

RL

October 20, 1914.

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The Secretary of the Interior,
Washington, D. C.

Sir:

By direction of the Governor I have the honor to acknowledge the receipt by this office of the Department's memo of the 26th ultimo (Assistant Secretary Dr. Sweeney) containing copy of letter addressed to the Department by the Reverend Walter E. Schuette, Columbia, S. C., under date of the 23d ultimo, submitting a list of questions with respect to the marriage and divorce laws of Alaska.

Answers to the several questions have been prepared, and for convenience the questions and answers have been tabulated, two copies of which tabulation I have the honor to enclose herewith.

Respectfully yours,

Secretary to the Governor.

2 enclosures.

ANSWERS TO QUESTIONS ON MARRIAGE AND DIVORCE LAWS OF ALASKA SUBMITTED
BY THE REVEREND WALTER E. SCHUETTE, COLUMBIA, S. C., THROUGH THE DEPARTMENT
OF THE INTERIOR.

Questions answered by the Governor of Alaska.

Q. No. 1. Does your state require that ministers secure a license before they may solemnize marriages?

A. No. 1. No; such license is not required by the laws of Alaska. Sec. 434 of the Compiled Laws of Alaska, 1913, reads as follows:

"Marriages may be solemnized by any minister or priest of any church or congregation in the district (Territory) anywhere within the district (Territory), and by any judicial officer of the district (Territory) anywhere within his jurisdiction, and commissioners ex officio justices of the peace are to be deemed judicial officers of the district (Territory) within the meaning of this section."

Q. No. 2. Must a minister be actually in charge of a local congregation or church in order to procure said license?

A. No. 2. No; and as stated in Answer No. 1, no license is required.

Q. No. 3. Is his license void when he retires from such charge, say on account of old age, accepting a professorship, editorship, or other general office?

A. No. 3. No license required, as above stated.

Q. No. 4. Is his license to perform marriages in your state void if he removes to another state, but continues in the active ministry?

A. No. 4. No license required. Would be subject to laws of other state.

Q. No. 5. Can a minister, licensed to perform marriages in another state and also in your state, perform marriages in your state for parties who have secured license to marry in said other state?

A. No. 5. Is authorized to perform marriages in Alaska under the pro-

Q. No. 8. What official in the counties of your state issues licenses to ministers, authorizing them to perform marriages?

A. No. 8. As stated in Answer No. 1, the laws of Alaska do not require ministers to obtain licenses authorizing them to perform marriages.

Q. No. 9. Are divorces granted in your state?

A. No. 9. Yes, upon suit being brought therefor in the United States district court.

Q. No. 10. What courts in your state hear divorce pleadings and render judgment in cases?

A. No. 10. The United States district courts, of which there are four -- one in each judicial division. All hearings must be in open court; and no divorce shall be granted unless the applicant therefor shall have resided in the Territory for two years next preceding the application.

Q. No. 11. What grounds for divorce are recognized by your courts?

A. No. 11. The following are the grounds specified by Sec. 1899, Compiled Laws of Alaska, 1913:

First. Impotency existing at the time of the marriage and continuing to the commencement of the action;

Second. Adultery;

Third. Conviction of felony;

Fourth. Willful desertion for the period of two years;

Fifth. Cruel and inhuman treatment calculated to impair health or endanger life;

Sixth. Habitual gross drunkenness contracted since marriage and continuing for one year prior to the commencement of the action.

visions of the section quoted in connection with Answer No. 1, above, he could perform such marriage if the parties thereto were of legal age (i.e., the man 21 years of age or over, the woman 18 years of age or over), and otherwise capable of entering into the marriage contract. The license obtained by the parties in another state would be entirely immaterial.

Q. No. 6. Does your state require that ministers after officiating at a marriage make a return report of same to the state?

A. No. 6. Yes. Sec. 7 of Chapter 35, Territorial Session Laws of Alaska, 1913, provides as follows:

"That it shall be the duty of every person authorized to perform marriages within the Territory of Alaska, to make out a marriage certificate in triplicate upon blanks which shall be furnished him by the Territorial registrar of vital statistics upon application therefor. The said certificate shall conform to the present requirements of the law of the Territory of Alaska as to what a marriage certificate shall contain, except that in addition to the present requirements of a marriage certificate, said certificate shall state in what commissioner's precinct the marriage was performed and that said certificate will be filed for record and recorded in said precinct within thirty days after said marriage is performed, and the person performing such marriage shall deliver one copy of said marriage certificate to the husband, one copy to the wife, and within thirty days from the date of the marriage shall file the third copy with the United States commissioner of the precinct in which the marriage was performed."

Failure to make such return is declared to be a misdemeanor.

Q. No. 7. What official in the counties of your state issues licenses to couples wishing to marry?

A. No. 7. The laws of Alaska do not require the issuance of licenses to persons entering into the marriage contract. The Territory is not divided into counties, but into judicial divisions, of which there are four.

Ref

August 25, 1914.

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Sir:

Referring to the Department's letter of the 18th ultimo (Bo Sweeney, Assistant Secretary), I have the honor herewith to transmit annual estimates for the fiscal year 1915, covering legislative, executive, judicial, and sundry civil expenses in the Territory of Alaska -- the estimates being submitted in duplicate, as directed. Accompanying the estimates are four statements showing expenditures made during the fiscal year 1914 and itemization of estimates for the fiscal year 1915, as follows:

1. Statement in connection with "Contingent Expenses, Territory of Alaska."
2. Statement in connection with "Legislative Expenses, Territory of Alaska."
3. Statement in connection with "Protection of Game in Alaska."
4. Statement in connection with "Traffic in intoxicating Liquor, Alaska."

Explanatory notes appear on the respective statements, to which attention is respectfully directed.

On the "SUNDRY CIVIL" estimate blank have been shown, as heretofore, items covering "Incidental expenses, Territory of Alaska," (furniture, fuel, books, etc.,) for the offices of the marshals and attorneys, and "Traveling expenses, Territory of Alaska," for actual and necessary travel expenses of the judges and clerks in the Territory. The amounts

The Secretary of the Interior, p. 2.

estimated for are the same as those appearing in previous estimates submitted by this office. In this connection I beg to add that it is not quite clear to me why these items should be included in the estimates submitted by this office, since this office has no information as to the requirements of the service in the particular matters included in the items mentioned, nor does the sundry civil appropriation bill for 1915 (or previous years) show these items as separate from other amounts provided for the Department of Justice in Alaska and this office has no means of determining whether its estimates in previous years have been covered in whole or in part in the appropriation bills as regards these two items.

