THE GREET STREET WITH THE THE STREET STREET

on the Other

by Albert Sonnichsen,

on the Pacific Coast means that you have heard of the Hawaiian bark Aloha. The Aloha has had many commanders, but it is not worth while to burden your memory with any of their names except that of Captain Eric Larsen, who, believe, sailed her until annexation brought her under American colors. Captain Larsen's name will be handed down local fame for many years to come When a master mariner has a reputation It means that he is either a most extraordinary good seaman and has a keen Bose for fair winds, or that he does things aboard ship not pleasant for de-

cent shore-abiding people to contemplate. Captain Larsen's reputation was an ex-ception; it was not especially due to either of these causes. His fame was of heart to the true course of righteous-

Previous to Captain Larsen's advent on the Pacific Coast as mate of a large British four-master, the Aloha had been commanded by a bold, hard-handed Irishman, who divided his time at sea be-tween drinking whisky and committing assault and battery on his satiors. This latter pastime of his made life miserable to the marine hospital officials in San Francisco and Honolulu whenever the Aloha put into those ports. That sort of thing went a good ways those days, when naritime laws were vague and seldom en-ferced, but finally the Aloha became too otorious even for those parts, and the ewhers were obliged by public opinion to remove Kanaka Hogan from his com-From one extreme they went to r. To take his place they engaged the meek and gentle Larsen.

On the first trip he broke the Aloha's stevious records between Frisco and Melcurps, and that placed him high in favor with the owners. But by his brother commanders of other ships Captain Larcen was regarded with supreme contempt. A religious master mariner is never respected, more especially if he belongs to the Salvation Army, as did this good and us Larsen.

When the Aloha lay loading or discharging in Honolulu, Captain Larsen spent his evenings ashore at Salvation Army headquarters, and he even joined the red-shirted soldiers of Christ in their street corner demonstrations. There the scafaring population of Honolulu would often behold the Aloha's skipper, his bare head and broad shoulders towering above is fellow-Salvationists.

To the popular disgust be would som

times step forward to deliver his testi-mony, bashfully at first, later warming up enthusiastically, exhorting the scan-danced scamen to mend their ways and be saved. He invariably began thus:

Dearly belofed bredern and shipmates: is almost impossible to express de joy of true galvation. I had never been so happy as since I found Jesus. Vunce I was a bad man, far from de road of righteousness. Vunce I drink visky and wee lend langvidge, and vas not good to may sallors, but now, tank de Lord, I have and salvation, and I don't be so vicked Naturally, such sentiments could not be

wall received by West Coast skippers. That a sailorman should declare whisky and swearing wicked was, to their minds, nething short of treachery to the brotherhood of seamen.

San Francisco Captain Larsen's mess proved equally objectionable. He always insisted that the boarding masters send him Christian, God-fearing reamen who never swore, and would not object to prayer meetings in the dog watches. Such men were naturally scare, but so long as the Aloha's owners stood for the large shipping fees they iried to humor the eccentric Norwegian lived to humor the eccentric Norwegian Whereupon the two plotters chuckled whereupon the two plott

management in the office of the Aloha's owners, and, among other things involved, Captain Larsen must henceforth manage the financial part of shipping his crews

But Captain Larsen conceived the idea that blood money did not chime in with the moral scheme of things, so he gave voice to that opinion just about as he ners of Honolulu.

president and shipping master for the Boarding Masters' Association, in their office, partitioned off in the Fair Winds

demanded Seattle Mike. "Just \$40-\$20 for us and \$20 to square up the men's ac-counts. You've got to pony up the same's

the rest of 'em."
"You bet," added Al Black, drinking his beer with a dark frown, "we doesn't stand no foolin'.

dered wearily about the dingy office.
"Twenty dollars shipping fee is too much," he protested meekly. "I am will-

agely. "We say \$20, and we mean it. If you don't come up with that price, you get no men."

But they came to no agreement. The Aloha's skipper returned aboard with a war against the Boarding Masters' Association on his bands.

