

ASKA COAL FOR AMERICANS NEXT YEAR, DECLARES SECRETARY LANE IN IMPORTANT PUBLIC STATEMENT

And Uncle Sam Will Develop the Country Just Like a Private Owner Would, Even if He Has to Dig Coal for Himself.

(By F. M. Kerby.)

WASHINGTON, D. C., May 25.—"ALASKA COAL FOR THE PEOPLE OF THE UNITED STATES BY THE SUMMER OF 1916!"

Franklin K. Lane, United States secretary of the interior, has just made this official statement to me in all earnestness, in an effort to portray with what speed the government is opening up our northern kingdom. I had asked Lane to point out to me just what Uncle Sam is expecting to do up there and how soon.

"Our government railroad is going to reach the Matanuska coal field by next season," Lane responded, "and the surveys under the Alaska coal-lease act will be far enough advanced so that persons desiring to secure leases may do so at the beginning of the 1916 season. After that, it depends absolutely on the lessees whether coal can be shipped to the Pacific coast before the end of the 1916 season."

Ready for Digging Coal.

"Surveying parties are already on their way to Alaska and it is our intention to expedite the work in every way. The extent of the work in the field and the shortness of the Alaska season will prevent us from opening the lands to leasing until the beginning of the 1916 season, but BEFORE THEN we expect to have plans perfected for those interested. In fact, we have already drawn up a tentative draft of a lease on everything will be ready early next spring."

"From what information you have now," I asked, "do you anticipate that there will be large developments in coal mining there?"

"That will depend on several things," he answered. "I am receiving a great many inquiries already as to the date when operations can be commenced under the coal-lease act and these people evidently are not informed that it is necessary to survey and make government reservations in both the Behring river and the Matanuska fields, and to subdivide the lands into suitable leasing tracts before we can open them for lease."

"The extent of development, when these things have been completed, will depend, of course, on how attractive to coal operators we can make the proposed leases. That we will make them as attractive as we can and at the same time safeguard the government's interests, goes with out saying."

"It will be quite possible for coal to be mined and shipped to the United States before the end of 1916 season, unless the difficulties of preliminary mining work should prove greater than usual."

"How about possible government coal mine operation?" the secretary was asked.

Uncle Sam to Dig Coal
"Well, under the law, we may open mines for the supply of the navy, and also for direct sale to consumers if monopolistic or other conditions should arise by which the price of coal is kept up beyond a reasonable point. But that, of course, would require an appropriation from congress, and we don't anticipate any monopoly conditions. The statute provides against that, and our lease will be so drawn as to make it possible."

"What is going to be the effect on the development of Alaska of the opening of the government road and the development of coal mining?" I asked.

"I won't say that the government road will pay from the beginning," answered Lane, "but I will say that we know enough about Alaska and its resources to make it clear that it is a territory that deserves to be proved and tested. The population is going to grow very rapidly—too rapidly at first, in fact. The opening up of the interior is going to send a rush of people into the territory, which has already begun indeed. This shows how aggressive our people are; how willing to endure, and not merely for the sake of gain, but for the sake of adventure. Our American people have not lost at all in virility; in willingness to take personal risks; to go into an unknown country and hazard their lives, and to live a life the very opposite of the life they have lived in our dense civilization. That kind of stuff is the very cause of our country's great civilization today."

What U. S. Will Do in Alaska
"Alaska's future will not depend so much upon what the government does; it will depend 90 per cent upon the kind of people who go there; their attitude toward each other, their enthusiasm for their new country. And all that we can do is to

GOVERNMENT HEADQUARTERS AND THE MAN WHO IS BUILDING \$31,000,000 RAILROAD IN ALASKA.



Work on the United States government railroad in Alaska, which is to cost \$31,000,000 and will tap the coal fields of the interior, is being rushed and several miles of track have already been laid. United States engineers at Seward and below Idet. Frederick Mars, in charge of the construction.

'400' LEADER OF GOTHAM DEAD

GARRISON, N. Y., May 25.—Mrs. Stuyvesant Fish, leader of New York's social set, died last night of cerebral hemorrhage at Glencliff, her summer home here. She had been ill only a few hours. Her husband was with her when she died. Mrs. Fish was about 60 years old. She was born in New York. Her maiden name was Marion Graves Anthon. On June was Marion Graves Anthon. On June ant Fish, railroad man and financier, son of Hamilton Fish, secretary of state in the cabinet of President Grant.

Bids for Alaska Rails

SEATTLE, Wash., May 26.—The Alaska engineering commission has called on its purchasing agent here to buy rails and other iron sufficient for ten miles of track. Bids will be opened June 10. A large quantity of commissary supplies is also asked for.

WILSON GREET CHINESE PARTY IN BLUE ROOM

WASHINGTON, May 26.—Deep interest in the future of China was expressed by President Wilson today in welcoming the commission of Chinese business men touring the United States to study commercial methods. Headed by Kai Fu Shah, the Chinese minister, the delegation was received in the blue room of the white house.

