons, haul on double-enders, line row boats up-river, pack on horses, and haul with dog teams.

At Susitna bridge crossing, Mile 261, work started on excavation of pier No. 35, and 1080 cubic yards of material was removed. This completed excavation to about elevation 702.00. Two hundred and ten piles were driven and capped in the grillage or working platform around the pier. Thirty-three piles were driven for guide piles in the cofferdam and one set of wales was placed for the first set of sheet piling.

The Susitna River broke up on May 19, but there was not a very heavy flow of ice. At the site of the Susitna River bridge the ice rose to elevation 714.00 and the water to elevation 710.00. The excavation for pier No. 35 was partially filled with ice. At Stations 11457 and 11473 the temporary wagon road bridges along the grade were swept out by the ice jamming, and the ice piled up about three feet above the grade.

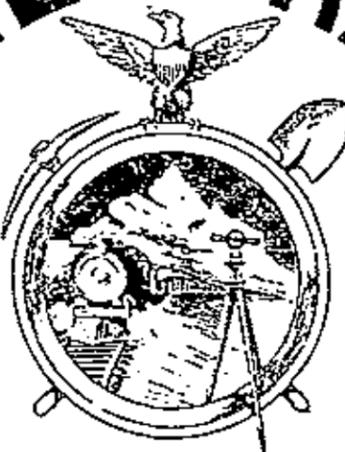
**ANCHORAGE HARBOR NOTES.**

The steamship Alameda arrived at Anchorage June 17, at 3.45 a. m., with a cargo of freight for the Alaskan Engineering Commission, consisting of 174 tons of railway equipment and supplies, together with 26 first-cabin passengers, among which were 10 round trippers. The steamer departed southward at 3.15 p. m., same date.

The freighter Admiral Goodrich arrived June 18, discharging 340,000 feet of lumber at Seward, en route. For Anchorage the freighter brought 162 tons of powder and detonators, 75,000 feet of lumber and 224 tons of 70-pound steel rails. Also, one 100-ton wrecking crane, and a 50-ton erecting crane to be used in construction of the steel bridge at Susitna Crossing, Mile 264.

The Admiral Watson arrived at 8 a. m., June 19, with a cargo of freight for the Alaskan Engineering Commission, consisting of 124 tons of railway equipment and supplies, also 19 first-cabin passengers and eight round trippers. The Watson departed southward at 9 p. m., same date.

# ALASKA RAILROAD RECORD



VOL. IV.

ANCHORAGE, ALASKA, TUESDAY, JUNE 29, 1920.

NO. 34

## Alaska Railroad Record

Official Publication of the Alaskan Engineering  
Commission.

### Passing of the Alaska Railroad Record

Day, Tuesday; Month and Date, November 14, Year, 1916, the first issue of the Alaska Railroad Record was published with the following announcement appearing on the first page:

#### ANNOUNCEMENT

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

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

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

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

#### Purpose Well Served.

The Record has served its purpose and fulfilled all promises. Moreover, it has been the means of providing intelligent, elevating and instructive reading for many of the employees of the Alaska Government Railroad, working in remote and distant parts of the Territory along the line of construction. It has, as the announcement pointed out, been a very convenient form for the distribution of official orders and circulars. Not only that, but public libraries throughout the country have been furnished with reliable data in convenient form, concerning the progress of construction of the Alaska Government Railroad, published weekly in The Alaska Railroad Record.

#### Secretary Orders Publication Discontinued

By order of the Secretary of the Interior, Col. F. Mears, chairman and chief engineer of the Alaskan Engineering Commission, in the letter which follows, instructs the editor to discontinue publication. Accordingly, the Alaska Railroad Record discontinues publication with this issue.

#### Col. Mears' Letter to the Editor

Anchorage, Alaska, June 22, 1920.

"Mr. Wm. B. Clayton,

"Editor Alaska Railroad Record,

"Anchorage, Alaska.

"My dear Mr. Clayton:

"On order of the Secretary of the Interior, you are directed to discontinue publication of the 'Alaska Railroad Record,' effective July 1, 1920.

"In this connection, permit me to express to you, and through you to your predecessors, my cordial thanks for the faithful, loyal, and consistent efforts put forth in making this little publication the interesting and useful agency which it has been.

"Yours very truly,

"F. MEARS, Chairman."

### ASSISTANT CHIEF ENGINEER SUBMITS REPORT SHOWING ACTIVITIES DURING MAY.

The report submitted by Wm. Gerig, assistant chief engineer in the Southern Division of the Alaskan Engineering Commission, points out that there was no local labor available during the month of May, and the supply of labor sent in from the States was not as plentiful as anticipated: A total of 281 laborers was shipped in during the month reported.

The average force employed in the Southern Division during the month, including the Accounting and Supply Division employees located at Anchorage and Seward, was 1642 force account employees and 260 contractors.