Captain Larsen with the union. For a while they decided to let it go at that, but Seattle Mike conceived a plan whereby they might have even a more complete revenge. This he at once communicated to his associates and they grinned more broadly than ever. It was a game they had played before, and always success-fully. Perhaps you have heard of the

Larsen stating that they acceded to his terms—a month's advance for each man. "And a nice Christian crew we'll send

nificantly, and the idea sent the beer down Al Black's wrong throat.

Frisco stuck together as thick as thieves and the shipping commissioners stood in with them. All this was for mutual benefit. Any skipper that refused to put up their prices brought upon himself their united displeasure, and that was something no sane skipper ever cared to do.
Then, it was usually to a skipper's advantage in a financial way to stand in with the boarding masters; it was another case of mutual benefit.

"Two months' advance for each man,

allows.

Next day he opened negotiations with Chinese Charley for a crew of Kanakas and Chinemen. The United Boarding Masters smiled—that meant trouble for

mutiny of the Harvester.

Next day they sent a note to Captain

"We'll give him Three-Fingered Jack chuckled Seattle Mike sig-

himself. That was the cause of the trou-ble. The religious scruples of Captain Larsen and blood money fees wouldn't

ing to gif the men a month's advance, but I von't gif you more dan \$2 apiece as shipping fee. Dat is choost vat de law

But one day there came a change of each other in joyful anticipation of what

mix in the same pot.
In those days the boarding masters of

Captain Larsen's mild blue eyes wan-

voiced his testimonies on the street cor-He met Seattle Mike and Al Black,

"Two dollars!" snorted Al Black sav-

"An' Lager Beer Pete," suggested Al Black, when he recovered. "He gets out of choky tomorrow; an' we'll give him the five chaps off the Sloux Queen, an'



DEARLY BELOFED BREDERH AND SHIPMATES

a shore person would think a ghastly joke Next day the new crew of the Alcha went aboard-16 notorious ruffians. Trig Olnfsen, the Alboa's chief mate, received them at the gangway. Olafsen had been on the Coast a long time and he knew most of the men. Perhaps he even then realized the game that was being played on his commander, but if he did, his stolld, high cheek-boned face betrayed no

indication of the discovery.

That afternoon the Aloba was towed out to sea. On the glass-covered veranda of the Cliff House, overlooking Seal Rocks and the Golden Gate, set two men, sipping brandy an soda. Taking turns through a brass binocular, they were watching the Aloha set sail.

"They'll never get beyond the Farell-nes," remarked Scattle Mike, as the big opsails of the Aloha were being sheeted

One by one her white sails were loosed and bellied out to the northwesterly breeze, driving her through the water at increasing speed. All the square sails were set; then, one by one, arose the The two boarding masters

THEY WERE

THE ALOHA

SET SAIL

WATCHING

the Gate. The Custom-House officers started out to meet her in their launch, impatiently anxious to learn the state of affairs aboard. They, too, were on to the

His companion took the binocular.
"They're at it!" exclaimed Scattle Mike uddenly. "The ball is openin' up!" They boarded the Aloha a few miles off shore. Captain Larsen received them Aboard the Aloha strange things were appening. Her foreyards, braced up on at the gangway with his habitual Christhe starboard tack, swung loose, sway-ing until the wind had them aback. Through the binocular Seattle Mike made tian smile, and mild blue eyes. But when the inspectors beheld Three-Fingered Jack, Lager Beer Pete, Big Steve and their out figures on deck in violent commotion. The poop was clear, but amidships some great event was taking place. A confused equally notorious shipmates briskly pull-ing braces, yehoing and ciewing up sails in as orderly and shipshape a manner as ever obtained aboard a man-o-war, they swore aloud in their amorance. swore aloud in their amazement. Finally one of the inspectors got Three-Fingered dealy the lee cipe at the mainsail, which had been raised to the yard, came down Jack aside for a mon "I say, Jack, what happened?" he asked.

