

ALASKA GOVERNOR PREDICTS WEALTH

Report Optimistic as to Territory's Future Pleads for Wretched Natives.

PEOPLE HUNGRY AND COLD

Conservation of Fisheries Urged. Copper Mining Becoming More Important and Population Is Showing Increase.

WASHINGTON, Nov. 13.—With an optimistic picture of Alaska's future, Governor Strong, in his annual report submitted today to Secretary Lane, urged that the government exercise closer supervision for the conservation of the territory's wealth of fisheries, pointed out the need for the construction of a system of wagon roads and trails to supplement Government railroads, and declared means must be taken to stamp out disease among the native population.

"With the promise that the future holds," said Governor Strong, "and the exact knowledge of the extent and variety of the great mineral and other resources of Alaska, Alaska will hereafter occupy an important place in the mining, industrial and economic history of the United States."

Population Shows Increase. It is estimated that there are now 39,000 white people in the territory, an increase of 3030 over last year's estimate. The total value of the 1913 mineral output was \$19,470,336, and the total value of the products of the Alaskan fisheries was \$15,123,068. Both showed some declines from the preceding year. The territory's commerce in the last fiscal year showed exports of more than \$41,000,000—a decrease because of lesser gold production, while the United States sold merchandise worth \$21,925,456 to the territory.

Lack of an adequate coal supply, he said, had retarded industrial development. Congress recently passed a leasing bill to open the coal fields in the far northern territory. "Alaska's copper production," said Governor Strong, "is now important and promises to increase largely. Given a supply of coke, which cannot now be had at prices that make it available for industrial use, the copper industry would be greatly stimulated."

Agricultural Possibilities Large. The Governor said that the agricultural possibilities of the territory are beginning to be appreciated. There are probably 50,000,000 acres of land suitable for agricultural purposes, he said, and millions of acres adapted for cattle raising and dairying. Outlining other sources of natural riches in minerals and forests, the Governor said the territory must "present an inviting field for the homemaker, for capital and for labor, for men of brain and brawn such as have caused the great West to bloom and blossom."

"The construction of railroads by the Government," the Governor added, "will be a means of opening to development a vast extent of territory now practically inaccessible, but which is known to possess great possibilities from a mineral and agricultural point of view."

Health conditions among the white people of Alaska, said Governor Strong, continue to be excellent. "Among the native population, however, diseases of various kinds are widespread, the worst being tuberculosis in remote sections. In some parts of southwestern Alaska and the eastern shore of Bering Sea, where such things as sanitation and hygiene are unknown," he added, "tuberculosis is the principal disease, and there is no doubt that, if not eradicated in the near future, it will exterminate the natives well within the present century."

Condition of Natives Distressing. Governor Strong said that during the summer Rev. J. H. Condit, an Alaskan missionary, visited native villages of southwestern Alaska and the eastern coast of Bering Sea.

"He described conditions among the natives in those sections as little short of horrible," the Governor said. "Disease, suffering and death are everywhere apparent and are not being exempt. Sanitation and hygiene in any form are absolutely unknown; little medical relief can be obtained; and there are no means to care for the sick and diseased. Dr. Condit found children four and five years old who had never learned to walk, and the victims of disease and neglect, of hunger and dirt and cold."

Missionary societies could not cope with those conditions, Governor Strong said. He urged the establishment of well-equipped hospitals and the education of the natives in sanitation and hygiene.

The fisheries industry, second in importance to mining in the territory, "calls loudly for the protecting care of the Federal Government," Governor Strong declared. "It has been and still is the victim of neglect, and this neglect is directly attributable to the insufficiency of funds to employ the necessary personnel to enforce the laws and regulations for the protection of the fisheries and for their proper supervision and extension. Flagrant violations of these laws on the part of fisheries operators are a common occurrence and persons have been known violators have been only partially successful. The waste of fish at many of the canneries is excessive."