#### Operation.

The portion of the road between Seward and Anchorage was operated satisfactorily during the month, with the exception of ten days in the beginning of the month, when the road was blocked by snowslides on Turnagain Arm. The schedule of two mixed trains weekly in each direction was maintained, and freight extras have been run as required. The regular schedule of two trains per week each way between Anchorage and Talkeetna was maintained, and during a part of the month two trains per week were operated between Anchorage and Chickaloon. There have been no serious delays on any of these runs.

The first steamer of the season entered the Anchorage harbor April 26th, and was unloaded at the ocean pier. The dock forces were organized for the purpose of handling the tonnage that come in by vessels.

#### Maintenance And Construction.

At Seward minor repairs and alterations were made at the Seward Terminal. The cold storage room in the mess house was completed and some alterations and repairs were made to outfit cars at Seward, for use during the construction season.

Hoben and Davis, saw log contractors, at Mile 31 $\frac{1}{2}$ , delivered 908 logs, containing 229,955 feet of lumber. At the same location La Rochelle and Roberts, sawmill contractors, manufactured 330383 ft. b. m. of lumber.

Steamshovel No. 3 was placed in service during the month at Lowell Creek in Seward, and loaded 1824 cubic yards of gravel, which was used in making a spur to the Bryan sawmill and placed for ballast between Miles 2 and 11. This shovel was moved to Mile 39 at the end of the month to produce ballast for the main line near the second summit.

On the work of widening Tunnel No. 1, C. O. Nelson & Co., contractors, made satisfactory progress during the month. Twenty-seven segment bents were raised, lagged and packed, and 105 feet of heading and 40 feet of bench were taken out during the month.

Bridge No. 499 (old No. 77) was burned down to make room for the new structure.

The work of rebuilding Bridge No. 501 (old No. 78) was begun on May 3rd. Concrete was poured for abutments 17 and 18, containing 227 cubic yards, and the excavation was completed for bent 16; bent 17 is 35 per cent complete; bent 12 is 85 per cent complete and bent 13 is 95 per cent complete. Work was begun on the excavation for bents 21-26. Falsework for the span was also completed.

Work was begun on May 3rd on Bridge 503 (old No. 79). The excavation for piers 11, 12 and 13 was completed. The concrete was poured in piers 12, 13, 17, 18, and

19, which required 430 cubic yards. Bents 14, 15, 16 and five parapet bents on pier 13 were erected.

On Bridge 504, rails and ties were laid for a distance of 400 feet. On Bridge 543 excavation was completed for bents 188 and 189. Back filling was completed on bents 190 to 209 inclusive. Fender piles and bracing were placed on bents No. 180, 182 and 187.

Material was assembled for fire protection system at the snowsheds in Mile 53. Steamshovel No. 1 at Mile 56, loaded 24,143 cubic yards of gravel during the month, which was distributed from Miles 56 to 65 for raising grade, and a small amount was used for concrete in the above mentioned bridges. About 600 feet of track were laid in the pit at Mile 64.

Work was commenced on the construction of a camp for housing the employees at Mile 71, for the purpose of constructing a snowshed at that point. The work of moving the snowslide at Mile 71 was also begun.

At Mile 86, 906 logs containing 172,670 feet b. m., of lumber were placed along the track during the month.

The erection of the warehouse by the force of soldiers at Anchorage was continued.

The following miscellaneous work was performed at Anchorage:

Five new portable outfit cars were completed.

Repairs and alterations were made to a number of old outfit cars so as to fit them for work during the present season.

A storage track for unloading bridge steel was under construction during the month and is about twenty per cent complete.

The ditcher outfit cast over 5090 cubic yards of material during the month, and was operated at Mile 233 and also in Mile 114.

The erection of the water tank at Montana siding was completed.

The steamshovel located at Mile 233 was double-shifted during the month, and excavated 33560 cubic yards of gravel, which was used for ballast and bank widening between Miles 225 and 238.

The slides between Miles 236 and 242 were removed during the month and the track was opened to Mile 242 and was being ballasted at the end of this period.

A small Commission force was employed at grading at Mile 251 during the month and moved 1300 cubic yards. Grading contractors north of the end of steel moved approximately 29,869 cubic yards of solid rock and other material during this period.

The Bridge crew north of the end of steel drove 108 piles in six bridges. These bridges were capped and temporary deck placed on them in order to use them for wagon roads. This force also spent five days in constructing temporary road bridges which had been destroyed by the ice flow in the Susitna River.

The following work was accomplished at Susitna River bridge crossing—Mile 264:

Excavation on Pier No. 35 was begun and 1080 cubic yards of material removed.

Excavation reached elevation 702.

Two hundred and ten piles were driven and capped in the grillage and working platform around the pier.

Thirty-three piles were driven in the coffer dam and a set of wales was placed for the first set of sheet piling.

Work on the bridge pier construction was interfered with during the month by the break-up of the river, which occurred on May 18th. Some ice was deposited in the ex-

cavation for the pier, but it did not do any serious damage, except that the hauling of supplies, etc., was stopped entirely during the month, thus delaying the completion of the power house etc.