Spokesman for the commission told the president the members brought greetings from the Chinese republic to the president and people of the United States and that they would endeavor to make their republic a real sister.

Replying President Wilson said: "It is not a mere form that I go through in expressing to you our cordial welcome to the United States. I think that I can say to you with the acquiescence of all my fellow countrymen, that our interest in China is not merely a commercial interest and is not merely a professional interest. The people of the United States are deeply and sympathetically interested in China and in the unlimited future that lies before your great republic."

"We have, of course, naturally rejoiced to see you adopt a form of government which seems to us the best vehicle of progress—the republican form of government."

"My welcome is hearty and I am sure that every true American would wish to co-operate with me and join me in this welcome."

NO LIGHTS NIGHTS IN GAY VENICE

VENICE, May 26, via Paris, 11:20 a. m.—The military authorities have given orders that no lights be displayed in Venice between sunset and sunrise that can be seen from above the city. This is a measure of protection against attack by aeroplane. The people of Venice are normally much abroad at night, but now they are staying up even later than usual. They enjoy the aspect of the city without lights and are eagerly looking for an Austrian aeroplane.

"MRS. WIGGS OF THE CABBAGE PATCH," PAGE, MAY 26 AND 27



MAD MOTHER KILLS SELF AND CHILD

NEW YORK, May 26.—Mrs. Charlotte O'Neill, wife of Francis O'Neill, an architectural engineer, employed by the Brooklyn Rapid Transit company, was found dead today with a bullet in her heart in a bedroom of her home in an exclusive residential section of Brooklyn. In an adjoining room lay two of her three children, Josephine, 1 year old, and Francis, aged 4, with cords drawn tightly around their necks. The boy was later revived, but the baby died. Detectives said that it was their theory that Mrs. O'Neill became demented, tied the cords around the children's necks and then shot herself.

NEBRASKA'S SINKING AROUSSES WASHINGTON

WASHINGTON, May 26.—Coming close on the Lusitania disaster, the news that another American ship had been endangered aroused more than ordinary attention, but all officials were disposed to hear details before making comment.

Some officials could not understand why a ship bound for the United States in ballast and therefore carrying no contraband should have been endangered by a torpedo, and they considered it among the possibilities that the Nebraskan struck a drifting mine.

FRENCH RETAIN ALL GAINS ALONG WESTERN FRONT

PARIS, May 26.—The French war office this afternoon gave out a report on the progress of hostilities reading:

"The checks inflicted upon the enemy yesterday in the region of Angres and at a point to the north of the height of Lorette determined the Germans to come back with an attack of extreme violence. There was furious fighting last evening and during the night. We were successful in retaining all our gains. Our troops gave evidence of magnificent courage and showed splendid tenacity of purpose."

"The Germans in the beginning delivered a counter attack against the works captured by us to the northwest of Angres. Furious attempts to take this position were made by them time and again. In spite of the exceptionally intense bombardment to which our troops were subjected, we retained possession of all our new positions."

"Furthermore, at the end of the day we occupied almost entirely the position near Buval, where we gained a footing in the afternoon. Here we are maintaining ourselves under a violent fire. At the same time we have gained ground on the heights to the northeast of Lorette and we have captured a trench of the enemy in the environs of Souchez."

"An artillery engagement of considerable severity developed yesterday in the region of Solasone; there was another such encounter near Rheims."

Thermopolis, Wyo., Flooded

THERMOPOLIS, Wyo., May 26.—Damage estimated at \$50,000 was done by a flood which swept this town late yesterday, following a cloudburst in the mountains. A wall of water five feet high rolled into the town from a canyon, flooding scores of dwellings and filling the basements of many business houses.

Belligerents Reach Terms

ROTTERDAM, May 26, via London, 9:35 a. m.—The Courant published a telegram from Berlin stating that Germany and Italy have agreed neither to intern civilians nor seize their property.

Only 5% PLUS for the Best "Non-Skid"

PRACTICALLY all Non-Skid Tires that make serious claims to non-skid efficiency cost you 10% to 30% more than Plain Tread Tires of same brand and material.

Goodrich Safety Tread Tires cost you only 5% more than our plain tread tires.

Here's how and Why!

FORTY-FIVE years of Rubber working (in what is now the World's largest Rubber Factory) has taught us a few Kinks and Short-cuts that are not common to the Trade.

One of these now comes to the help of your Pocket-book.

Through the simple process of Thinking Hard (and being Candid with ourselves) we have found a Short-Cut to make the best Safety Tread ever put on a Tire cost us only about 5% more than it costs to make the Plain Tread of similar quality.



Goodrich Safety Tread Tires cost you only 5% more than our own or any other plain tread tire.