Under Sundry Civil expenses has been included, also, an item of \$2000 for protection and preservation of the Sitka National Monument, located adjacent to the town of Sitka. Previous estimates submitted by this office have included similar items, but as yet no appropriation has been made for the purpose indicated. The Sitka National Monument was created by Executive order in the year 1910, but thus far no provision has been made for the protection and preservation of a large number of ancient totem poles and other historical relics situated therein. Many of these totems and relics are in need of repairs or other attention to insure their proper preservation. The amount asked for is very moderate, and is urgently needed.

Respectfully yours,

Governor.

The Secretary of the Interior,
Washington, D. C.

2071.

GOVERNMENT EXHIBIT BOARD
PANAMA-PACIFIC INTERNATIONAL EXPOSITION
WASHINGTON

January 31, 1914.

Hon. J. P. A. Strong,
Governor of Alaska,
Juneau, Alaska.

My dear Governor Strong:

The content of the Government exhibit at the Panama-Pacific International Exposition has been under constant consideration during the past three months.

The character and extent of Alaska's participation has been freely discussed and your letter of November 1st, has been carefully considered.

It seems to be wholly impossible to represent Alaska upon a scale commensurate with the Seattle exhibit, for which \$100,000 was appropriated. As you know the funds at our disposal amount to only \$500,000. With that we must prepare, maintain, and return exhibits of the entire United States Government, and in addition, of Alaska, Hawaii, Porto Rico, the District of Columbia, and several semi-official Commissions. We must provide for a total of 40 different bureaus and governmental agencies. You can well understand that only a few thousand dollars can be allowed to any one Bureau or other agency.

It appears to be impossible, therefore, to make a new collection of Alaskan material with the funds available. The best that seems possible is to collect (1) all that is in the several Departments relating to Alaska, or as much of it as practicable, (2) all that remains of the Seattle exhibit, in the museum of the University of Washington and elsewhere, and (3) all that can be collected from other sources with little or no expense.

It is not possible to maintain a separate organization for the exhibit

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by the employment of special agents and the like, but we can procure the cooperation of Government officers whose work relates to Alaska. Their work will be coordinated and unified through the officers of the Board.

The lines which can, in all probability, be fairly well shown in this way are:

1. Minerals, through the Geological Survey;
2. Education, through the Bureau of Education;
3. Marine products, through the Bureau of Fisheries;
4. Agriculture, through the Office of Experiment Stations;
5. Forestry, through the Forest Service;
6. Zoology, through the Bureau of the Biological Survey;
7. Ethnology, through the National Museum.

The exhibition cases used at the Alaska-Yukon-Pacific Exposition were loaned to the museum of the University of Washington and are still available. Many of the exhibits which were donated or purchased from exhibit funds were also loaned to that museum and may be recalled, but it is not likely that much of that material would be useful now.

This is the situation as it now stands. If you can devise any plans or make any suggestions which can be carried out with the means at our disposal, we shall be glad to consider them.

Very truly yours,

(Signed)

Adolph C. Miller,

Chairman.

COPY.

DEPARTMENT OF THE INTERIOR,

WASHINGTON,

Mo WBA

April 19, 1913.

Hon. Walter E. Clark,
Governor of the Territory of Alaska,
Juneau, Alaska.

Sir:

Your letter of March 6, and telegram of April 15, 1913, in relation to establishment and maintenance of quarantine stations, in the Territory of Alaska, were at once called to the attention of the Secretary of the Treasury for his consideration, it being a matter under his supervision.

For the purposes of verification, I have to advise you that the following telegram was this day forwarded to you at Juneau:

"Your letter March sixth and telegram April fifteenth, in relation quarantine station in Alaska was called to attention of Secretary of Treasury, who to-day advised this department as follows: 'Referring your telegram April sixteenth relative administration quarantine laws and regulations by public health service in Alaska. The public health service will administer all maritime and border quarantine and will take such measures as may be necessary to prevent the spread of cholera, typhus fever, yellow fever, smallpox, and bubonic plague in the interior of Alaska. Control of other contagious and infectious diseases will be done in cooperation with territorial health authorities upon their request. It is extremely desirable that the territorial legislature should enact a proper health code and make appropriation for the enforcement of same. It is suggested that the Government of Alaska confer in regard to the matter with P. A. Surg. Emil Krulish who is at present in Juneau.'"

Respectfully,

(Signed)

Lewis C. Laylin,
U

Assistant Secretary.

March 6, 1913.

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Sir:

I have the honor to acknowledge the Department's telegram (Assistant Secretary Laylin) dated February 20, 1913, as follows:

"Your telegram January twenty eighth called attention Secretary Treasury who reports that doctor Krulish now in Washington express opinion local Alaska practitioners able handle present situation treasury department not able to establish and pay for quarantine against diphtheria at Sitka and Hoonah (Hoonah) having no funds available for purpose."

The conditions calling for the maintenance of a quarantine at the places mentioned no longer exist, but I should appreciate the receipt of full information in regard to the inability of the Public Health and Marine Hospital Service to deal with the emergency situation which arose at Sitka and Hoonah. This request is preferred particularly in view of the following facts. In February, 1912, I was informed by the Public Health and Marine Hospital Service in Washington that while there is no law specifically providing for the establishment and maintenance of quarantines at interior places in the Territory of Alaska, a broad interpretation of the laws pertaining to the Service had been made whereunder it would henceforth be possible to establish quarantines and isolate patients suffering from contagious diseases at any interior point in the Territory as well as at sea ports and at points on the international boundary. It was further stated that immediate steps would be taken to make effective this new construction of the Public Health and Marine Hospital Service laws. Accordingly, an officer of that Service (Dr. Krulish) was detailed for work in Alaska, and I was officially informed that he would perform all the usual duties of a state or territorial commissioner of public health, and that his expenses would be borne jointly by the Marine Hospital Service and

the Bureau of Education. Relying upon this arrangement, an effort which had been begun to secure the enactment by Congress of a special quarantine law for Alaska was abandoned. It is my understanding that the officer of the Public Health and Marine Hospital Service who was detailed for work in this Territory has not been in the Territory for several months. In view of this fact and of the further fact that it was found impossible to obtain any relief when the emergency situation was presented at Sitka and Hoonah, it would appear that the arrangement which I have referred to as entered into with the Public Health and Marine Hospital Service a year ago is no longer to be regarded as effective.

The First Alaska Legislature is now in session, and some of its members have conferred with me as to the desirability or necessity of enacting a quarantine law for the Territory. I shall recommend that such an act be passed provided my fear is confirmed that the Public Health and Marine Hospital Service is not able to execute the arrangement which was made a year ago. It is highly desirable, however, that the arrangement referred to be carried out if possible, inasmuch as the sources of taxation in this Territory are extremely limited and provision for the expenses of a Territorial quarantine is a matter which in addition to other expenses to be incurred by the Territory may prove somewhat burdensome.