A. L. Adair & Co., piling contractors, finished cutting piles, but have failed to deliver same on account of trail conditions.

Piling contracts were awarded during the month to A. O. Wells Co., and R. O'Rourke & Co. Both gangs made satisfactory progress.

Giannini & Co., at Mile 264 had completed about 80 per cent of their contract for clearing right of way between Stations 11952 and 12018 at the end of the month.

Kinoff & Co., contractors on the channel change in Indian River Mile 266 have made good progress.

Martinovich & Co., who are located at Mile 269, have made satisfactory progress.

Nick Davis & Co., working at Mile 270, have made a successful showing during the month, moving 8000 cubic yards of material with 8840 pounds of powder.

J. Pariso & Co., and P. Mc Cormack & Co., have made good progress and will complete their contracts during the next month.

Preziuso & Co., grading contractors, Mile 266, are making good progress.

Grading contracts were awarded to Steve Christ & Co., between Stations 12719 and 12790, and to Vico Babich & Co., between Stations 12790 and 12820, and satisfactory progress is being made by both of these contractors.

Christ George & Co., and Frank Spadaro & Co., grading contractors in Mile 284, have made satisfactory progress.

The sawmill at Indian River sawed 105,489 feet. b. m. of lumber and logged and hauled 1000 logs from the woods.

At Camp 264 nine tents for quarters were erected; also blacksmith shop, boiler shop, a barn and a hay platform were all complete. A 30 by 45 machine shop was 30 per cent complete at the end of the month. Wagon road between Mile 264 and Mile 266 was 40 per cent complete. Wagon road bridges across Indian River at Miles 266 to 269 were completed.

#### Mechanical Department.

General routine repairs to locomotives, snowplows, and other equipment and machinery was done during the month. In addition to the above, considerable work was done at the Marine Ways, which included the launching of a number of barges and the dredge and preparing this equipment for service.

#### Telegraph and Telephone Department.

The usual maintenance and operation was continued by this department throughout the month. A small construction force was organized and was engaged in repairing the line between Miles 67 and 74, and also at Mile 54.

#### ONTARIO POTATOES FOR AMERICAN MARKET.

A large portion of the available potatoes in Ontario Province is finding its way to the American market. American buyers are paying \$5.50 per bag (90 pounds) f. o. b. Ontario points, and will take any amount that is offered and are glad to get them. Ten carloads recently left a Canadian town for an American center and 12 more carloads a few days later. The only reason that large quantities are not being shipped is due to the railroad strike, which is causing shipments to be held at border

points and, in a way, is practically an embargo. Apparently the lack of transportation has had no effect upon the American buyers who are operating in Ontario. As to the quantity still available, nothing definite can be learned.

A shipper stated that by sending potatoes to the United States he benefited by the rate of exchange. "American buyers," he remarked, "come into our warehouse and offer \$5.50 per bag, and even buy cars at that price without us touching them. They pay the cost of the potatoes and also prepay freight in American money. The exchange on a bag at the present price is around 60 cents, and as a car contains about 450 bags, the profit on the car in exchange is about \$250. In this way we are able to make a little profit."

#### OPERATING EXPENSES OF ANCHORAGE TOWNSITE AMOUNT TO \$2082.97 FOR MAY.

Two thousand and eighty two dollars and ninety-seven cents is the amount expended during the month of May in maintaining and operating the Anchorage Townsite, according to figures compiled at the townsite office.

The report in detail follows:

#### ADMINISTRATION:

Total to April 30, 1920	\$1,694.10	
Salaries	161.35	
Fuel, Light and Telephone	18.20	
Main. of Buildings and Grounds	43.28	1,916.93

#### FIRE PROTECTION

Total to April 30, 1920	8,112.52	
Salaries	503.09	
Maintenance of Team	61.05	
Main. Equipment & Hydrants	211.05	
Main. Buildings and Grounds	50.53	
Fuel Light and Telephone	11.60	
Miscellaneous Supplies	3.36	8,953.20

#### MAINTENANCE OF STREETS AND ALLEYS:

Total to April 30, 1920	2,546.66	
Month of May, 1920	410.63	2,957.29

#### SANITATION

Total to April 30, 1920	3,949.15	
Disposal of Garbage	560.03	
Inspection	4.00	
Maintenance of Sewers	25.00	
Superintendence	19.80	4,557.98
		\$18,385.40

#### ACTIVITIES IN THE MINING DEPARTMENT.

For the week ended June 12, 1920, Sumner S. Smith, manager of the Eska and Chickaloon mines operated by the Alaskan Engineering Commission, reports mining activities as follows:

#### Eska Mine.

Improvements at this mine on the cleaning plant, are 80 per cent complete, and driving of the Eska West Counter, continued. Thirty-eight employees were reported on the payroll.

#### Chickaloon Mine.

Seventy-one short tons of coal were mined at this mine during the week reported. Driving continued in the Second West Counter No. 2., and the Second West Counter No. 8. Nineteen employees were reported on the payroll.

