

additional delays and unnecessary burdens as is done by this objectionable and unjust law.

In many cases the long delay of the present law causes an additional year's assessment work under the law providing for yearly assessments of one hundred dollars (\$100.00) in work to be performed upon each claim located.

Adopted by the Senate, March 26, 1913.

Concurred in by the House, April 1, 1913.

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#### SENATE JOINT MEMORIAL NO. 2.

To the President and Congress of the United States:

Be it resolved, by the Legislature of Alaska, that the following memorial be sent to the President and Congress, with the request that, as early action as possible, compatible with public business, be taken thereon:

We respectfully represent, that by the organic law, creating the Territory of Alaska, approved, August 24, 1912, in Section 3 thereof the Legislature of Alaska is prohibited from, in any manner, interfering with the laws of the United States "providing for the taxes on business and trade."

We further represent that by the same Enabling Act, the Legislature of Alaska is further prohibited in Section Nine (9) thereof, "to fix and impose any tax or taxes upon railways or railway property in Alaska" for the period of five years from the date of said Act.

With the wisdom of the above inhibition, the entire people of Alaska we declare, is in full accord, because the prosperity and further development of Alaska depends upon a wise solution of the problems of transportation.

We further represent that by the provisions of "An Act making further provisions for a Civil Government for Alaska", approved June 6th, 1900, in Section Twenty-nine (29) thereof, a license tax is imposed by the United

States, as follows: "Railroads one hundred dollars per mile per annum on each mile operated."

We further represent that because of the requirement of the payment of such license or tax a great hardship is imposed on miners and prospectors in various mining districts of the Territory, notably Kougarok and Solomon River precincts in the Seward Peninsula. During the season of 1912 the license was not paid and the railroads were not operated, except by dogs and mules pulling small tram cars.

We therefore, request Congress to remit the license fee of one hundred dollars per mile per annum on all railroads in Seward Peninsula until August, 1917.

Adopted by the Senate, March 20th, 1913.

Concurred in by the House. April 2, 1913.

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#### SENATE JOINT MEMORIAL NO. 4.

To the Honorable, the Senate and House of Representatives of the United States:

Your memorialists, the Senate and House of Representatives of the Territory of Alaska, most respectfully represent:

Whereas, the lack of aids to navigation along a dangerous coast from Cape Spencer, in Southeastern Alaska, to Cape Elizabeth, on the Southwest end of Kenaai Peninsula in Southwestern Alaska, is a condition requiring energetic, prompt and effective attention; and

Whereas, the growing commercial importance of the various sea port towns within the region above described, the ships employed in the carrying of passengers and freight, is of sufficient value to warrant the creation of an additional Light House District, thereby to best protect and aid shipping and navigation within the limits above set forth;

Therefore, we, your memorialists would pray that