"Didn't you everlastingly lambaste him?"
"You're a child of wrath," retorted Jack indignantly. "We've learned the ways indignantly. "We've learned the ways of the meek and lowly, thanks to our noble captain."
"Oh, come off!" exclaimed the revenue

man, impatiently, "Don't come any of that guff on me. What happened?" "Go soak yer head," responded Jack, with a return of his old-time manner. 'Ye want to know more'n what's good for

But hone of these things happened. To the amazement of the two boarding mas-ters, the foreyards of the bark were suddenly braced up again and she ploughed on to the southward, sending out And that was all the information that forthcoming. Big Trif Olafsen smiled significantly as the boarding-house runners boarded in the bay, and the crew refused to have anything to do with them. Smeller and smaller she dwindled, until she was hull down on the horizon, beyond the Farellones. Then Al Black and his and his The Aloha dropped anchor off Mission ityward. Flat, and with a seamanlike promptness the men furled sails and cleared up decks. The Lord loveth dose who are "The Lord loveth dose who are indus-trious," said the skipper, with plous meek-ness, to the harbor officials about him on The usual reports of her safe arrival at

the poop.

That evening Seattle Mike and Al Black
That evening Seattle Mike and Al Black Melbourne and Port Adelaide were cabled by the underwriters, but beyond that no news came to 'Frisco of Captein Larsen sat impatiently smoking big black cigars in the latter's establishment on Pacific street. They were waiting for the appearand his crew for a long time. One day the Hawalian mail steamer and the passengers aboard told ance of the Aloha's crew. The mystery that the Aloha had reached Honolulu. But | must be solved.

The tug had left her, and alone she still retained the same crew shipped in ducked to the big blue incoming rollers. Trisco. By this time the game put up one by one her white sails were loosed on Captain Larsen was common knowl-boarding-house manters received them. The board kicked back his chair, and on Captain Larsen was common knowledge among scafaring men all over the Coast. But the laugh seemed to be turning on the Al Biack gang.

Then one day the signal station at Fort Point reported the Aloha standing in for the Gate. The Custom-House officers but have the following the main question at once. All hands crowded about the long table, and Al Biack's bartender was kept but have with sinister smiles of welcome, barely concealing the impatience and anger within them. They were, of course, too tactful to broach the main question at once. All hands crowded about the long table, and Al Biack's bartender was kept but have with sinister smiles of welcome, barely concealing the impatience and anger within them.

busy serving, first beer, but later whis-ky and rum. The men were hilarious, noisy, apparently in excellent humor, but not a word referring to their late voyage came out. The two musters waxed more and more impatient, especially as the drinks were as yet not being paid for. Much against their wills they had been obliged to deink with the crowd. Finally Al Black could no longer contain him-self. He determined to demand an ex-

planation.

"Boys," he said, rising and hitting the table with a mug, "I think it's up to you to tell us what the devil all this means. Did you fellers flunk out there?" There came a pause—all hands turned There came a pause—all hands turned towards Three-Fingered Jack. He arose, shoving away his drink, "Well," as ye ask an explanation," he

said, "I might as well tell ye we've come up here to have a few words with you." "That's what—you bet," broke in several of the others.

"Yes," continued Jack, "we have come up here to make you see the sinfulness of yer ways. We've come to offer ye the salvation we got through you. Ye once shipped us on a craft wot ye said would be a home for us. Ye told us the skipper was a kind, fatherly of man wor would look well arter our welfare. He did. He looked arter us all right."

Here Jack pushed back the long hair from over his forehead, revealing a long, vnite scar.

"But ye sinned against that same kind. fatherly ol' skipper, Al," he continued, "an' we want ye to repent. It was a sin, Al, to work off a lot of wicked, worldly men like us on that kind of man, But, thank the Lord, he showed us the sinfulness of our ways, just as we're goin' to show you."