## WEEKLY FORCE REPORT.

The number of employees of the Alaskan Engineering Commission as shown on the payrolls for the week ended June 19, 1920, was as follows:

Mile	Item of work	D	I	V	I	S	I	O	N	T'tl
	Seattle office and Pur. Agent's Reps.	23		5						28
1	Stores		32							32
	Dock		11							11
	Mess		4							4
	Maintenance of equipment				10					10
	Hospital					2				2
	Residency No. 3					7				7
	B. & B. No. 9, work on Seward dock					6				6
	Accounting office			2						2
3	Extra gang 3, sawmill					1				1
	Contractors, logs and lumber					22				22
20	Contractors, ties					2				2
34	Steam shovel No. 3					18				18
45	Extra gang No. 6					37				37
	Contractor, ties					1				1
48	B. & B. No. 12					23				23
	B. & B. No. 13					1				1
49	Contractors, tunnel					16				16
52	Engineering party					8				8
	B. & B. No. 5, constructing bridge 79					46				46
	B. & B. No. 7, bridge No. 503					74				74
54	Extra gang No. 5					54				54
56	Steam shovel No. 1					38				38
72	B. & B. No. 8					43				43
75	B. & B. No. 11					10				10
	Extra Gang No. 1—ditcher					9				9
86	B. & B. No. 10, saw logs					16				16
1-114	Operation, road				19	37				56
	Maintenance of way and structures..				136					136
114	Headquarters office					6	4			10
	Bridge Engineer					2	1			3
	Drafting office					3				3
	Townsite and land				9		1			10
	Disbursing office			6						6
	Accounting office			12						12
	Hospital				6	6	1			13
	Stores		24							24
	Material yard		74							74
	Extra gang No. 2					2				2
	Extra gang No. 8					3				3
	Operation, road				51	1	2			54
	Dock and boats				60					60
	Power and pumping				8					8
	Maintenance, equipment				106		1			107
	Floating				23					23
114-238	Operation, road				15	35				50
	Maintenance of way and structures..				325		1			326
	B. & B. No. 4					11				11
172	Mining, Eska				36		1			37
188	Mining, Chickaloon				20					20
202	T. & T. construction crew					11				11
233	Steam shovel No. 4					51				51
	Extra gang 4, ballasting & surfacing					65				65
	B. & B. No. 6					11				11
236	Extra Gang No. 7					51				51
242	Steam shovel No. 2					59				59
249	Stores		5							5
	Engineers and freighting operations					77				77
251	B. & B. No. 1, bridge construction...					17				17

WEEKLY FORCE REPORT.

Mile	Item of work	D Purchas- ing	I Sup- ply	V Ac- count- ing.	S		N		T'tl		
					I Maint.& Op.	O Const'c-Admin- stration	I Maint.& Op.	O Const'c-Admin- stration			
251	Contractors, grading .....				14				14		
261	Engineers and camp operation .....				88				88		
	Contractors, grading .....				15				15		
261	Contractors, piling .....				3				3		
	Contractors, firewood .....				9				9		
	T. & T. maintenance linemen .....			3					3		
266	Saw mill and camp construction.....				22				22		
	Contractors, grading .....				40				40		
	Contractors, clearing .....				9				9		
	Contractors, piling .....				5				5		
269	Construction and freighting opns.....				30				30		
	Contractors, grading .....				27				27		
270	Contractors, grading .....				51				51		
271	Contractors, grading .....				13				13		
272	Contractors, grading .....				16				16		
275	Camp construction .....				9				9		
	T. & T. construction crew .....				3				3		
277	Contractors, grading .....				10				10		
279	Contractors, clearing .....				3				3		
280	Contractors, grading .....				9				9		
281	Camp construction .....				7				7		
	Contractors, grading .....				18				18		
284	Engineers and bridge construction....				12				12		
	Contractors, grading .....				34				34		
310	T. & T. maintenance lineman .....			1					1		
334	Road crew .....						23		23		
344	Engineering party .....						10		10		
	Contractors .....						33		33		
350	Engineers .....						11		11		
	Contractors .....						87		87		
356	Engineers and general camp .....						16		16		
	Contractors .....						160		160		
358	Engineers and Camp operation, and T. & T. crew .....						37		37		
	Contractors, coal .....						10		10		
358-411	Sectionmen, pumpmen & train crew .....						59		59		
411	General .....			8			9	7	2	26	
	Contractors .....						4		4		
	Store, warehouse and yard .....		30							30	
	Shops, roundhouse, train crew and boats .....						21	17		38	
	Hospital .....						6	6	1	13	
	Townsite .....						1		1	2	
	Janitors and watchmen .....						9			9	
	Power plant, linemen and operators..						13			13	
	Mess .....						7			7	
	Corral .....		1					2		3	
412	Terminal .....						19			19	
412-460	Pumpmen and sectionmen .....						31			31	
	Contractors .....						8			8	
429	Steam shovel crew .....						59			59	
430	Sawmill .....						29			29	
467	General shops and yards .....			2			30			32	
	Tanana Valley R. R. .....						44			44	
	Rehabilitation .....						38	1		39	
	Rehabilitation, contractors .....						46			46	
	Totals .....	23	181	35	828	1329	12	251	601	5	3265
	Increase or decrease (-) compared with last week .....	4	2	0	63	79	0	-5	29	0	172