Respectfully yours,

ORIGINAL SIGNED BY WALTER E. CLARK,
Governor.

The Secretary of the Interior,

Washington, D. C.

NATIONAL ARCHIVES MICROFILM PUBLICATIONS

Roll 41

Target 2

John A. Strong (1913-18)

Hearings on the 8-Hour Law

1918

NATIONAL ARCHIVES MICROFILM PUBLICATIONS

From

Eight-Hour Law

1918

Subject

No.

HEARINGS

Before the Governor of Alaska

on the

EIGHT-HOUR LAW

(Chapter 55, Session Laws of Alaska, 1917)

Feb. 5 to 21, 1918

FOR SUSPENSION OF 8-HOUR LAW:

<u>Name</u>	<u>Represented by</u>
Willson & Sylvester Mill Co.	R. E. Robertson
Alaska Logging Co.	do
Alaska Fish Salting & By-products Co.	do
Canadian Pacific Steamship Co.	do
Pacific Coast Coal Co.	John Rustgard
Alaska-Juneau Gold Mining Co.	P. E. Bradley
Alaska-Treadwell Gold Mining Co.	do
Douglas Island Labor Union	D. J. Kinzie
City of Douglas	E. E. Smith
Alaska-Gastineau Mining Co.	G. T. Jackson and H. L. Faulkner
Ellamar Mining Co.	do
Pacific Coast Gypsum Co.	do
Pacific Coast Steamship Co.	do
Pacific & Arctic Ry. & Navigation Co.	W. H. Gorham
American-Yukon Navigation Co.	do
Alaska Lighterage & Commercial Co.	do
Copper River & Northwestern Railroad Co.	R. E. Capers
Kennecott Copper Corporation	do
Cordova Mill Co.	do
Fish Cannery's By-products Co.	Arthur Neale

AGAINST SUSPENSION OF 8-HOUR LAW:

<u>Name</u>	<u>Representing</u>
Allen, E. E.	
Barnett, George	Territory of Alaska
Boyle, L. A.	
Harrison, F. B.	Gastineau Channel
Hollywood, John	
Hubbard, O. P.	Falder and vicinity
McKenna, E. J.	
Maloney, Wm.	
Mandle, S. H.	Anchorage and vicinity
Oliver, Robert	Ketchikan do
Rice, Jesse	
Switzer, C. H.	
Tracy, E. E.	

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Tuesday, February 5, 1918

GOVERNOR STRONG: At this time I want to make this statement: There seems to be an impression abroad, both among the newspapers and among the people, that the Governor of Alaska---that in the Governor of Alaska is vested the power to suspend the operation of the 8-hour law. This has been used by ill-informed newspapers and the public. Reference to chapter 55, Session Laws of Alaska, 1917, shows that the Governor is given the power to suspend or modify restrictions contained in this law when such shall be requested by the Council of National Defense or the Secretary of the Interior. Therefore, I simply called this hearing for the sole purpose of hearing any statements which any gentleman interested in the working of the 8-hour law wishes to make---that is to say, who is in favor of its suspension or opposed to its suspension---and for that purpose this hearing has been called and statements for or against it will be heard. I simply have to make the request that each gentleman presenting a statement shall confine himself as closely as possible to the facts in the case. It is my desire to have a full, free and fair expression of opinion.

MR. R. E. ROBERTSON: I might say that I appear here on behalf of the Willson Sylvester Mill Co., of Wrangell; on behalf of the Alaska Logging Co. of Wrangell, and on behalf of the Alaska Fish Salting and By-products Co. of Killisnoe, and on behalf of the Canadian Pacific Railroad Company.

GOVERNOR STRONG: What railroad company?

MR. ROBERTSON: Canadian Pacific. Is it the object of the meeting simply to get up and make an oral statement? Is that your---

GOVERNOR STRONG: Yes; you can make an oral statement, if you like, Mr. Robertson. I will first hear you in behalf of the Willson & Sylvester Mill Co. I think that the first request that I received for the suspension of the 8-hour laws from that concern. Therefore, we will hear your statements with respect to that company.

MR. ROBERTSON: Relative to this concern, which is located at Wrangell, it is engaged not only in preparing box sheeks for canneries, but it has been urged by the Government to supply as much airplane spruce as it possibly could do so. They state in a letter to me that---

We are sending your credentials to represent us before the Governor in the hearing to be given by him on February 5th prox., re the 8-hour law, and are enclosing a number of copies of other correspondence relative to our position, which please return.

Our grounds for protesting against the enforcement of this act are that the capacity operation of the mill depends on our securing services of the entire crew of about 70 men for at least ten hours per diem. In addition, we have a tug and barge crew of eight men, whose uninterrupted services are vital to our deliveries.

We have undertaken far less than our average business for 1918 in view of possible labor troubles and the enforcement of this law, combined with a desire to turn out the greatest possible quantity of airplane stock which we have been asked for, as shown by the enclosed letter from Supervisor Weigle of the Forest Service and enclosed cable from Col. Disque, U. S. A.

The situation has necessitated our refusing over one hundred thousand dollars' worth of business, as shown by the following list of offers declined.

and they have attached to this a list of the offers which they have declined, as follows:

GOVERNOR STRONG: Pardon me. Why have they declined these orders?

MR. ROBERTSON: They have declined the orders because they are unable to fill them.

GOVERNOR STRONG: Because they haven't got the capacity?

MR. ROBERTSON: Yes, they have, if they can be permitted to work ten hours, but with the 8-hour law, they cannot undertake to fill the contracts, fearing they may not be able to live up to the contracts. They have refused orders from the Northwestern Fisheries Co., the Point Ward Packing Co., Copper River Packing Co., Cane Pass Packing Co., Sanborn-Gram Co., F. C. Barnes Co., Alaska Sanitary Packing Co., Sanborn-Cutting Co., North Pacific Trading & Packing Co., and the Karheen Packing Co.

Now, these are all related and affiliated with the very industry which, as to which the law has already been suspended---that is to say, the packing and preserving of food fish salmon. Now, these industries are so closely correlated that it certainly stands to reason that unless the cannery men can arrange, either through this concern or through other concerns in Alaska, to obtain the

necessary lumber for their boxes, they can't put up their packs. You will see then that at the present time it is absolutely necessary---not as a local proposition, but as a national proposition, that the canneries put up every box of fish that they can possibly pack. Food, as you know is the great crying demand of the country at this time and also of the world, so far as that goes.

In addition to this, they have also refused lumber orders from the Alaska-Treadwell Gold Mining Co., the Hidden Inlet Canning Co., and the Superior Fish. Co. I will read further:

The fact is that our entire business, practically, is with canneries which have already been relieved from the enforcement of this law, and they cannot market their food product without the coverings which we help to make.

