

## SENATE JOINT MEMORIAL NO. 9.

To the President of the United States of America, greeting:

We, the youngest and smallest territorial legislative body within the confines of the United States, representing a larger and richer area of land than any similar body of men heretofore under the American flag, do most earnestly request you to consider the within statements, and take action thereon.

About sixteen years ago the first great rush was on to the interior of Alaska, previous to that time Southeastern Alaska had been settled to some extent and fishing and mining had been carried on as a business, notably in the vicinity of Juneau, the Capital of the Territory. The mammoth Treadwell Gold Mine had been partially equipped and some other smaller mines put in operation. All of the settlements and development of consequence were at that time along the coast line and easy of access. About the date mentioned above, gold, in placer deposits and quartz veins, coal in vast quantities, and oil were discovered in the interior of Alaska. People from every state in the Union located and purchased mining claims under the laws of the United States, and proceeded to operate some of them under the same legal rights as citizens of the United States had done throughout all the mineral bearing states of the West, but under much harder conditions.

Of the resources of Alaska, there can be no question. First: the placer belts are large and scattered from Cook Inlet to Fairbanks, Iditarod, Koyukuk, Candle, Nome and other camps; and aside from richer grounds, there are thousands upon thousands of acres of low grade placer ground that cannot be worked at a profit under present high cost of transportation of supplies and fuel. Second: the quartz gold condition is receiving much attention, and along the sea coast it is now developing into a large

and profitable business. The quartz gold, however, is not confined to the coast. Slowly quartz mines are being developed in the interior, and, under more favorable transportation and fuel conditions, would forge ahead by leaps and bounds. Third: both on the coast, in certain places, and in the interior there are numerous copper mines. Those near the coast can be, and are worked at a profit. Nevertheless they are handicapped in many places on account of the high cost of fuel necessary for the generating of power for mining and smelting. Taking up the copper mining in the interior we find a far different proposition. The fuel question is prohibitive excepting to operate the richest of properties, and as a consequence, only one copper mine in the interior of Alaska is now in operation and shipping ore, and that one could not operate if it were not exceedingly high grade ore. There are hundreds of copper properties, some quite rich and many of lower grade, that would be opened up and shipments made therefrom were shipping conditions different. To sum up, the opening of the quartz gold, low grade placer and copper deposits of the interior of Alaska depends solely on cheap fuel and adequate and cheaper transportation controlled by the Government.

Cost of Fuel. With millions of tons of good steam, stove and coking coal lying within a few miles of salt water, the opening of which has been retarded by what we consider a mistaken policy, the citizen of Alaska pays for his own house coal brought from British Columbia mines, in trust-owned and controlled bottoms from fourteen to thirty dollars per short ton, in the most favorable localities, north and west of Juneau and Sitka, and four dollars would be a fair price for Alaska coal delivered at the same localities.

The Coal Question. It has become generally known throughout the United States, that there are extensive coal deposits near the coast, as well as in the interior of Alaska, and because some misguided citizens, not of

Alaska, sought to obtain control of large areas of coal land, perhaps in some cases not within the law, the great majority, yes, ninety-nine per cent of the entire population of Alaska who have no interests, directly or indirectly, in the coal question, only so far as to obtain cheaper fuel, have been denied the use and benefit of Alaska coal pending the settlement of the alleged rights of these so-called coal claimants.

This body declares:

1st. That all coal claimants who located lands strictly within the law as it existed at that time, should receive patents therefor. We do not deal with or consider any illegal entry. We do, however, believe that the coal claimants should have their day in court.

2nd. Regardless of the rights of any, or all claimants, we do most respectfully urge that the Government of the United States take immediate action and in some way open the coal lands of Alaska, or some of them, and that the selling price of coal will be controlled by a department of the general government of the United States, to the end that justice may be brought about to all the people of Alaska.

Transportation for Alaska. Many portions of the Alaska Territory lie adjacent to the coast line and therefor have a measure of competitive and fairly reasonable freight rates; most notable is Southeastern Alaska. As to the localities farther North, this does not exist. For instance, the lowest freight rate to Katalla, Cordova, Valdez and Seward, excepting on coal, is eleven dollars per ton, weight or measurement. Quite often this runs up to even thirty dollars per ton, or higher. On all explosives the rate is twenty-five dollars per ton, and as one goes farther west along the Kenai Peninsula, and north, the rates are much higher. First class passenger rates to the first mentioned points are forty-five dollars, the distance being about sixteen hundred miles. The

great crying need, however, is cheaper transportation from the sea coast to the interior, and it was for the purpose of examining routes and conditions pertaining to interior transportation that the Railroad Commission was appointed and did visit Alaska during the fall of 1912; and after making a hurried examination, reported to the President of the United States their findings and recommendations, and it was their general report that this legislative body endorsed at the beginning of this present session. Southeastern Alaska is not much interested in interior transportation, only so far as it covers the White Pass & Yukon Railroad, over which rates are exceedingly high.