(Recapitulation will be found on the following page)

## RECAPITULATION

Division	Pay Roll	Contractors	Total
Purchasing .....	23	....	23
Supply .....	181	....	181
Accounting .....	35	....	35
Southern .....	1852	317	2169
Northern .....	509	348	857
Totals .....	2600	665	3265

## TWO CABINET MEMBERS AND REAR-ADMIRAL TO VISIT ANCHORAGE NEXT MONTH.

According to cables received by Col. F. Mears, chairman and chief engineer of the Alaskan Engineering Commission, and Commander O. C. Dowling, head of the Navy Alaska Coal Commission, John Barton Payne, Secretary of the Interior, Josephus Daniels, Secretary of the Navy and Rear-Admiral Hugh Rodman, together with six destroyers are to visit Seward and Anchorage, Alaska., starting from Seattle, Wash. about July 10.

It is expected that these distinguished visitors will inspect all of the Government projects, particularly the Alaskan Government Railroad construction and the Matanuska Coal Fields.

While it is rather early to state any definite plans as to the movements of the party on arriving at Seward, it is not at all unlikely that a special train will be provided to convey the distinguished party from Seward to Anchorage, over the Alaskan Government Railroad. After a brief sojourn in Anchorage, they will be taken to end of steel inspecting work of construction, going and coming. Meanwhile, the warships will come to Anchorage from Seward, and remain until the party is ready to continue the cruise.

## MONSTER BLAST SUCCESSFULLY FIRED.

F. A. Hansen, engineer maintenance and construction, returned to Anchorage headquarters last Thursday, from a trip of inspection of construction work on the Alaska Government Railroad north of Anchorage.

Mr. Hansen was present at the monster blast successfully fired at Mile 242, which is considered by the Alaskan Engineering Commission officials as one of the best and most successful big shots set off on construction of the Government Railroad.

The shot was fired Wednesday, June 23, by Tom Torphy and the harmonious gang of workmen under him. Thirteen tons of powder were used, and the blast moved 50,000 feet of rock which will be used as rip-rap along the Susitna.

"There have been larger blasts on the Government work," Mr. Hansen said, "but this is considered from an engineering standpoint as one of the best results from the quantity of powder, all the rock being saved and moved in a manner calculated to expedite its utilization for the purpose intended." Foreman Torphy and his gang will leave shortly for Nenana where several tunnels are to be bored.

## DISBURSEMENTS IN THE SOUTHERN DIVISION.

Disbursements in the Southern Division of the Alaskan Engineering Commission for the week ended June 14, 1920, totaled \$68,939.54. Salaries and wages were \$60,336.18; purchase orders, \$1764.75; steamship settlements, \$754.58; compensation, \$38.33; special deposit account, \$60, and other expenses, \$985.70.

## ENGINEER MAINTENANCE AND CONSTRUCTION SUBMITS PROGRESS REPORT.

For the week ended June 12, 1920, F. A. Hansen, engineer of maintenance and construction, reports that B. and B. Gang No. 9 working at Seward was engaged in repairing outfit cars and installing Pyrenes. This work is now completed. Same gang was also employed four days assembling flat cars for the Stores Department.

Further in the report reference is made to work accomplished by the different contractors, steamshovels and other activities under Mr. Hansen's supervision in the Southern Division, as follows:

Hoben and Davis, saw log contractors at Mile 3¼, delivered 371 logs, containing 70,537 feet of lumber.

Laroche and Roberts, sawmill contractors at Mile 3¼, sawed during the week 51,260 feet of lumber. They lost two and one-half days because of having to make repairs to their boilers and raising the track of the lumber yard.

Steam Shovel No. 3, Engineer Wik, loaded during the week 5564 cubic yards of gravel which was dumped for ballast between Mile 44 and Mile 48. This shovel was located at Mile 39.

C. O. Nelson and Co., contractors engaged on enlarging Tunnel No. 1, took out bench from Station 2549 plus 20 to 2550 plus 00, and removed three sets of old timbers from south end of the tunnel.

On Bridge No. 501 the excavation for bents No. 12, 13 and 27 was completed, and excavation was commenced for bent No. 4 which is 10 per cent complete, bent No. 6 which is 95 per cent and bent No. 7 which is 85 per cent complete. Forms were erected for bents No. 22 to 27, both inclusive, and concrete was poured for bents 19 to 23, both inclusive. Top chords were laid and packed complete, lateral bracing between same placed complete, end posts erected, main braces and counters all placed complete and tension rods were placed.