"What damned rot is this?" broke in Al Black, purple with rage. "What t'ell on again?" on again." "Aye, sye, sir." they all responded.—
"Hear the child of wrath." said Jack. (Copyright, 1963, by Albert Sonnichsen.)

as though this were a signal, all hands sprang up, and in a moment the room was in a savage turmoil, in the center of which were Scattle Mike and Al Black, Both of the crimps drew revolvers but their weapons were hurled across the room before they could use them. Down the two went under the feet of the mob, fighting flercely. The bartender and two runners attempted to help them, but the first went down with a split scalp and the other two were trampled insensible in Next the infuriated sailors dragged the two boarding masters into the kitchen, where they ducked their heads into the dishwasher's tub, full to the brim. Dishes, pots pans and even the lamps were piled on top of them and scattered over the floor. Shattering glass and trampling feet raised a most uncarthly

Ducked into insensibility, the two boarding masters were then dragged into the barroom, which was wrecked in a similar manner. There would certainly have been murder done had not a squad of police burst in the front door just then and charged the drink-crazed sallors. Most of them were rounded up after a desperate fight and bauled off to the police station. but not until a squad of reserves had re-inforced the original patrol. Al Biack, Scuttle Mike and the bartender were taken

to the hospital,

Next day Captain Larsen appeared at
the police station and paid the fines, "It griefs me," he said, as the men fol-lowed him meekly out into the street, "to fint you in dis condition. You haf gifen away to sinful wrath again. Vat "They're in the hospital," replied Jack,

with a sickly smile.
"Vell," continued the skipper, "In dot case, I see de hand of de Lord, who smiteth in his anger. 'Vengeance is mine,' saith the Lord. You have been his instruments of vengeance, and so shall be forgifen.

for de next voyage. You vant to sign

more astonishing was the report that she At about 10 they showed up-the entire ALASKA'S WEALTH IN COAL * Fitz-Mac Asserts That It Can Supply the World's Needs for 100 Years

watched with keen interest.
"Why t'ell don't those feliers begin the

growled Al Black irritably.

mass of men were surging about the deck, but distance made it impossible to dis-

tinguish just what was taking place. Sud

on the run, and hid the scene of trouble

'Now he's getting it," chuckled Seattle

Al Black seized the glass gleefully.
"They'll be raising police signals pres-

"Yes, or squaring in for shore," pro-phenied Mike.

But none of these things happened. To

ong foam whiskers from her cutwater

much perplexed and not well pleased.

The Aloha was gone for almost a year

ently," he remarked.

TING at different points along her 26,600 miles of coastline, Alaska possesses an amazing wealth of coal. The present yearly consumption of coal by all the world is known to be not far from a billion tons. Alaska can supply The whole of that demand-1,000,000,000 tons a veer-for 100 years, from fields along

prean vessels without the intervention of s railrand Not an acre of that Alaska coal land is owned, nor in the present state of the law, ean be owned, by any private party

or corporation

her coast and accessible to deep craft

It to attll all nublic property. Not a ton of it is mined for sale, and yet, standing there untouched, the coal beds of Alaska are worth more every year to the three Pacific Coast states-Washington, Oregon and California-than the purchase of Alaska cost the United

States in 1867, which was \$7,200,000, The coal of Alaska is worth that sum every year to those three states without bringing a ton of it into the market. California has practically no coal. Ore gon's is not yet much developed. Washingten has fine coal and a good deal of R, but it is all owned or controlled by she ratironds, and it cannot be dumped

from the mines into shape without a

pharge for railroad haulage. California and Oregon take most of their coal from Washington by rail and water transportation, and the cost is reapossible and must forever remain reasonable while that Alaska coal stands there a possible competitor, with its great beds sposed to the ocean ready to be dumped into ships without the ible to all-water transportation as

It costs but a trifle more-10 cents a ton perhaps—to ship coal by boat to San Francisco from Alaska, than from Puget und. That's what must always keep the price of coal down to a reasonable profit in our Pacific Coast cities-Washngton mineowners have no dead cinch on the market, and they can't work the tariff racket against Alaska coal. But on the other hand, neither can Alaska wal, at the present cost of labor in Ains-ka, be brought into the market to compete with Washington coal at the present scale

Washington coal will keep Alaska coal sut of the Pacific Coast markets while the cost of mining in Alaska continues so much higher than in Washington. But let the Washington mines raise their price enough to offset the difference in wages, and Alaska will take their trade, for her directly on the coast, the beds visible from the decks of passing ships, and in places, even deep-draft vessels may into shore, throw out the gang plank

The coal fields of Alaska lying directly upon the coast can hardly be less, I think, than 20,000 square miles; while remote from the coast it probably possesses a vastly greater area not yet disclosedsufficient, I should think, at a guess, to raise the total to 60,000 square miles, or about one-tenth of the whole territory-or about equal to the united areas of

Pennsylvania and New Jersey. The geological reconnaissance of the erritory which the government is now pushing with most commendable energy reveal that the series of strata in the coal occurs is very widely developed throughout the interior.