We have great hope that such a representation may be made to the Governor that he will readily suspend the law, or at least exempt us from it.

They also forward a copy of a letter which I will ask to be made a part of the record, which letter was addressed to yourself, Governor Strong, on December 7 last, in which they set up their reasons for their request. They have attached a telegram from Colonel Disque, in which he states---

All spruce airplane stock commandeered by the Government states how much we will pay, and that "Weigle will be authorized to advise you" all details.

In this connection, it is a fact commonly known that the spruce of Alaska--certain kinds of spruce of Alaska---makes ideal lumber for airplanes, as it is also known that the Government of the United States has had great difficulty in obtaining enough airplane stock, and, if it hadn't been for the fact that through a chemical process they have been able to kiln-dry stock which was green, that they sent men into the woods of Oregon and Washington for---if they hadn't been able to dry it through the chemical process that I have mentioned, we would not have sufficient stock today; and that stock from Alaska is needed extremely badly at the present for the great number of airplanes that the Government is building and expects to build.

There is also attached a letter from Mr. Weigle, who is the District Forester of the United States Forest Service for Alaska, in which he states:

Colonel Disque, who is in charge of the work of getting airplane stock on the Coast, desires that a special effort be made in Alaska to secure all the airplane stock possible during the next year---

This letter was dated the 18th of last month.

---and he wishes me to urge and beg of you to consider the great public need of having this material at the very earliest possible date.

which shows that the Government has gone so far as to urge this concern to furnish as much airplane stock as possible, and it should be taken into consideration the fact that at the time the 8-hour law was passed, we did not have the labor situation which now confronts us. We have had the law on the books since the last legislature, but we have not had it in fact except since the first of the present year. At that time I don't believe there was any man who sat in the legislature or any citizen who was outside of it, that could have foreseen the labor shortage which would exist at the time the law went into effect. A law of this kind should be based on the theory that it is for the good of the public as a whole, not necessarily because one individual laborer should or should not work 8 hours, or ten hours, or six hours, but it is based on the theory that it is good for the public as a whole; and at this time, with the nation itself demanding these additional supplies and it is impossible, as this concern contends, to get them out under that law, then I say that the public good of the nation is superior to the public good of the local conditions prevailing in Alaska.

I would also like particularly to have in the record the fact that not only is this industry a seasonal industry, in the sense that it can only be carried on at certain seasons of the year, but it is also a periodical industry as well as seasonal; that is to say, weather conditions in outside work are bound to work to his disadvantage on a great many occasions throughout the year; and it seems to me that no industry that is so closely connected not only with the furnishing of food to ourselves and to our army and to our Allies, and what is indirectly, if not directly, a war material factory, that is producing airplane stock, should not be handicapped in any way at the present time by placing an 8-hour law upon it.

So far as the Alaska Logging Co. is concerned---

(GOVERNOR STROMS (Interposing) Just one moment. How many men does the Willson & Sylvester Mill Co. employ?

MR. ROBERTSON: Seventy men.

GOVERNOR STRONG: Seventy men?

MR. ROBERTSON: Yes. Besides, they have a tug and barge crew of eight men.

GOVERNOR STRONG: What is their daily output?

MR. ROBERTSON: Unfortunately, Governor, I am unable to tell you that. I might be able to get that from the clerk's office by looking over their returns on taxes, but I couldn't give that to you offhand.

GOVERNOR STRONG: What price do they receive for their output, as compared with last year? What prices do they receive for salmon boxes, as compared with last year?

MR. ROBERTSON: I am unable to tell you that.

GOVERNOR STRONG: Is it a fact that they receive more than 100 per cent more this year, a fact that they receive this year 23 cents, whereas last year their contracts with the canning companies were 11 cents?

MR. ROBERTSON: I have no information on that.

GOVERNOR STRONG: Will you get it for me?

MR. ROBERTSON: Yes, possibly I can get that from the company, if they are willing to furnish it. But on that point, I would like to call attention to this fact, that the fact of profits entering into this, whether an employer does or does not make profit on his business has nothing whatsoever to do with the suspension of the continuation of the 8-hour law. It is to be assumed that men don't continue in business unless they make a profit. It is a law of business and human nature that they cannot continue unless they make profits.

GOVERNOR STRONG: Well, that rule will work both ways. The same is true of the man who works. A man wants to make a profit on his labor and he is entitled to it.

Certainly he is entitled to make a good, fair profit. But the point is this: that if they employ a crew of 70 men, as they say they do, and as I have no doubt they do, and eight men on the tug and barges, they do not feel safe at the present time in taking orders if they have to operate less than 10 hours a day. I don't believe there is any gentleman who can tell them where they can pick up a crew of 70 men in the Territory of Alaska or in the States under the present

abnormal labor conditions. It would be entirely different if we were not at war, but it is impossible to get these extra men. At this time the Government of the United States needs nearly 400,000 men who can handle tools. It isn't simply a question of whether or not they can pay more; that law doesn't permit them to pay overtime. If a man wants to work overtime, he is entitled to it, but this law prohibits them from working their men over eight hours or paying them for it, no matter what proportion of the profits they are willing to give. There is no complaint that they are not willing to pay good wages to their labor.

MR. H. L. FAULKNER: Governor, I would like to ask that you continue this hearing, or postpone it, until Mr. Gerham can get here. I am asking that in behalf of the White Pass & Yukon Railroad & Navigation Co., and the Pacific and Arctic Railway and Navigation Company to continue the hearing until Mr. Gerham can reach here. He has all the facts and data to place before yourself, and he'll hardly be able to do that unless he is present at the hearing and hears what is said. Mr. Hahn, Mr. Blanchard and Mr. Muirhead are here, but Mr. Gerham is coming up on the Spokane, and he is in possession of all the facts, and it is their intention to have him handle the matter.

GOVERNOR STRONG: What time is the Spokane due?

MR. FAULKNER: The Spokane is due tomorrow morning.

GOVERNOR STRONG: Well, I think Mr. Faulkner, that we can proceed this afternoon in hearing applications for suspension. There are a large number of gentlemen here---a great many more than I anticipated, and I think we can go on with it. For instance, we are with the logging industry now, which I think Mr. Robertson is going to take up; and Mr. Gerham will be given ample time, or anybody else, will be given ample time to present their side of it. The hearings will be continued from day to day, if necessary, until we hear them all. Ample time will be given everybody.

MR. CAPERS: Your Excellency, may I interject an inquiry?

GOVERNOR STRONG: Certainly.

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GOVERNOR STRONG: What time is the Spokane due?

MR. FAULKNER: The Spokane is due tomorrow morning.