Note the following table of comparative prices on non-skid tires. Columns headed "A," "B," "C," and "D" represent four highly advertised tires.

Size	Goodrich Safety Tread	OTHER MAKES			
		"A"	"B"	"C"	"D"
28 x 3	\$9.45	10.55	10.75	11.35	\$11.15
28 x 3 1/2	12.20	13.35	14.20	11.70	23.65
32 x 3 1/2	14.00	15.40	16.20	22.80	28.20
34 x 4	20.35	22.50	23.80	31.15	33.55
36 x 4 1/2	28.70	32.15	37.80	41.80	41.40
37 x 5	33.00	39.80	41.80	49.55	62.05

By testing out these Goodrich Safety-Tread Tires on a large number of Taxicabs (where they could be competitively observed and carefully checked up at the end of each day's use) and by comparing their actual performance with that of our own, and other Plain-Treads, of much higher price, we have had this fact forced upon us—

Visit—
—That there is SURPRISINGLY more Mileage, in Goodrich Safety Tread Tires, than in our own, or any other, make of Plain-Tread Tires.

So MUCH more Mileage, for only 5% more Cost looked so good to us that we decided to give Car Owners the benefit.

Here's what we now offer you!
The best Non-Skid Safety Tread ever put on the market, and it costs you only 5% more than our best plain tread tire.

The B. F. Goodrich Company
AKRON, OHIO



Why have Ignition troubles When you can have a genuine

BOSCH
HIGH TENSION MAGNETO

Installed on your Ford For \$48.00

CRATER LAKE
MOTOR CAR CO.

Official Bosch Magneto Repair and Supply Station

"Honest to Everything!"

HOTEL MANX
Powell St. at O'Farrell
SAN FRANCISCO

Headquarters for Californians while visiting the Exposition.

Our commodious lobby, fine service, and homelike restaurant will appeal to you.

No Rates in Room
\$1.50 Per Day Up

Management
Chester W. Kelley

"Meet me at the Manx!"

DODGE CAR WINS SPOKANE HILL CLIMB

In competition with an imposing array of six and eight-cylinder cars, a Dodge Bros. motor car entered in the annual hill climb at Spokane, Wash., May 15, won first place in its class and finished second in the free-for-all event.

News of the Detroit car's splendid showing was received in a wire from the Seven-Seven company, Dodge Bros. dealer in Spokane, who were responsible for the car's entry.

The Spokane hill climb takes place on a hill 2074 feet long with an average grade of 8 1/2 per cent. At one point there is a rise of 168 feet in two-fifths of a mile and the grade at this section approximately 17 1/2 per cent.

Supposedly a walkaway for the eight and four-cylinder cars entered in the event, the sturdy Dodge Bros. car surprised the thousands of spectators by finishing second in the free-for-all event with the excellent time of 49 2-5 seconds. An eight-cylinder car finished ahead of the four-cylinder Dodge Bros. car, which in turn defeated one eight and five six-cylinder machines. The Dodge easily won in the \$1000 class in which it was entered.

LESTER WILL PAY ALL PROHI BILLS

SEATTLE, Wash., May 26.—Governor Lester, addressing a church club last night, declared that, although the legislature refused to appropriate \$50,000 for enforcement of the prohibition law, which becomes effective January 1, he would personally see that the law was strictly enforced. Acting on the governor's suggestion, the club appointed a committee to consider the situation that will arise on the closing of the saloons and to recommend a substitute for the social features of the saloon.

Many saloons in the larger cities of Washington have already closed their doors, and others say they will quit business when their licenses expire.

The song of the old jimmy pipe

just rings in your ears when you fire up load after load of Prince Albert—tobacco without a bite, without a parch. You can smoke it sun up to sun down without a comeback, because it is made by a patented process that removes the bite and the parch.

So, first thing after breakfast, you make fire with a match and open the day as do the little birds—with song and sunshine! Then you'll be right jimmypipejoy'us, which is good for what ails your smokeappetite!

PRINCE ALBERT

the national joy smoke

has jimmied open pipes for thousands of men who were once scorched—and, naturally, pipe-shy. The most sensitive tongue won't even tingle when you smoke P. A. So, you take a chance, and get some smokefunshine into your system. For there's nothing friendlier nor truer to a man than his old jimmy pipe. And you'll know that's a fact quick as you hit the P. A. trail to pipesmokeyoy!

Prince Albert makes a coriding cigarette. You never put a cleverer smoke between your teeth. And P. A. rolls up mighty easy and without waste because its crimp cut—and stays put! You take a tip—and play ball!

Buy Prince Albert everywhere in tippy red bags, 5c; tippy red tins, 10c; pound and half-pound tin humidors, and the handsome pound crystal-glass humidor with the sponge-moistener top that keeps P. A. perfect and right on the firing line at home and at the office all the time.

R. J. REYNOLDS TOBACCO CO.
Winston-Salem, N. C.