The pouring of concrete for pier No. 11, Bridge No. 503, was completed, 270 cubic yards being poured. Top chords were laid and packed complete for span between pier No. 12 and 13, lateral bracing between same placed, and tension rods were all placed.

Track between Station 2746 plus 00 and Station 2824 plus 00, (Mile Post 51.9 to Mile Post 53.4) was relaid with 70 pound steel and curves were fully tie plated.

The installation of fire protection system at snowshed at Mile 53.1 and 53.3 was completed. This consists of one 500 gallon wooden tank placed on the hillside between the two sheds at an elevation of 55 feet above the grade. Five 2½ inch fire connections have been provided inside and three 2½ inch connections on top of each shed. One hundred feet of fire hose and a nozzle has been attached to the connection at each end of each shed and the water streams were tried out with very satisfactory results.

Steam Shovel No. 1, Engineer Schapler, loaded during the week 10,984 cubic yards of gravel, of which 8,148 cubic yards were used for raising grade between Mile 61 and Mile 64, 2,308 cubic yards were dumped for fill at Bridge No. 537 and 192 cubic yards for concrete at Bridge 501, and the balance for fill at Spencer siding.

At the snow shed at Mile 71.2 the excavation between bents No. 16 and 31 is 65 per cent complete, and upper sills have been laid for bents 16 to 32, inclusive. The framing of posts is 85 per cent complete.

Work was begun on setting up of camp at Mile 75½.

for use of steam shovel outfit which will be moved to Girdwood.

A fire protection system, similar to the one at the snow sheds on Mile 54, is being installed at the snow shed at Mile 75.84, and at the end of the week this work was about 25 per cent complete.

Sixty-four saw logs, containing 12,490 feet of lumber were placed in the yard at 86 during the week. Most of the time of this gang was spent in breaking landing on Bird Creek and driving down logs.

Ditcher No. 2 cast over 700 cubic yards of mud and rock during the week; 500 cubic yards on Mile 76 and 200 cubic yards on Mile 114. The ditcher was in the Anchorage shop on June 10th and 11th undergoing repairs to the swinging gear pinion, 5 cogs having been stripped from same. A new pinion was made and the machine is now in better working condition than at any time this season.

The painting gang completed painting the Chester Creek bridge, No. 1128, and water tank on Government Hill.

The bridge gang was engaged in making repairs to the Ship Creek wagon bridge and railroad trestle, and Chester Creek bridge.

Carpenter gang at Anchorage completed oil house for 21st Infantry. Also completed one outfit car making a total of 18 cars completed to date. The warehouse for the 21st Infantry is 95 per cent complete. Miscellaneous repairs were made to buildings and outfit cars at Anchorage, such as placing screen doors and windows, etc.

#### LETTER FROM MRS. WILLIAM C. EDES.

In the last mail Mrs. Frederick Mears was the recipient of a very interesting letter from Mrs. Wm. C. Edes, wife of Mr. Wm. C. Edes, former chairman of the Alaskan Engineering Commission.

The epistolary skill of Mrs. Edes is well known, therefore it is quite easy to imagine the many interesting and amusing features described in her letter, in her own inimitable style.

Dwelling at length on the Alaska Government Railroad, in the construction of which Mr. Edes was part and parcel, and the pleasant association she enjoyed during her many prolonged visits to Anchorage, Mrs. Edes closes her letter by expressing sincere admiration of the oil painting of Mount McKinley, presented to Mr. Edes by employees of the Alaskan Engineering Commission, as follows:

"I intended to write earlier in this letter of the wonderful painting which arrived only a few days ago—the picture, the framing and the inscription, and I desire so much that I could in person express to each one interested, my sincere admiration and high appreciation. You see I share the pleasure, therefore claim an interest in the gift.

"Mr. Edes has written Col. Mears, but I am sure he could not express his inmost feelings. You know that he is New England bred, which makes him reticent, but I know that he was greatly pleased and deeply touched. The picture is before me now, and a constant source of delight to both of us. What a wonderful thing it is to have a Sydney Laurence to paint that great scenery, to give the color, the atmosphere and the grandeur of it all—and last, but not the least, to have friends who make it possible for us to possess such a beautiful gift. It touched us both very much, for every bit of it is a pleasure. Rest assured that the picture will always remain one of our dearest possessions. Please remember us kindly to all.

"Sincerely, "MARY B. EDES."

#### DIVISION NOTES WEEK ENDING JUNE 19, 1920.

B. & B Gang No. 9, at Seward, was engaged five days in assembling flat cars for the Store Department, and one day crating property of office force of Supply Division for shipment to Anchorage. The painting of warehouse on Seward dock is 10 per cent complete.

Hoben and Davis, saw log contractors at Mile 3¼, delivered during the week 305 logs, containing 63,100 feet of lumber.

Larochelle and Roberts, sawmill contractors at Mile 3¼, sawed during the week 94,284 feet of lumber.

Ballast stakes were set from Mile 38 to Mile 41, and line stakes from Station 2475 to Station 2525 during the week.