GOVERNOR STRONG: Well, I think Mr. Faulkner, that we can proceed this afternoon in hearing applications for suspension. There are a large number of gentlemen here---a great many more than I anticipated, and I think we can go on with it. For instance, we are with the Logging industry now, which I think Mr. Robertson is going to take up; and Mr. Gorham will be given ample time, or anybody else, will be given ample time to present their side of it. The hearings will be continued from day to day, if necessary, until we hear them all. Ample time will be given everybody.

MR. CAPERS: Your Excellency, may I interject an inquiry?

GOVERNOR STRONG: Certainly.

MR. CAPERS: For the benefit of public enlightenment, you just made a statement to the press to the effect that the Governor is not empowered under chapter 55, Session Laws of Alaska, to suspend or modify this law except on the request of the Secretary of the Interior. Therefore, perhaps, it would not be impertinent to inquire whether this proceeding is called at the request of the Secretary of the Interior or the National Council of Defense.

GOVERNOR STRONG: The gentlemen was not present when this hearing began this morning. I read my authority for calling this hearing. I will read it again for the gentleman's information. (Reads telegram referred to)

MR. CAPERS: Then I take it that if it is requested by the Secretary of the Interior that the law be suspended, the request would be complied with?

GOVERNOR STRONG: If the request is made by the Council of National Defense and the Secretary of the Interior, as provided for---

MR. CAPERS: (Interposing) Or by either one.

GOVERNOR STRONG: Or by either, as provided by section 3 of chapter 55, why, certainly I will.

SENATOR HUBBARD: I believe, Governor, your telegram there refers to the mining industry as well as the others named. Well, now, I figure that the labor day in the mining industry was fixed by the act of 1913, is it not?

GOVERNOR STRONG: I think so.

MR. CAPERS: In part.

GOVERNOR STRONG: In what?

MR. CAPERS: In part.

SENATOR HUBBARD: That isn't my recollection of it.

MR. CAPERS: I think you will find that is so.

MR. BRADLEY: Yes, mining and metallurgical work.

GOVERNOR STRONG: We will continue with the statement of Mr. Robertson.

MR. ROBERTSON: Relative to the Alaska Logging Co., I forget to state that personally I am not very familiar with the concern. I simply received a let-

ter on the last beat, requesting me to appear before you at this hearing and apply for the suspension of the law, and with that letter, they enclose a letter to yourself, which I will file at this time, though I will read it to you. (Reads as follows):

We herewith appoint Mr. R. E. Robertson to represent us in the hearing in regard to the repealing of the eight-hour law.

Our plea for the repealing of this law is not based upon selfishness. The Government requires all the spruce the logging industry can supply.

We will be able to supply at least twenty-five per cent more by allowing us to work a few hours more for the very short seasons we have to work.

Furthermore, we have to offer great inducements to get loggers to come to Alaska. This means particularly more wages.

Trusting you will grant our appeal, if only during the termination of the war.

Yours truly,

ALASKA LOGGING CO.,

J. B. BENDER

Now, in reference to that concern, I take it that their position is similar, in a great many respects, to the Willson & Sylvester Mill Co. If this law would permit them, like the Oregon law does, which has gone to the Supreme Court and been held valid, permit them to employ men for an hour or two hours or three hours and pay them overtime, double time, or one-half time, whatever is a fair basis, as agreed upon between the laborer and the employer, it would be a different proposition. But this law absolutely cuts them off on the 8 hours. If they have got a crew in the woods, now matter what the occasion is, they can only work that crew eight hours. If they work their men overtime, they are violating the letter of the law, if it is only five minutes overtime, just as much as though they worked them three hours overtime; and the laboring man has no way of getting paid, or saying to the employer, "I am willing to work overtime. I realize you are at a disadvantage and I am willing to work overtime." I don't think it is right, with a shortage of labor, at this time and the fact as this concern contends, that they have to send below for logging men. They have got to compete with the industries below. They can only work them 8 hours, and, like any concern that has to run its business according to the money they

can take in. They have got to figure their pay in proportion to the amount of work their men can get out, and if they can only work eight hours, it stands to reason that they cannot, at this time, compete with the industries below. It simply cuts off, as they say here, cuts off more than 25% of the stock they can put out.

So far as the Alaska Fish Salting & By-products Co. is concerned---

GOVERNOR STRONG: Is that at Killisnoe?

MR. ROBERTSON: Killisnoe. I don't know whether I misunderstood you or not, my own idea has been only that this law has been suspended so far as the salmon food fish is concerned.

GOVERNOR STRONG: That is correct.

MR. ROBERTSON: This concern---

GOVERNOR STRONG: (Interposing) Salmon, halibut and herring.

MR. ROBERTSON: Does it apply to herring so far as feed fish is concerned?

GOVERNOR STRONG: Yes.

MR. ROBERTSON: If it is, of course, I'm wasting time on talking relative to this concern.

GOVERNOR STRONG: Just a moment. I'll read it. As I stated a while ago, the law was suspended so far as the taking of feed fishes of all kinds is concerned. (Reads as follows from Executive Order of January 7, 1918):

---the restrictions of said chapter 55, Session Laws of Alaska, 1917, are hereby suspended so far as they may apply to the regulation of the hours of employment of all wage and salary earners in Alaska employed in the taking, preparing and curing of halibut, herring, cod and all other kinds of feed fish in Alaskan waters, including the taking, preparing and canning of clams and other shell-fish.

So you see, herring, as a feed fish, are included in this order of suspension.

MR. ROBERTSON: Governor, does that---is it your intention that that suspension shall go so far as their making oil from their product is concerned?

GOVERNOR STRONG: I did not have that in mind; no.

MR. ROBERTSON: I will state that, as a matter of fact, the great percentage of the product of this packing company which it puts up, is in a way used directly or indirectly as a feed product. There is an entirely erroneous mis-

conception as to what the product of this company is used for---

GOVERNOR STRONG (Interposing): I thought it was fertilizer and fish oil.

MR. ROBERTSON: It is made into a fish meal, which is a direct feed product which, as a matter of fact, was consumed by the Indians of Alaska until this present year, until they put an exorbitant tax on it, and they don't use so much of it now; but the Indians all over southeastern Alaska use the fish meal as one of their staple foods. In addition to that the oil---

MR. OLIVER: (Interposing) I would like to interrupt the gentleman. Do you say the Indians eat that meal for feed?

MR. ROBERTSON: Yes, sir.

MR. OLIVER: Oh, you're badly mistaken. Why the Indians in southeastern eat porterhouse steaks for feed.