These strata are called in the Alaska survey, "The Kenal Series," because they are most clearly exposed, and were first studied on the Cook Inlet coast of the Kenni peninsula (long. 156). It is the necessarily tentative and noncommittal custom in all preliminary geo-logical surveys to give to any series of strata studied the name of the locality where it is best exposed before its exact place in the geological column has been

determined. This is very confusing to folks who happen not to be aware of the custom, and who possess only a slight textbook knowledge of geology, but it is a necessary expedient to avoid, in preliminary geological surveys, the danger of compromising the work of such a survey corps by the possible blunder of a single Thus the study of the series of strata tain states was first made at old Fort

ontaining the coal in the Rocky Moun-Laramie, in Wyoming, and the strata was called "the Laramie Series," and their exact place in the geological column was, on the final correlation, found to be at the very top of a cretaceous age. In the same way it has now been pretty definitely determined that the "Kenai Series" lies at the very bottom of the Tertiary age, in

But the bottom of the Tertiary age, and the top of the Cretacious come together. The dividing line is imaginary, a more or less irregular blending, not a definite line So whether we call the Alaska coal Cretacious or Tertiary, is only a matter of geological hairsplitting. The im portant thing to know is that its age is

coal Tertiary, while others insist that its tically, if not precisely, identical with that of all the important coal measures of North America west of the meridian through Central Kansas, and also with

substantially identical with that of all other know Western coal fields of comsome geologists still call the Western

horizon is the Cretacious. But we may consider the Alaska coal series as practhe coal measures of Asia, Australia and New Zealand; while the coal east of that meridian in the United States, as also the coal of England and Europe was laid down some millions of years earlier in the

iferous age. They actually do that very thing at When you have a coal field and know in Colorado and Utah, the climate being

Cape Lisburna and Point Barrow, and its extent, it isn't worth one red cent to can do it at several points in the Cook you to know to what geological horizon or age that particular field belongs. Its its extent, it isn't worth one red cent to value depends on the quality of that particular field of coal and on the market for

it. Geology is of no use to you there. But if you have studied the series of rocks that underlie and overlie that par ticular coal field and are able to recognize them in a distant place, the knowledge may enable you to discover a completely concealed coal field of great value. And there is where geology counts, for most of the coal beds of the world are cencealed and geology has led to their discovery, and geology has led to their discovery. All of the numerous coal fields of Alaska

so far discovered (or most of them) lie at different points along its 25,000 miles of seaconst and are pretty impartially distributed, though the first-known and best-known field is that of Cook Inlet, which is a great arm of the sea in longitude 152, out 60 miles wide by 150 with a series of great coal beds aggregating a thickness of about 50 feet, ex-posed the whole length of both its coasts and known to extend at least 80 miles inland up the wide valley of the Susitna

River. The workable coal field of Cook Inlet is just about equal in area to the State of Massachusetts—8000 square miles, At a rough estimate this single coal

basin of Alaska contains nearly 250,000,000 . But the Cook Inlet coal basin, though the first discovered and the largest yet known, is by no means the only important one in Alaska.

On the Behring Sea coast of the Alaska peninsula, from the vicinity of Bristol Bay southward toward the extremity of the peninsula, there is a coastal plain, varying from ten to 40 miles in width known to be underlaid with workable coal veins of excellent quality. This field is very convenient to the needs of the Nome region (Seward peninsula), where the principal part of Alaska's present population and business enterprise is cen-It is equally convenient to the whole Yukon River country, and there are several good harbors along that coast which will facilitate the shipment.

The Pacific-Alaska Transportation & Coal Company, of San Francisco, has staked an extensive area in that field and is now opening a bed of fine, free-burning coal at Herendeen Bay (Port Moller) in about latitude 55 north, longitude 160 west, supply the Nome and Yukon markets and the Government conling station at Dutch Harbor on the Island of Unilaska to the southward.