Steam Shovel No. 3, Engineer Wik, loaded during the week 5,596 cubic yards of gravel, which was dumped for ballast between Mile 41 and Mile 48.

C. O. Nelson and Co., contractors engaged on enlargement of tunnel No. 1, erected 20 segment bents and removed four sets of old timbers during the week.

Bents Nos. 25 to 29, inclusive, of temporary approach north end of bridge No. 483 were driven and capped during the week.

On bridge No. 501 the excavation for bents Nos. 23 and No. 29 was completed. Excavation underway on bent No. 4 is 25 per cent complete, bent No. 6 is 97 per cent complete and for bent No. 7—90 per cent complete. Forms were erected for bents No. 24 to No. 29, inclusive. Tension rods and floor beams have been placed complete on span, stringers have been laid and upper false work removed. Longitudinal struts on north, south and center bents No. 16 and 17 are 65 per cent complete and longitudinal bracing on same is 75 per cent complete.

Steam Shovel No. 1, Engineer Schrapler, loaded during the week 10,820 cubic yards of gravel, about one-half of which was dumped for raising track between Miles 51 and 64 and the other half for filling bridge No. 537. Three hundred twenty cubic yards were also dumped for mixing concrete for bridges No. 501 and 503.

The fire protection system for the snow shed at Mile 75.84 has been completed. A 6,000 gallon water tank was placed about 115 feet above the track, which gives a very good pressure.

On the snow shed at Mile 71.2 row "K," last row out, was completed from bent No. 20 to 31, "J" from bent No. 19 to 30 "I" from bent 16 to 30, "H" from bent No. 11 to 34 and "G" from bent No. 7 to 35. Row "F" sills were laid, posts erected, caps placed and bracing is 90 per cent complete on bents 5 to 31. Excavation for rows "C" and "D" is 80 per cent complete. The bracing between rows "I" and "F" is 90 per cent complete.

On June 22, steel was laid temporarily from Mile 241½ to Mile 243¼. June 27, the laying of steel began from Mile 241¼, north.

Work was started on building a half mile track at Mile 242. This track is to be used to store track material. A siding will also be built at Mile 243 to be used as a passing track for rock trains.

As soon as a track is laid to the rock pit, a steam shovel will be installed at this point and haul rock south for embankment protection between Mile 232 and Mile 242.

Tracklaying machines and trams will be sent north June 28, to be used for tracklaying from the rock pit—Mile 242½ north. At present steel is being loaded in the Anchorage yards for this purpose.

**OFFICIAL CIRCULARS.**

**RESIDENT MINING ENGINEER REPORTS TO THE CHAIRMAN.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, June 28, 1920.

General Circular No. 25:

**TO ALL CONCERNED:**

Effective July 1, 1920, Mr. Sumner S. Smith, Resident Mining Engineer, in immediate charge of all coal mining operations in the Matanuska field, will report direct to the undersigned.  
F. MEARS, Chairman.

**NOTICE TO LOCOMOTIVE ENGINEERS.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, June 22, 1920.

Circular No. 426:

**TO WHOM IT MAY CONCERN:**

Attention of locomotive engineers is called to the excessive number of "burnt" rails on all sections of this road. This shows that very poor judgment is being used by the employees, and in the future it will not be tolerated. Your co-operation in this matter is expected.

WM. GERIG,  
Assistant Chief Engineer.

**CONCERNING TRANSPORTING EMPLOYEES HOUSEHOLD GOODS.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, June 28, 1920.

Circular No. 427:

**TO ALL CONCERNED:**

Effective this date this Commission will transport over its lines for an employee to his place of employment, free of charge, such household goods as he may have. Any shipment other than household goods must be paid for by employee. Also, should he leave the work, it will be necessary for him to pay the freight on the return of his household goods. However, if an employee is transferred to another point, or if his services are terminated by this Commission, his household goods will be moved over our lines free. In no case shall weight exceed 5000 pounds.

WM. GERIG,  
Assistant Chief Engineer.

**NECESSITY FOR DETAILED COPY PAYROLL DISTRIBUTION—FORM 423.**

Department of the Interior,  
Alaskan Engineering Commission  
Anchorage, Alaska, June 19, 1920.

**Cost Keeping Circular No. 1:  
TO TIMEKEEPERS EXTRA B. & B.,  
AND STEAM SHOVEL GANGS  
SOUTHERN DIVISION—SOUTH  
OF MILE 264—GOLD CREEK:**

Commencing with June, you will kindly furnish this office direct with a copy of your detailed payroll distribution, Form No. 423.

You cannot keep too many segregations of your labor for if there are more than are actually required they can be consolidated by this office; be sure and keep enough.

R. D. THOMPSON,  
Cost Accountant.

Approved:  
WM. GERIG,  
Assistant Chief Engineer.