MR. ROBERTSON: They eat fish meal also. I simply renew my statement that they eat it; I am content to rely on that statement. In addition to being used by the Indians as a feed product, it is true the fish meal is also used indirectly. The oil which is derived from the fish---a large percentage of the oil which is derived from the fish is taken down below, and after it goes through a process of refining, some portion of it is used in linned oil and some portion of it is converted into a base for olive oil, which is another fact that very few people know about. In addition to this, I will call your attention to the fact---the letter which they have written me, in which they say---

For your information, wish to state that up to the present time no shortage of fish has been noticed, but a very material shortage of fats and oils has been reported to us by the Department of Agriculture. In fact, oil manufactured from herring is very much in demand at the present time---

It certainly must be admitted that this is a fat war. The country that has the most fat is going to win the war. In fact, in Germany, we all knew that they have been reduced to the point---people who have visited Germany tell us of domestics eating things like cold cream which is left on the bureaus around hotel rooms.

---it having been converted into a high class feed product, equally as good as, if not better than, lard. Furthermore, the government is very anxious to obtain all the oil possible from which to extract glycerine for use in ammunition factories.

Now, their oil is not only fat; it is what would be called vegetable fat as distinguished from animal fat, which we have been so strongly urged by the Feed Administration to conserve, being made from fish and not from an animal, as well as made into glycerine, which is used in ammunition factories, and is also converted into a high-class feed product. Now, at the present time there has been some misapprehension during the past two or three years relative to the waste of this concern. This concern is entitled to a suspension of this law actually as much as the salmon industry. In fact, it has reduced its plant to a more scientific basis than either a salmon cannery or a cannery where they simply pack herring, and, in the sense of a direct feed product, it absolutely wastes no part of the fish. It is entirely used. In the herring industry they only take fish over a certain size, and on a great many occasions they catch any number of fish and impound them and hold them long enough so that when the nets---the fish are taken out of the nets, the smaller fish have been impounded so long that they are dead. In fact, this last season a canneryman, a reputable cannery man who is engaged in putting up herring, told me of one instance where along the western shore of Admiralty Island for miles was covered with herring, but not of the required length, six inches or eight inches, whatever it is, which had been impounded by the fishermen and let loose afterwards and simply died because they weren't large enough, whereas this concern, the Alaska Fish Salting and By-products Co. uses the entire catch, which I think at the present time is conceded to be an economic advantage and not an economic waste, and certainly so far as the war is concerned. This law should be suspended as to them, if their products can produce glycerine, something we have got to have for the high explosives, and also produces fats and a feed product, in addition.

So far as the Canadian Pacific Railway is concerned, Governor, I would prefer not to say anything on this now. I will wait until---to see what Judge Gerhan gets here.

GOVERNOR STRONG: Very well, Mr. Robertson.

MR. OLIVER: For the information of the members present, I would like to state that my name is Oliver. I am from the south, from the southern part of this district, and the gentleman, Mr. Roberts, is badly off on a few facts. He is only here serving under fee. Now, we have in force this 8-hour law that was passed by the last legislature, and we hope it will stand. We don't want to see the first law of this kind knocked out. Now, he has come here and he has stated to you the condition of this Sylvester Mill Company at Wrangell. He hasn't told you today that today that mill lays idle; he hasn't told you today that most all the mills lay idle; he hasn't told you that there are now, in the city of Wrangell, is a population that is idle; he hasn't told you that they pay \$125 a thousand for this lumber for airplanes; he hasn't told you that the only contention is that the logger in southeastern Alaska has to pay into the treasury, I believe \$7.50 stumpage on that lumber; he hasn't told you many important things. The only thing that he has told you---and I want you to consider that from the standpoint that he is here acting under fee and that the other gentlemen will be heard under the same conditions and for the same purpose---

MR. ROBERTSON: WHAT fee do you get?

MR. OLIVER: I get no fee.

GOVERNOR STRONG: That is immaterial. The only purpose of this hearing is to arrive at the facts. I want to hear both sides pro and con.

MR. OLIVER: Well, then, I want to tell you why the sawmill at Wrangell or Ketchikan that this gentleman (Mr. Robertson) is representing is laying idle, and the logging company---

GOVERNOR STRONG: You say that the sawmill at Wrangell is laying idle?

MR. OLIVER: Yes, the sawmill at Wrangell is idle.

GOVERNOR STRONG: Will you tell us why it is lying idle. That is germane to this case.

MR. OLIVER: Well, I will say that if they would put as much energy into starting up the sawmill as they are in opposing the eight-hour law, they could accomplish more than they could---

GOVERNOR STRONG: But why is the mill idle? That is what I want to know, in view of the statements that have been made by Mr. Robertson that they can't fill their orders; that they have received so many orders that they can't fill them and have turned them down. Why, then, is that sawmill lying idle, if it is, as you say?

MR. OLIVER: The management is responsible for that. It's not the 8-hour law.

GOVERNOR STRONG: Well, is labor unobtainable?

MR. OLIVER: The labor is there, all right. Wrangell is full of idle men and Ketchikan is full of idle men. The loggers of southeastern Alaska are having some trouble now, and the great contention is the \$7.50 stumpage. They do not want to pay stumpage. They are willing to log material for airplanes for the Allies or America if they will take off the stumpage. The Forest Department has put a new stumpage of \$7 on this airplane lumber, and they are allowing them \$125---no, \$150 a thousand for shakes and split lumber, and \$125 a thousand for sawed lumber. This seems to be the great contention.

MR. ROBERTSON. It is very apparent that Mr. Oliver doesn't know what he's talking about. As a matter of fact, Colonel Disque has offered the Willson & Sylvester Mill Company \$160 a thousand, if you want to know what the price is, and they cannot produce it with the 8-hour law in operation. If they could take men, could employ men for more than 8- hours and pay them a bonus, give them overtime, they could do it, but this law prohibits them and they would have to have a double crew if they went to work.

MR. OLIVER: Well, I was only mistaken by \$10, but I'm not mistaken in principle, and you can do just as much in eight hours as you can in ten hours and begrudging him the 8 hours.

MR. ROBERTSON: May I ask you a question?

MR. OLIVER: Surely.

MR. ROBERTSON: You don't mean that in all respects. Say, for instance, I don't know how long it takes to go out from Wrangell to Banks Island---but say it took eight hours. How are you going to get a crew and tag to get down there in eight hours? I mean, say, it takes ten hours. How are you going to get them there in less than ten hours? You know as a fisherman that they have

get to bring logs in. They don't cut logs right around Wrangell; they've got to go out quite a distance to get them and in all kinds of weather, and if it takes more than 8 hours to get to these places, how are you going to go around to these islands and get the logs?

MR. OLIVER: Well, my dear friend, I'll tell you how. The Sylvester Mill some time ago had a little boat down there, and to my personal knowledge, they employed a full crew then. They had a mate and a pilot; they had an engineer and two fireman. They had a full crew, and they could run the whole 24 hours; and then they have a full crew on that barge. So there's a lot of bunk in what you're reading there and---

MR. ROBERTSON: Well, that's your contention.

