

the United States; Provided that the claimant or claimants of any mining location, in order to secure the benefits of such act, shall cause to be recorded in the office of the Commissioner and ex-officio Recorder, in whose recording district the claim is located, a notice that he or they have enlisted in the armed forces of the United States.

Passed the House, April 25th, 1917.

Passed the Senate, April 27, 1917.

HOUSE JOINT MEMORIAL NO. 9.

TO THE PRESIDENT OF THE UNITED STATES, THE UNITED STATES SENATE, THE UNITED STATES HOUSE OF REPRESENTATIVES AND TO THE DELEGATE IN CONGRESS FROM ALASKA:

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

As representing the people of the Territory of Alaska, your memorialists would most respectfully direct the attention of the United States Government to the need and feasibility of dredging a canal, or deepening the channel across Dry Straits as a route for steamers and shipping in the Inside Passage, preferable to the present route via Wrangell Narrows.

Dry Straits lies between Mitkof Island and the tide flats adjoining the mouth of the Stikine River.

Running from Kadin Island (High Island), at a point four miles from Wrangell, into Frederick Sound near the northern end of Dry Island, a total distance of nine miles, there is a channel for fishing boats across Dry Straits at high tide, but it is dry at low tide, and the bottom is composed of sand and soil deposits through which it would be easy to cut a channel with a dredge. A jetty five miles long, to extend from Kadin Island to Dry Island, would effectively block out and stop the flow at high tide from the Stikine River, and would add a large agricultural area to the five thousand odd acres of clear farm land now lying waiting for the investor and settler at the mouth of this river.

The possibilities and advantage of a deep water canal in Dry Straits have long been recognized by navigators and local authorities.

In response to the activities of the Wrangell Chamber of Commerce in the year 1905 (and which received the support

of Congressman Humphries of Washington) the United States Government had a naval officer of the United States Navy make a special visit to investigate the Dry Straits proposition. The examination made by this naval officer consisted in the spending of one day on the ground, and his opinion, while undoubtedly favorable from an engineering standpoint, discouraged immediate construction at that time (1905), as he thought the traffic was not large enough to warrant the expense of building a canal.

Development since 1905, however, in commerce and shipping, and the large increase in business generally in Southeastern Alaska during the past twelve years together with the prospects for the future under the government policy of opening up Alaska, leaves no doubt in our minds that the time has arrived to dredge the Dry Straits canal. We believe that the interests involved are now more than great enough to justify the cost.

The route now traveled by steamers on the Southeastern run is through Wrangell Narrows, and many of the steamers on this run are of over twenty foot draft and too large to pass through the Narrows, and are obliged to take the outside passage around Cape Decision, which means a loss of over three hundred miles in making the round trip from Seattle to Juneau, with increased dangers of navigation in treacherous currents where many wrecks have occurred during the past twelve years. It is also to be noted that steamers on this run, going through Wrangell Narrows, are frequently detained for a high stage of tide, or for daylight, and thus lose a great deal of valuable time, and on account of the tortuous and rocky nature of this channel, which is twenty miles long, it can never be improved to accommodate ships of large tonnage, and the insurance on vessels going through it will undoubtedly always remain very much higher than any where else in Southeastern Alaskan waters.

Wrangell Narrows is the most difficult portion of the Inside Passage to Southeastern Alaska. It is the only portion where vessels are delayed on account of insufficient depth of water at low tide. An examination and survey of Wrangell Narrows were made in 1902 and 1903, and the reports thereon are printed in House Document Number 39, Fifty-eighth Congress, Second Session, and in the report of Chief of Engineers for 1904, Pages 3656 and 3661.

The distance via Dry Straits, along the route of approach now usually taken by vessels, would be about ten miles shorter than the present route through Wrangell Narrows. The chan-

nel through Wrangell Narrows is lined in many places, with rock-ledges, and fairly strong currents exist.

On December 22, 1914, there was inserted in the River and Harbor bill, H. R. No. 20189, a clause providing for a survey of Dry Straits. This survey was made in June and July in the year 1916 under instructions of the United States Engineer's office at Seattle, and borings made. Without official information, your memorialists do not believe that any rocks or obstacles in the formation were discovered that would be likely to prove a difficulty in the construction of the canal. The report, however, of the engineers, as to the project or its feasibility, has not yet been published.

The report of Capt. G. B. Pillsbury, Captain Corps of Engineers, under date of June 3, 1907, and contained in letter from Secretary of War, subjected Dry Straits, Alaska, and being document Number 556, Sixtieth Congress, First Session, contains the commercial statistics for the calendar year 1907 and estimating the value of domestic merchandise shipped to South-eastern Alaska ports, north of Dry Straits and Wrangell Narrows, at \$2,978,771.00 and in reference to which he quotes: "The commerce of the Inside Passage is somewhat difficult to ascertain on account of the various destinations of the freight passing through it. It has been necessary to estimate certain of the items, but it is believed that these estimates are conservative."

To show the increase of commerce of the Inside Passage since the year 1907 your memorialists would respectfully direct your attention to the following figures for the year 1916, as may be seen by consulting the customs' report for that year, reached through Dry Straits as follows:

Southeastern Alaska.....	\$11,503,521.00
Southwestern Alaska.....	9,283,730.00

Upon careful examination from custom reports it will be seen during the period under review, to-wit: That the exports for all of Alaska for the calendar year 1907 amounted to the sum of \$27,582,159.00 and that the exports for all of Alaska for the calendar year 1916 amounted to the sum of \$79,051,758.00

Your memorialists would further represent and direct your attention to the great importance of the Dry Straits proposition being given careful and serious consideration by the United States Government, especially so at this time when our nation is in a state of war with foreign nations, for the reason that the present route used by transportation companies is only

accessible for ships of certain tonnage and would be impossible for purposes of coast defense for ships of the Navy of the United States, and, that, if the proposed channel across Dry Straits be made it will be a matter of greater importance to this nation to know that the largest ships of war could be moved through the Inside Passage via the proposed canal, which could never be done via Wrangell Narrows.

That a copy of this memorial be sent to the President of the United States; the President of the United States Senate; the Speaker of the United States House of Representatives; the Chairman of the Committee on Military Affairs and to the Delegate to Congress from Alaska.

THEREFORE, we, your memorialists, request and petition that steps be taken by the United States Government, as early as possible, for the dredging of Dry Straits.

And your memorialists will ever pray, etc.

Passed the House, April 19th, 1917.

Passed the Senate, April 23, 1917.

HOUSE JOINT MEMORIAL NO. 10.

TO THE HONORABLE, SECRETARY OF WAR OF THE UNITED STATES:

Your memorialists, the legislature of the Territory of Alaska, in Third Regular Session assembled, Do most respectfully and earnestly represent, That,

WHEREAS, the West Coast of the Prince of Wales Island, Alaska, is totally without any telegraphic communication, and,

WHEREAS, a very extensive area of highly industrial and commercial enterprises, consisting of many mines and prospects of copper, gold, and other minerals, of eight large salmon canneries and the largest mild curing stations in Alaska; of the largest marble quarries on the Coast; of extensive timber and saw-mill operations, and of many towns and villages having important commercial relations; that the business interests there are probably larger than in any other part of Alaska which is similarly isolated; that a weekly mail service from the town of Wrangell is now the only means of communication with the people in that section, and

WHEREAS, every season cases of emergency arise, such as accidents in the mines and at the canneries, loss of deep sea vessels, and various situations, involving risks of life and