**ANCHORAGE TIDE PREDICTIONS.**

The tide predictions at Anchorage for the month of July, 1920, are as follows:

Date	Time and height of low and high water.			
Thursday, July 1	0.12	5.44	12.34	6.31
	4.8	30.2	-2.3	29.9
Friday, July 2	0.54	6.23	1.13	7.13
	4.0	30.3	-2.5	30.4
Saturday, July 3	1.35	7.00	1.53	7.51
	3.6	30.1	-2.2	30.5
Sunday, July 4	2.18	7.27	2.33	8.30
	3.6	29.6	-1.2	30.3
Monday, July 5	2.58	8.06	3.13	9.07
	3.9	28.7	0.3	29.4
Tuesday, July 6	3.41	8.39	3.53	9.40
	4.3	27.7	2.2	29.3
Wednesday, July 7	4.25	9.26	4.37	10.18
	4.8	26.6	4.3	28.8
Thursday, July 8	5.15	10.42	5.28	11.09
	5.2	25.6	6.4	28.4
Friday, July 9	6.11	12.04	6.27	-----
	5.2	25.6	8.1	-----
Saturday, July 10	0.11	7.14	1.14	7.34
	28.3	4.6	25.8	9.1
Sunday, July 11	1.14	8.17	2.16	8.40
	28.7	3.2	26.1	8.8
Monday, July 12	2.13	9.18	3.14	9.40
	29.7	1.0	27.5	7.6
Tuesday, July 13	3.12	10.14	4.10	10.38
	31.0	-1.5	29.1	5.7
Wednesday, July 14	4.13	11.06	5.03	11.38
	32.4	-3.8	30.8	3.5
Thursday, July 15	5.00	11.55	5.53	-----
	33.6	-5.4	32.0	-----
Friday, July 16	0.17	5.54	12.42	6.41
	1.6	34.3	-6.2	33.2
Saturday, July 17	1.04	6.46	1.28	7.30
	0.1	34.4	-6.0	33.6
Sunday, July 18	1.50	7.36	2.11	8.17
	-0.6	33.7	-4.9	33.4
Monday, July 19	2.32	8.30	2.57	9.04
	-0.7	32.2	-2.7	32.6
Tuesday, July 20	3.23	9.22	3.43	9.53
	-0.4	30.5	-0.1	31.4
Wednesday, July 21	4.12	10.18	4.30	10.40
	1.4	28.5	2.9	29.9
Thursday, July 22	5.03	11.15	5.22	11.32
	2.9	26.7	5.8	28.5
Friday, July 23	5.59	12.13	6.14	-----
	4.3	25.3	8.2	-----
Saturday, July 24	0.26	7.00	1.13	7.23
	27.3	5.2	24.5	9.8
Sunday, July 25	1.21	8.03	2.10	8.27
	26.7	3.2	24.5	10.0
Monday, July 26	2.15	9.01	3.04	9.25
	26.7	4.2	25.1	9.3
Tuesday, July 27	3.09	9.55	3.54	10.17
	27.2	2.7	26.2	7.8
Wednesday, July 28	3.56	10.43	4.41	11.06
	28.1	1.1	27.5	6.2
Thursday, July 29	4.41	11.28	5.26	11.49
	29.1	-0.5	28.9	4.5
Friday, July 30	5.26	12.10	6.06	-----
	29.1	-1.7	30.1	-----
Saturday, July 31	0.32	6.06	12.51	6.44
	3.1	30.7	-2.3	31.0

The tides are placed in order of occurrence, with their times on the first line and heights on the second line of each day. A comparison of consecutive heights will indicate whether it is high or low water. Heights are reckoned from mean lower low water, which is 0, and the datum of soundings on the Coast and Geodetic Survey charts for this region. The depth of water may accordingly be estimated by adding the tabular height of the tide to the soundings, unless a minus (-) sign is before the height, in which case it is to be subtracted. The time is legal standard established by act of the United States Congress for the meridian 150 degrees West. All hours later than 12 noon appear in bold-faced type; ante meridian figures are given in the ordinary light-faced type.

**CORRECTIONS FOR TURNAGAIN ARM POINTS AS COMPARED WITH ANCHORAGE.**

Location	Time of Tide	High Water	Low Water
Pine Island	35 min. earlier	3.0 ft. higher	0.4 ft. lower
Lotter Creek	35 min. earlier	0.4 ft. higher	0.7 ft. lower
Sheep Creek	32 min. earlier	0.7 ft. higher	0.9 ft. lower
McHugh Creek	30 min. earlier	0.9 ft. higher	1.2 ft. lower
Rainbow Creek	28 min. earlier	1.2 ft. higher	1.4 ft. lower
Falls Creek	25 min. earlier	1.4 ft. higher	1.6 ft. lower
Indian Creek	18 min. earlier	1.6 ft. higher	1.8 ft. lower
Bird Creek	8 min. earlier	1.8 ft. higher	2.0 ft. lower
Bird Point	15 min. later	2.5 ft. higher	2.8 ft. lower
Sunrise	35 min. later	2.8 ft. higher	-----

Heights of low water are approximately the same. Heights are reckoned from Mean Lower Low Water at Anchorage.