MR. BARNETT: What's to prevent them boats from having two crews?

MR. ROBERTSON: Where are they going to get two crews?

MR. BARNETT: From these idle men that are laying around.

MR. OLIVER: A full crew of men can work 24 hours. They made the same holler over the steamships. The companies said that they couldn't run their steamers under these conditions---under the same conditions. But, we're running them.

GOVERNOR STRONG: It seems to me that if a boat leaves Juneau, Wrangell or Petersburg, and it takes 10 hours instead of eight to reach its objective, it wouldn't stop midway because the eight hours had been consumed. They'll certainly reach their objective. I don't think we need discuss that. That is putting too fine a point upon it.

I received a request a while ago from a man who has contracted to deliver ore to a certain point. He wrote me that he wanted the law suspended. He said that he could hardly make the distance of 20 miles in eight hours and he wanted to know what he would do if it took him nine hours to get to the railroad station. Well, I don't suppose that he would stop right there at the expiration of the 8 hours, if the depot was a mile or two away. He wouldn't stop there and leave his team and his men---

MR. ROBERTSON: No, Governor, but---

GOVERNOR STRONG (Continuing): ---they would make their objective.

MR. FAULKNER: Under the railroad act, it has been held that it was necessary to change their crews on the trains, and that point applies equally so here.

GOVERNOR STRONG: But the provisions and opportunity would be there for changing the crews at certain points; but a man can't step on the trail in the winter time because he has exhausted his eight hours, I should imagine. I don't think that the law requires the impossible.

MR. FAULKNER. Now, in that instance you have cited, where a man might need an hour or two hours to reach his destination, how do you contend that that wouldn't be a violation of the law.

GOVERNOR STRONG: Well, I contend that he has got to make his objective. He can't stay out there and allow his team and his men to freeze. Therefore, it is a case of emergency. I'm not construing the law.

MR. MCKANNA: Governor, do I understand that the Government 8-hour law doesn't contain an emergency clause?

MR. FAULKNER: No.

MR. MCKANNA: Of course, if a man should continue to repeat those instances that the Governor has cited until it became a habit, there is no question about it; but if it happens at one time through untoward reasons that he is out there in the snow and he has got to get in or his team will be frozen, there is no question about it. He would be allowed to do it. That is a case of emergency, but if he makes a habit out of it, then he is going to come under the law.

MR. FAULKNER: How would you do in the case of a railroad train that was late and about two hours from its destination? Lives wouldn't be in danger.

MR. MCKANNA: Do you mean to tell me that if a railroad train is wrecked, that the crew can't work any longer than---

MR. MUSTGARD: I would like to get a chance to make a statement and go.

GOVERNOR STRONG: I suppose, we will have to hear Mr. Robertson first.

MR. ROBERTSON: I have nothing more to say right now.

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GOVERNOR STRONG (Continuing): ---they would make their objective.

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GOVERNOR STRONG: I suppose, we will have to hear Mr. Robertson first.

MR. ROBERTSON: I have nothing more to say right now.

MR. RUSTGARD: I was requested to come here by the local agent of the Pacific Coast Coal Company to make a statement as to the effect of the present 8-hour law on the shipping business so far as it affects the transportation of coal. I do so without petitioning for the suspension of the eight-hour law, but in the interest of the public generally, in order that that fact may be known. The question is not one of the rate of wages. The fact is that we have only a certain amount of human energy to apply to the present situation, and it is up to us to see that none of that human energy goes to waste, and that no man is idle. We might, double, we might treble, we might quadruple the rate of wages, but it wouldn't increase in any particular the amount of human energy upon which we are permitted to draw for the purpose of carrying on the war. We also have only a certain amount of ships. It is immaterial how much we pay for freight. That will not increase the tonnage capable of supplying our armies at the present time.

Now, at the present time coal is brought here from the States. The Company was allowed, in unloading cargoes, to work more than eight hours. So far the longshoremen have made vigorous protests against the law when they have been laid off at the end of the eight-hour period, for the reason that under the law they generally get in about eight hours work only upon each cargo, and they are compelled to lay idle until the next boat comes in, which may be in three or four days, or it may be in ten or twelve days. Under the circumstances, it will not pay a person to go into the business of longshoring. He will not follow it as a livelihood. He must figure on getting in, under the present law, only two, maybe only one, eight-hour period a week, which is not sufficient. You may say that you can double the wages and it will pay the people to go into the longshoring business as a livelihood, but by doing that, you must pay a man for laying idle from three to five or six days and doing no work, which is tying up or wasting that much human energy. At the present time they are getting along fairly well because there are a number of fishermen in town who want to go to work in the ships; but under the present arrangement, these fishermen could not stay here and longshore when they can get only one

eight-hour period on each cargo, or approximately that; and if you double or treble or quadruple the wages, you may get people to lay here a week waiting for a chance to get in an eight-hour period, but you will be drawing that much energy from the other productive industries, where they are sadly needed.

So much for the effect on the longshoremen. Now, in regard to ships. It is up to us to conserve tonnage and bettemry. There was a ship in here recently that was held waiting for labor three nights and two days in succession, at an expense of \$400 per day. That is a small amount. All you have to do is to take that extra expense and add it to the price of coal- charge the public so much more. Sure. But during this period the ship is idle, or waiting for labor, we are holding that much transportation facilities from our armies. That is all it means; but it means more than that. The question is how to utilize what little tonnage we have every hour and minute of the day and waste none of it by idleness. It is immaterial to the company which way the authorities look at this matter, and today, under the present excess profit tax, it is mythical for anybody to think, when he works for a corporation, that he does not also work for the government, because if they have an excess profit over a certain per cent, the Government will get up to 80 per cent of it.

I thank you, Your Excellency. That is approximately all I have to say, and I just submit this for the consideration of the authorities.

MR. OLIVER: Mr. Rustgard, will you tell me if you represent the man who labors, or are you representing the employers?

MR. RUSTGARD: I was asked here by Mr. Young, the local agent of the Company to make a statement.

MR. BOYLE: In making a reply to Mr. Rustgard and his assertions concerning the longshoremen, later on that will speak for itself. There was a public meeting called last night in a very few moments, just three or four hours' notice given. There is a document presented which will represent the sentiment of the longshoremen with every other laboring man. If the longshoremen are aggrieved at the eight-hour law, he couldn't come there and endorse the whole provisions of the 8-hour law as it stands on the statute books today.