Watershed. Governor Strong declared that the waters of Alaska had been exploited for their wealth for many years, but that at no time had the exploiters contributed an adequate return for their privileges.

"The system of rebating taxes," he said, "in return for the release of salmon fry by some of the cannery companies operating hatcheries is, and always has been, more or less of a solemn farce. No one has benefited except the cannery companies, which thus receive a direct bonus by the operation of the rebating system, and the Government has been deprived yearly of a substantial amount of taxes."

"These fisheries should be held in trust for all the people and not reserved for wholesale exploitation. This statement applies not alone to the salmon fisheries, but to all the others prosecuted in Alaska, and those who are engaged in the industry should be compelled to pay a just and reasonable tax for the privileges which they enjoy." The Governor added that taxes were levied on the salmon output alone. He declared the need of an Attorney-General for the territory was "imperative."

BREEDERS TO EXHIBIT

Oregon to Show Jerseys at Fair in San Francisco.

SALISBURY, Or., Nov. 13.—(Special.)—At a meeting here today of the Jersey Cat-

the Breeders' Association of Oregon, called at the request of W. M. Ladd, of Portland, a member of the American Jersey Cattle Association, preliminary arrangements were made for an exhibit of Oregon cattle at the Panama-Pacific Exposition.

A committee, consisting of William Schulmerich, of Hillsboro; C. F. Hemmings, of Monmouth; Warren Gray, of Jefferson; Robert Burkhardt, of Albany; B. C. Altman, of Gresham, was appointed to take a census of Jersey herds of the state with a view of making up the exhibit. About 17 breeders of Jersey cattle were present and it was the consensus of opinion that Oregon could make as fine a showing with its Jersey cattle at the fair as any Western state.

The meeting was presided over by J. M. Dickson, of Shasta. President of the association. Among other prominent breeders present were: Charles Cannon, of Turner; Charles Nelson, of Independence; Clarence Brown, of Astoria; William Morrow, of Independence; Henry Stewart, of Albany; Edward Carey, of Clatsop; Frank E. Lynn, of Polk County; Charles Brown, of Linn County, and Joseph Albert, of Salem.

Oregon Legislators — No. 3

W. P. Lafferty, Representative-Elect of Benton.

CORVALLIS, Nov. 13.—(Special.)—W. P. Lafferty, elected to represent Benton County in the coming Legislature, has been a resident of Corvallis for 18 years. He is a man of mature years, is financially independent, and is a successful business man. For two years he



W. P. Lafferty.

was editor and business manager of the Corvallis Gazette, a Republican newspaper that has since been merged with the Corvallis Times and is now called the Gazette-Times.

During the recent campaign Mr. Lafferty did practically no campaigning, owing to the fact that he was required to superintend the remodeling of a business block of which he is the owner. Despite his failure to do any campaigning he won over the opposing candidate by 1000 votes.

He is a past master Mason, a past worthy patron of the Eastern Star and past noble grand of I. O. O. F.

CHURCH WORKERS GATHER

Clackamas Sunday School Meet. Hears Problems Discussed.

OREGON CITY, Or., Nov. 13.—(Special.)—Fifty delegates from every part of the county gathered here today to attend the annual convention of the Clackamas County Sunday-School Association. The convention will adjourn early tomorrow afternoon to give the delegates a chance to return to their homes by Sunday.

The convention is being held in the Congregational Church. Speeches and music formed today's programme and the business session will be held tomorrow. Rev. Charles A. Phipps, of Portland, was on the programme both this morning and tonight.

Oddfellows Are Elected. RIDGEFIELD, Wash., Nov. 13.—(Special.)—The 10th semi-annual convention of the District Association of Oddfellows, which was held here Saturday, was attended by 100 delegates.

Of the 12 lodges in the district association, which comprises all of Clark County, 10 were represented.

Officers for the ensuing year were elected as follows: Judge Back, of Vancouver, president; M. M. Duke, of La Center, vice-president; John W. Blackburn, of Ridgefield, secretary; and C. R. Eaton, of Vancouver, treasurer. The 1915 convention will be held at La Center, May 15.