This coal, and, in fact, all the coals of

the Pacific and Behring Sea coasts of Alaska can, at the same cost of mining,

reason of the all-water transportation

coal of Washington, and

cheaply than any coal from east of the

laid down in Portland, San Francisco and Southern Callfornia nearly as cheaply

The harbors of this part of Alaska are open all the year round and the ground freezes only to about the same depth as

influenced by the great Japan current.

With the cost of labor equalized, the
Herendeen Bay coal can be laid down in Nome as cheaply as the coal of Wash agton can be placed at San Francisco. What that means to the development of the mineral wealth of the Seward penin-sula—the region lying between Behring Sea and the Arctic Ocean, which is treeless-may be judged when it is said that Nome now pays from \$25 to \$50 a ton for coal, and the other camps of that golden peninsula about double those

But Seward peninsula, where there is practically no wood, is not actually de-pendent on any coal fields to the southward. There is a great coal field at Cape Lisburne, north of Kotzebue Sound in the Arctic Ocean, known for a generation to the steam whaling fleet and to the Government exploration boats which have mined it for their own use from the beds exposed on the beach. The quality is said to be very superior and quality is said to be very superior and the field extensive. The Arctic Ocean is open for four months in the year and the camps of Seward Peninsula can draw their supplies from that field whenever

the cost of labor admits of mining the coal, which at present it does not. The highest quality of coal yet discovered in Southern Alaska is at Con-trolers Bay, near Kayak Island, in latitude about 60 north, longitude 145 west. and grades as a semianthracite. The three principal veins aggregate over 50 feet in thickness and it lies almost directly on the coast, but is under the disadvantage of the poorest harborage-in-deed about the only poor harborage-in

Southern Alaska. How extensive the area of this coal still do-without any apparent conscious basin may now be is not. I believe, ness of the absurdity of the designation very definitely known. It probably ex-tended originally southward to Yakutat Bay and perhaps to Cross Sound, but subsequent mountain-making and glaci-ation have buried or eroded it. Patches discovered along the coast line all the way southeastward to Cross Sound sug-

gest that the basin was originally con tinuous for several hundred miles. It will require the planting of a large capital to handle the fine coal of Con-trolers Bay, but the product can hold its own against competition on equal terms in any market in the world. Its development on a large scale will be undertaken as soon as title to the land

Coal has also been found in many of the islands in the Sitka Archipelago, on several of those in Prince Williams' Sound and in a number east and south of the Alaska Peninsula; but in view of the valuable and extensive fields mentioned, such patches are unimportant be-cause to be mined and marketed cheaply present, and, in fact, some of the best enough to meet competition coal must anthracite coal in the world is found in be handled on an extensive scale, requiring large capital, and capital can be interested only where the beds are exten-

sive, the quality good and the title set- Alaska. That the interior of Alaska contains Alaska is hardly to be doubted. It is

Geological Survey Bureau have shown that the "Kenai Series," in which the coal measures of Alaska (and all the western part of the continent) occur, is developed over a wide interior area in the drainage basin of the Yukon. In fact the coal beds have been found at the Tanana, its largest southern tribu-tary, and on the Koyukuk, its largest nothern tributary, at points hundreds of

The quality of the coals of Alaska has been much disputed and the disputation for the most part has been marked by an oceanic ignorance of the subject or α reckless disregard of facts. There is an altogether needless amount of confusion in the unprofessional mind

about coal, which the text-books-and

cal survey, it must be confessed-rather foster. The experts of our geological survey corps ought to know-and of course do know-that it is not geological position which determines whether a coal is in the condition of a lignite, a bituminous or an anthracite, and they ought not to permit themselves the use of a term which utterly lacks scientific preciseness and is misleading and injurious This began when the coal fields of the Rocky Mountain region were first studled. The finding of extensive coal fields in so late a geological horizon took American geologists, familiar only with the coals of the carboniferous age, by surprise, and they foolishly insisted on lumping it all as lignite—as mostly they ness of the absurdity of the designation, for there is probably no more lignite among the coals of the later than of the earlier coal age.

