THE CAPITAL JOURNAL E. HOFER, Editor and Proprietor R. M. HoFER, Manager



The full industrial development of inland Alaska is possible only ty constructing railways that wili furnish transportation
to open ports on the Pacific
Thouth Alaskane have long been clamoring for adequate transough Aliankanns have fong been chamorings the general publico outside of the terri-
tory hans only recently begun to undertand that the opening of tory has only recently begun to lunderstand that the opening of
the mineral wealth and anrabel lands of this great empire is a the mineral wealth and a rable la
matter of national importance.
Many plans have been proposed for builing railways in
Alaska either by public or by privee enterrisie. and various Anasar es arr now before congress dealing with this subject.
mean view of this situation a report just jesuled by the United
 report briefly summarizes all the data bearing on the location of a riiway which shatl comnect Fairbanks, on the Tanana,
with one of seeceral possible coastal terminals on the Pacific with one of
The distance to tid
350 to over 600 miles
Experienced engineers have estimated the average cost per
mile of constructing this line at $\$ 40,000$.
Any one of the several proposed railways deseribed in this
report would render accessible the great resources of what has report would render accessible the great resources of what has
been termed Central Alask, a puadrangular area of about the Arctic Circle
Central Alacka has produced from its placers gold to the
value of $\$ 75,000,000$, its output in 1911 being over $\$ 9,000,000$. It incladess alsoo several auriferous loce de districts and two im$r$ belts.
One of these copper belts has been rendered accessible by a
railway some 200 mites long, extending inland from Cordova.
 posits of lignitic coal.
In uddition to its mineral wealth, which will justify railways,
Central Alaska contains much valuable agricultural and graz. ing land.
This publication not only summarizes data on toporraphy
and mineral resources, but also touches on climatic conditions, distribution of population, and arable lands, etc. It is illustrated by a new m
mineral resources in Alaska.
A list of government publieations relating to railway routes in Alaskian is appended.
the mining industry of Alaska in 1911, together with statistics of production.


That's The Way "I nid myerf of fall power troubles- $\cdots$ Thi motor
does the work noiscescly and without fussor dirt- $\cdots$. It is always rendy to work overtine- -.rquires no extra preparations or advance notion- $\cdots$ Yrs - it does
the work more cenomically too- $\cdots$ And best of the work more cocnomically too- And ost the
all the powet is on every minute all the powere is on "very minute of The chyy
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