AMERICAN RAILWAY EFFICIENCY HIGHEST

Overcapitalization, However, Is Declared Cause of Heavy Losses to Investors.

EXPERTS DISCUSS PHASES

Better Service Is Given in United States Than in Europe, Considering Relative Announced Value Here and Abroad.

CHICAGO, Nov. 13.—Two phases of the problem of railroad capitalization were discussed by experts here today at the eighth conference of the Western Economic Society.

The first phase of the subject was handled by W. Z. Ripley, professor of political economy at Harvard, who spoke at the morning session. The second was discussed by Samuel O. Dunn, editor of the Railway Age Gazette, at a banquet of the society tonight.

Shailer Mathews, dean of the divinity school of the University of Chicago and president of the society, presided.

Investors' Losses Outlined. The Harvard expert, author of many works on railroads, assigned to the subject of the investors' interests in railway valuation, traced immense losses to investors who were the victims, he said, of over-capitalization, which would not have been possible or which would have been curtailed by physical valuation.

Mr. Dunn, whose subject did not require him to inspect the rights or wrongs of railroad bookkeeping, showed by comparison of European roads of France and Germany that, dollar for dollar of capitalization, the railroads of the United States give the greatest service.

His table of comparison follows:

	Germany.	France.	U. S.
Ton miles per dollar of capital	8.8	3.8	18.4
Passenger miles per dollar of capital	5.6	2.9	2.1
Telev. miles per dollar of operating expense	67.5	62.9	138.9
Passenger miles per dollar of operating expense	44.3	47.5	12.9
Total units per dollar of capital	14.2	6.7	20.5
Total units per dollar of operating expense	111.8	110.4	154.8

Service More Luxurious. Mr. Dunn's table thus purported to show the highest efficiency in the United States. In the freight haul he admitted that this country had the advantage of long hauls and bulk tonnage, but larger economies for passenger traffic, he said, was due to the luxurious service rendered as compared with European trains, and he points to the fact that while a large proportion of European passenger travel is third and fourth-class, there is no such class in the United States.

Mr. Dunn alleged that at the beginning of railway rate agitation, the "efficiency" of the roads was used as an argument for higher wages, and that the roads began to "crack under the strain and asked for an adequate return on their investments. He said the roads were then charged with inefficiency. He quoted Harrington Edwards, an efficiency engineer, as saying the railroads could save \$300,000,000 a year by more efficient methods. The assertion, he added, had failed of proof.

Dual Value Not Admitted. The subject assigned to Pierce Butler, of St. Paul, valuation counsel of the Western group of railroads, was "Valuation of Railway Property for Purpose of Rate Regulation." He said the territory will not be understood, but the cause of the use of the caption that the speaker approved any such doctrine. To him it seemed that the thing, "it was not to be understood that a railroad property, was the determination of a fact and that the same property could not be of two or more different values at one time."

Butler alluded to a "widespread belief that railroad carriers seek to maintain schedules of rates, not only to pay all operating expenses, including maintenance and taxes, but also to pay interest upon bonds and dividends on stock improvidently and extravagantly issued." Further on he

"It is clear that reliable knowledge concerning the value of railroad properties may be useful for various purposes. For example, as a basis for taxation, as a guide to investors in railroad securities, as an aid to the public control of the issuance of stock and



—You will find here the largest, newest stocks, and always at modest prices for quality so good.

—This store is known all over Oregon for its famous Norfolk suits with the extra knickers. They are absolutely unequalled in fabric or workmanship at the price. Shown in all sizes at

—Boys' Balmacaans and Overcoats in fancy weaves, and in tweeds and chevrons, cut and tailored along smartest lines. Garments for rain and for the severest Winter weather.

—One has on his new suit that mother bought at Ben Selling's---the other is wearing his new Balmacaan made just like father's---and of course it came from the same store.

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