To lump the cretaceous or tertiary coals of the West as lignite is false and

confusing and unscientific, and there-fore the designation ought to be abandoned by our survey corps. Lignite means, literally, woodlike, and is properly used to designate a coal of low value in which the woody fiber still shows. It is an old designation for in-ferior coals of the carboniferous age,

and of course is properly applied to som

of the coals of later age, but by no means to all or even to any considerable part of them. Such terms as anthracite, bitumine and lignite do not indicate kinds of coal, but only conditions. Every variety namable may be found within a mile in the same coal basin of any age if the conditions were there to produce them. Any Colorado and New Mexico of the same geological age as the coal of Oregon, Washington, British Columbia and

That anthracite coal will be found to

very extensive coal fields hardly admits | next to impossible where the coal beds of a geological doubt, because the re- have been so involved in subsequent connaissances made by the United States | mountain-making that some of it should not be found completely anthracited.

The existence of this Cook Inlet coal field has been known since the year 1785, when it was discovered and tested by English navigators at Graham Bay or Harbor, near the mouth of the inlet, on several places on the Yukon itself, on the east, or Kenai peninsuia coast. It became known and was worked a little by the Russians early in the nineteenth century and in 1852 it was again opened to supply the San Francisco market, but the demand was small and the difficulty of getting coal miners so great that the

enterprise was abandoned. On both coasts of the inlet the wide oal veins can be seen from vessels in

the high and abrupt coast. The field offers all the advantages of safe and deep harbors, great and clean veins, and the healthlest of climates; therefore, though the quality of the coal of the Cook inlet field is not, so far as yet opened, of the highest grade, it con-stitutes an immense source of natural wealth for Alaska to fall back on at ome future time. Its actual, ultimate As a merely curious calculation-of no practical value, of course-it is interest-ing to reflect that if Alaska were sup-

of 1 cent a ton on the output would give her \$19,000,000 a year to support a state

government-a sum not to be sneezed at by politicians looking for a graft. The question will naturally arise, why is Alaska taking all the coal she uses from Washington and British Columbia at a high price, if she has this vast opuence of good coal at home?

The answer is that it takes capital to pen coal mines on a commercial scale; that the present demand for coal in Alaska does not exceed a sear, and that capital cannot be en-listed in opening the coal mines of Alaska till a title can be secured to the coal lands-and finally that, as the law has stood and still stands, no one can title to an acre of the coal lands f Alaska.

Much of the best and most accessible coal land that is known in Alaska is already "staked," but such staking counts for nothing. It gives nobody even a preferential right. Nobody has any color of title to an acre of coal land in Alaska, nor can have, till Congress authorizes the extension of the public surveys to the

territory. The ideal child of 6 weighs 45 pounds, is 44

inches high, and has a chest measureme 281/2 inches. ALWAYS TIRED **NEVER RESTED**

To be tired out from hard work or bodily exercise is natural and rest is the remedy, but there is an exhaustion without physical exer-tion and a tired, never-rested feeling—a weariness without work that is unnatural and shows

some serious disorder is threatening the health. One of the chief causes of that "Always-tired, never-rested condition" is impure blood and bad circulation. Unless the body is nourished with rich, pure blood there is lack of

nervous force, the muscles become weak, the digestion impaired, and general disorder occurs throughout the system. Throughout the system throughout the system through the system throug Debility, insomnia, ner- 44 W. Ninth St., Columbia, Te.

SSS strength and energy, and the hundreds of little ailments we often have are due directly to a bad condition of the blood and circulation, and the quickest way to get rid of them is by purifying and building up the blood, and for this purpose we remain the conditions of the blood, and for this purpose we remaind the conditions of the blood and circulation. vousness, indigestion, S. S. S., which contains the best ingredients for cleansing the blood and toning up the system. It is a vegetable blood purifier and tonic combined, that enriches the blood, and through it the entire system

is nourished and refreshing sleep comes to the tired, never-rested, body. THE SWIFT SPECIFIC CO., ATLANTA, GA.