
SENATE JOINT MEMORIAL NO. 5.

TO THE HONORABLE, THE SECRETARY OF THE INTERIOR:

Your Memorialist, the Legislature of the Territory of Alaska, respectfully represents:

That under existing law the persons adjudged insane in the Territory of Alaska are committed to Morningside Hospital in the State of Oregon until discharged therefrom according to law;

That many of the persons so committed as insane die at said institution, or recover their reason and are discharged therefrom;

That a considerable number of persons so committed for insanity have estates in the Territory of Alaska for which guardians are appointed by the Commissioners of the several precincts having jurisdiction;

That in the past it has frequently happened that the insane so committed from Alaska to Morningside Hospital have died in said hospital or are discharged therefrom and neither the guardian of the estate of the insane person, nor the Commissioner of the precinct has been notified of such death or discharge for many months subsequent thereto;

WHEREFORE, your Memorialist prays that in case of the death or discharge of any person committed to said hospital from the Territory of Alaska, the management of said hospital be requested to notify immediately the Commissioner of the precinct from which such person was so committed and also the guardian of such person in the Territory of Alaska.

And so your Memorialist will ever pray.

Passed the Senate, April 6, 1931.

Passed the House, April 10, 1931.

SENATE JOINT MEMORIAL NO. 6.

TO THE PRESIDENT, TO THE CONGRESS, AND TO THE SECRETARY OF THE INTERIOR.

Your Memorialist, the Legislature of Alaska, respectfully represents:

The Alaska Railroad was greatly conceived with the thought that it would develop the Territory of Alaska in the

same fashion that the great transcontinental railroads had developed and brought about the settlement of vast regions of the United States west of the Mississippi river. In this conception it was realized that the railroad for many years after construction would probably not pay the cost of operation. It was further realized that in order to make the railroad a success, it would be necessary to actively stimulate and encourage the settlement of the public lands lying adjacent to the railroad and to foster and promote the cultivation and working of such lands by active aid from the United States so that the rigors confronting the initial pioneers and settlers might be lessened, and thus a prosperous and contented population dwell in the region of the railroad. Before this plan could be carried into effect, the World War and the vast economic and political difficulties arising from the war, turned the thoughts and energies of men elsewhere so that all of the plan for the Alaska Railroad and for its proper development was pushed aside and nothing was done except to build the railroad itself, no attempt being made to develop the region served by the railroad. In a frontier country like Alaska, it is obvious that great difficulties confront the early settlers and that they need every aid and encouragement if the land is to be settled and developed. In the past men were not blind to this fact. The extensive grants of credit and land to the western railroads, embracing in many cases mineral as well as agricultural lands, alone made possible the building of these roads. These grants so greatly exceeded in value the money heretofore spent by the United States on the Alaska Railroad that the latter sums seem trifling by comparison. It is to be further remembered that Alaska is economically oppressed by a system of conservation entirely unknown at the time of the building of the western railroads and the settlement of the domain which they traversed.

The original conception of the development of Alaska could still be made to bear fruit if men of broad vision would earnestly devote themselves to the project. This conception cannot be furthered by a policy which insists that the Railroad shall always and at all times pay the cost of its operation without regard to the effects thereof upon the settlement and development of the surrounding region. This new policy of the Government put into effect at the last session of Congress and resulting in a material raise in the rates of freight and passenger traffic over the Alaska Railroad, is bound to end in disaster to the railroad and to the people of Alaska and such policy is moreover an abandonment of the statesmen-like and comprehensive plan under which the build-

ing of the railroad was commenced, and an abandonment of the plan which fostered the building of the western railroads.

The Alaska Railroad is now blessed with efficient management. The Railroad has at its head in Alaska a man who has the vision, the energy and the driving power to make the Railroad a success. But his energy will be wasted and his efforts vain if the Railroad is to be considered merely as a money making institution, and it is sternly insisted that every day shall yield its pound of flesh in revenue. If the present policy continues for any great length of time, the case of the Alaska Railroad is hopeless indeed.

WHEREFORE, your Memorialist prays that the order recently made for increasing the rates on the Alaska Railroad be set aside and that the old rates be restored or lower rates be put into effect; and that a systematic plan for the aid and development of the region adjacent to the Alaska Railroad be carried out, to the end that Alaska may be settled and developed in the same fashion as were the regions served by the great transcontinental railroads of the United States.

Passed the Senate, April 14, 1931.

Passed the House, April 18, 1931.

SENATE JOINT MEMORIAL NO. 7.

TO THE SIGNAL CORPS, UNITED STATES ARMY, AND THE WASHINGTON-ALASKA MILITARY CABLE AND TELEGRAPH SYSTEM:

Your Memorialist, the Legislature of the Territory of Alaska in tenth regular session assembled, respectfully represents that:

WHEREAS, the Territory of Alaska has endeavored for many years to maintain wire telephone lines in remote sections of Alaska, under great disadvantages because of the difficulties of travel, severe weather, etc; and,

WHEREAS, it has been impracticable within the resources of the Territory to adequately maintain these long distance wire telephone lines in remote localities; and,

WHEREAS, it appears that a radio-telephone system would be economical and more efficient in maintaining communication; and,