

The Seward Gateway

AND
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MOQUAWKIE VILLAGE IS NOW ON THE MAP

An old landmark name has been changed. The village long known as Tyonek is now properly designated as Moquawkie. This new name is as near to an Indian word meaning a sheltered place as the white man's orthography can express it. Moquawkie is very appropriate, when applied to the village on the west side of the Inlet, for it is quite sheltered by high bluffs from the prevailing northerly winds of winter.

The postoffice department abandoned the name Tyonek nearly ten years ago, when it appeared that the use of that name might confuse some who knew of old Tyonek, further down the Inlet. In fact, the name Tyonek was never properly applied to the village where the Government's Indian school is located. But the name selected by the postal authorities, Beluga, was eventually found to be fully as misleading as the former name. An old station near the mouth of the Beluga river is far more entitled to be called Beluga, and in fact, is always meant when seamen and other wayfaring people use that name.

In February, 1915, President Wilson established an Indian reservation of 65,000 acres, which includes this much-misnamed village. On the map used by the President, and adopted by him as part of his proclamation, the reserve is called the Moquawkie Reservation. A short time afterward the Postmaster General accepted the new name for the postoffice, substituting it for both Tyonek and Beluga. At the close of that fiscal year the new appropriations were made for Moquawkie school instead of Tyonek school, and the Commissioner of Education very promptly changed the name of the school accordingly.

Now the Bureau of Navigation has signified its willingness to concur in the change, and the forthcoming charts will give Tyonek its proper location, beyond the village long incorrectly so called, marking the latter village Moquawkie.

Some slight confusion may be anticipated among boat men, a few of whom are really tenacious for old forms; but this will all pass away in a little time, no doubt, and the name Moquawkie will be generally used in a very few years.—Ex.

TAXATION AND THE BONDS

With the purpose of America to win the war ever in the mind of government and people, and with the means of winning on land and sea and in the air already provided



THEY CAN'T KEEP US BACK.



—Carter in Philadelphia Press.

for, there remains foremost the question: How shall the money be raised? To answer that question is the complex and difficult problem now before Congress. There are two methods by which the government can provide for its pecuniary needs: by taxing the people directly or indirectly and by borrowing from them, and it has long been recognized that both must be employed. Then comes the further question as to amount to be raised by each method.

Whether it is the desire of those who would shoulder an undue part of the burden on taxation to make the war unpopular or not, imposing too heavy a financial load on the present generation would tend to have that effect. Moreover, too drastic a policy of taxation would defeat its own object in many cases, since it would discourage effort. At the same time, we do not believe that any considerable number of men of great wealth would oppose heavy taxation of their excess incomes. Because a man is rich does not mean necessarily that he is a miser or a slacker. Nor is to be credited that men who have seen their sons enlist and have swelled with pride at the sight would hesitate to give their mere money to equip their sons and the sons of other men.

War profits are legitimate subjects for heavy taxation. That any man should be allowed to fatten and to thrive on profits made from the sale of shells, munitions and supplies, without giving back to the country which protects him a large share of those profits is unthinkable. And that these men will be compelled to pay heavily for their opportunities is as certain as that we are at war. All of us, however, must contribute. The stamp tax, eliminated by the Senate, was an illustration of a fair imposition designed to make all America bear its share of the burden. Other subjects have been found and still others will be found, so that in the end the cost of war will be distributed fairly.

But after all, the great mass of war costs will be met by borrowing from the people, by the issuance of bonds. By this means, those yet to come will bear their part jointly with this generation. That is as it should be. Such vast sums are required for the prosecution of the war that the early hope of a pay-as-you-go policy has been discarded. If it were enforced, business and industry would be retarded and crippled, if not paralyzed. As it is, businesses and industries will share ratably in present payments and will not be sacrificed to posterity. For it is as much posterity's war as it is ours. Indeed, so far as America is concerned, it is almost more important to America's material future that Germany shall be defeated than it is to her material present. If the war were to end today, with Germany victorious, it would be many years before Germany could afford to invade America, but after those years posterity would know the horrors of an even greater war.

The people of today and taxation; the people of tomorrow and bonds. We must pay and lend, else even America will not be safe for democracy.—Ex.

ALASKA TRAVEL

The stories of German submarines on the Pacific coast appear to have had a discouraging influence upon the movement of Eastern tourists to Alaska during the summer season now closing. Reports from the various transportation lines serving the Northern territory indicate that hundreds of tourist reservations were canceled

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ALASKA STEAMSHIP COMPANY SAFETY SERVICE SPEED

Sailings from Seattle:

Alaska	Sept. 9	Northwestern	Sept. 19
Mariposa	Sept. 13	Alameda	Sept. 25

The Northwestern, sailing September 19th, will connect at Seward with steamer for Alaska Peninsula Route points.

All ships go through to Anchorage.

For further particulars of service, rates, apply to Agent.

A. H. McDONALD, Agent.

For the benefit of those interested in Alaska in General and Seward in Particular an

INFORMATION BUREAU

has been established in connection with this paper, and all those desiring information as to the value of real estate and business opportunities are requested to address their communications to

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soon after the rumors of the presence of submarines became current, and that the summer's business was affected. Fortunately the regular passenger traffic to and from Alaska increased very materially, the movement of commercial travelers being especially noticeable, and the season's gross passenger traffic was thus very good. The total number of passengers conveyed to the Northern territory from Seattle, Vancouver and Prince Rupert during the eight months ending August 31 was 24,409.

The stories of German submarines along the Coast were unfounded in fact, though, at the time, the government officials considered the danger sufficiently great to justify a warning. There were circumstantial accounts of the sighting of submarines or periscopes, and the danger for a time, appeared real. Subsequent events indicated that there were no enemy submarines on this Coast, and none likely to be as long as the United States government controls the Panama Canal.—Seattle P.-I.

Membership in the American Red Cross has grown from 275,000 at the beginning of this year to the enormous number of 3,500,000, and it is increasing at the rate of 25,000 to 100,000 a day. These are fresh figures furnished by headquarters at Washington recently. They tell only a part of the magnificent story. There are in fact many more than 3,500,000 members of the American Red Cross in the names of workers not appearing on the rolls.