The coal fields under consideration lie largely within the Third Judicial District, as well as the developed copper properties and a portion of the gold quartz properties, and the people residing in the Second, Third and Fourth Divisions of Alaska are mostly interested in the question of interior transportation. But to the Third and Fourth Divisions the transportation question is vital, viz:—To transport coal to the sea coast to be distributed by water where needed and to furnish coal and other supplies, machinery and men to interior points at reasonable rates.

We are aware you have full knowledge as to the transportation system now in Alaska, and it is only necessary to give a few figures as to the present freight rates per ton for goods laid down at the end of the Copper River and Northwestern Railroad. Dynamite laid down at that point costs ninety dollars per ton freight, including water rate from Seattle. The rate on groceries and provisions, less than car lots, is sixty dollars per ton, and all other goods, hay, feed and machinery in the same proportion. The rate out on ore is graduated on lines that an operator cannot afford to mine and ship grades of copper ore lower than twenty per cent, and there are very few mines that can produce ore of this grade even by close sorting. The Bonanza Mine that is now shipping and paying is an exception, and the fact that that mine is operating and

paying is not a criterion by any means, for it is the only copper property in the Chitna copper belt that can afford to ship as a business under the present conditions.

As to other interior points: During the best days of the Fairbanks Camp when ten million dollars in value was taken from the ground by the miner yearly, it is stated upon good authority that one-half the whole amount was paid for freight and transportation. This statement is verified by report of Alfred Brooks of the U. S. Geological Survey. At the present time the Fairbanks Camp, as well as others are working on much lower grade gold bearing gravels of which there are large areas, therefore cheaper cheaper transportation is absolutely necessary in order to work the present low grade placers at a profit. Aside from the present established camps there are thousands of acres of low grade placers that have not been touched owing to the high cost of transportation.

What is the Remedy? The people of Alaska are hoping for and expecting, that the present administration will at its earliest convenience adopt some measure that will open the coal fields of Alaska, or some of them on lines that monopoly cannot control the selling price of the product thereof, and at the same time do justice to all honestly located claims and claimants.

They also pray most earnestly that matters will be put in force some way, and soon, that will start construction work on two or more lines of railway that will start at tide water and extend to the interior, through the beautiful valleys of agricultural land, and on, until every camp of importance and every valley fit for agricultural purposes shall have been reached and the inhabitants thereof supplied with cheap and reasonable transportation controlled by the strong arm of the Government.

Notwithstanding discouragements and the unnatural obstacles thrown in the way of the development of Alaska, the business of the country shows improvements along commercial lines. The total trade for the year 1912

aggregated \$72,741,000, exceeding that of any former year by 27 per cent. The white population is about 30,000; thus the commerce of the country shows about \$2,400 for each man, woman and child in the Territory. It is worthy of comment that about \$25,000,000 of the exports from Alaska during the year 1912 were gold, silver and copper, which have been added to the permanent wealth of the United States.

With a population of but 30,000, the commerce of Alaska with the United States far exceeds that of the Philippine Islands, with a population of over 8,000,000 people. With this in mind, compare the expenditure of the Government in Alaska and in the Philippines, and remember that the population of Alaska is composed of loyal sons and daughters of the Union.

From the earliest settlement of our country the Government has encouraged the forward movement and the opening of new territory, and it has always had within its borders the blood and brawn of the pioneers; and as they, single-handed and alone, and in small groups, have blazed the way and advanced into the unknown, their faces ever westward, combating not only wild nature but often wilder men, the strong arm of the Government has followed the pioneer and made it possible to still follow with more civilized modes of life, even going to the extent of donating hundreds of millions of value in lands in aid of transportation. The Government has given millions of money for the aid of brown men of the Philippine Islands, and has given Cuba millions in money and lives of brave men. We would respectfully ask, are the Cubans, the Phillippinos, or the Porto Ricans more valuable to this great country of ours than the hardy, brave, intelligent pioneers of Alaska, every one of whom, from sixteen to seventy years of age are willing to fight for their country and flag? Are we, citizens of this great Alaska empire, not entitled to due consideration and help from our country? Men are here from every State and

representing every phase and condition of life, from the old grizzled advance agent of civilization, who has faced storm and flood alone, sought out the secrets of nature, and then returned to civilization to spread the glad news that the energetic and progressive business man and capitalist might follow over the paths he has made smooth and develop and reap with him the wealth he has found. We believe that the time has come for just consideration of our great needs by those in authority and power, to relieve and assist in the development of our great territory.

The Secretary of the Territory of Alaska, is hereby requested to forward a certified copy of this memorial to each of the following persons: One to the President of the United States; one to the Secretary of the Interior; and one to each, the Honorable, the President of the Senate and the Speaker of the House of Representatives of the United States, and one to the Delegate to Congress from Alaska.

Adopted by the Senate, April 3, 1913.

Adopted by the House, April 15, 1913.

---

#### SENATE JOINT MEMORIAL NO. 10.

To the President of the United States and the Honorable Senate and House of Representatives in Congress assembled:

We, your memorialists, the Legislature of the Territory of Alaska, do most respectfully and earnestly represent, that

Whereas, the City of Juneau, situated on the Southeast coast of Alaska, is one of the oldest and most permanent towns in the Territory of Alaska; and

Whereas, the said City of Juneau, owing to the opening up and developing of quartz mines in its immediate