He endorsed that. He gave his votes and also signed the petition. His voice and his vote here has been cast along with the rest of the working people. If the longshoremen didn't think that they were making a livelihood, they would surely want to change it. But I can go along the waterfront and see the very same men that were there three years ago. There is very little reason for a corporation to complain about the condition of the workmen when he doesn't himself. Prior to this law, I seen men working * on the boats down here myself from 28 to 30 hours on one boat and walking on the wharf beside them was men hungry that couldn't get a day's work. That was only two years ago here in Juneau, and every man that worked on the waterfront seen it as well as me. I seen so many men applying for work at the mill down here that you couldn't pass by them on the road, and some of the employers would slam the door in their face. Do they want the same thing to exist today?

Meeting adjourned until 2 o'clock in the afternoon.

(Afternoon session)

GOVERNOR STRONG: This morning the matter of the suspension of the 8-hour law, so far as the taking, preparing and canning of feed fish in the waters of Alaska is concerned, was referred to, and there has been a good deal of misinformation on this point. I understand that it has been stated that I suspended-- that I, acting as Governor, suspended this law. For the information of you gentlemen and all concerned, I want to state that the law, so far as the preparation of fish for feed is concerned, was suspended by me, but my action was based upon this: (Reads telegram from Council of National Defense) Upon the receipt of that request, I issued an Executive Order, suspending the law so far as salmon canning is concerned. Later I received a similar request in regard to all kinds of feed fish, including shell-fish, and a subsequent Executive Order was issued on the request of the Council of National Defense and the Secretary of the Interior, suspending the law so far as the taking of all kinds of feed fish is concerned. I want to make that statement so as to make it perfectly clear to you gentlemen.

The discussion, so far, it seems to me has developed one point which seems to be vital to this inquiry, I think, and that is the question of the labor supply in Alaska, and I would suggest to such of you gentlemen as may discuss this matter from your various standpoints, that you furnish all the information that is possible as to the supply of labor at the present time and as to the outlook for the future, irrespective of the hours of labor. I want that for my own information and for transmittal, of course, with my report to the Council of National Defense. Mr. Robertson, have you anything more to say?

MR. ROBERTSON: I will say, in response to that last request of yours, Governor, that I wired to Ketchikan and Wrangell relative to the labor supply there. There was a statement made here by Mr. Oliver, or some other gentleman here, relative to the labor supply in this town two years ago. While that is not pertinent to the present issue, I think Mr. Bradley, who is here represent-

ing one of the large mining companies here, can tell you that there was not an overabundant supply of labor here two years ago. Is that not true, Mr. Bradley?

MR. BRADLEY: That is true.

MR. ROBERTSON: Mr. Hahn can tell you that the only idle men in Skagway are men who refuse to work and not men who wish to work. We all know that the Government wants 400,000 men in the shipyards at the present time and are enrolling just as many men as it possibly can---men who in any way know how to handle tools. The enrollment isn't binding on them or on the Government, but the Government considers it a patriotic duty for men to enroll, if they possibly can.

MR. DOYLE: I made the remark about the overplus of labor two years ago, which at the present time doesn't apply to the situation at present, but I can verify it, not by myself, but by hundreds, that it was nearly impossible to pass between the hours of four and five o'clock from the sawmill to the office of the Alaska Juneau mill for men that were wandering around, trying to get an excuse to go to work; and the employment agent had to go through the back door to avoid the rush. If that is not an overplus of labor, I would like to know what the gentleman classes as an overplus of labor.

GOVERNOR STRONG: That was two years ago?

MR. DOYLE: Yes, two years ago.

GOVERNOR STRONG: Of course, that doesn't affect the situation today.

MR. DOYLE: No, that doesn't affect the situation today, but referring to the outlook as it now presents itself in Alaska today, the only one thing that has kept a good deal of labor here is the expectation of an eight-hour law. They can find better markets for their labor in other fields, and then can find a more genial climate, and there is nothing to keep the labor here only the expectation of getting a little relief from the 10-hour day, and the betterment of the employer and his employees, as it is the two cardinal principles in this controversy, which I think concerns one equally as it do the other; and the only means that they have of keeping labor or getting

labor is to give them some better terms. Now, it has been stated time and again, whether from authentic sources or not I am not prepared to say, but it has been said that the mines in this country can't afford to pay any more wages; a decent living wage. A man with a family, trying to keep a family in this country on \$3 a day is insufficient. To buy his fuel, to pay his rent and clothe the average family of five persons and do it on \$3, I think there must be very fine figures resorted to; and such is the case with a good many men in Juneau right today to my personal knowledge; and the only way, if we want to conserve food for our army is to give a man some time to grow a garden, but when a man works ten hours a day, he commences at half-past five in the morning and he won't get through that 10-hour day until 7 o'clock at night, and that man will be in pretty poor shape to cultivate a garden to help conserve food and keep his family and live on three dollars a day. Such is the case. The workman is not taken into consideration very strongly, but they adhere to principles of law and order; they are good, patriotic citizens; they help the Government even to their life blood on the battlefield, and still they are a one-sided issue. Their vote is thrown into the waste-basket with one stroke of the pen.

MR. FAULKNER: Do you think that the enforcement of the 8-hour law or keeping the 8-hour day, would have a tendency to increase wages?

MR. DOYLE: It would increase the man's time to cultivate a garden and grow some of the necessities of life.

MR. FAULKNER: Do you think there are very many men in this section who cultivate gardens?

MR. DOYLE: Not many that are working ten hours a day.

MR. BARNETT: I would like to speak on this subject. The only reason for the scarcity of labor here is simply because the 8-hour law is being fought continuously. If it is not one class of people or a corporation, it is the business men's association clear through, and every time it is fought the people leave by the hundreds on the very next boat. He'll never stay here if we don't get the 8-hour day, as they are getting better prices outside for labor. The

men in the shipyards are working only 8 hours a day and they are saying nothing about overtime, and they're keeping their holidays, too. The Government doesn't expect the men to work any more than eight hours and it is not asking them to do it. Just as soon as you stop kicking about the 8-hour law, you will see labor coming into Alaska. They are waiting in Seattle to come back here, but they'll not come here unless we get our eight hours. We understand the situation that the mines are in and the little scarcity of labor, but that's the reason for the scarcity. The mines are doing a lot of good and the men are a good bunch of workers, but they have kept from organizing and causing any trouble and have been satisfied to work away with their miners working at \$3.50 a day and \$3 for muckers. That's pretty small wages, but it was all the mines could afford to pay, in my opinion, and that is simply the reason why I did not take steps to organize the men into a union so that he could demand his \$5 a day; but from the time I come to Alaska, I could see that they couldn't afford to pay any more because they was building it up. From the time I do see that they can afford to pay any more because they are making more money and not paying labor any more, I will right them and there organize them. The more you holler and kick about the working men, the worse you get. I think that we ought to have eight hours for sleep and eight hours for recreation. As it is, we don't get much time for anything, but I even made a garden last year and raised vegetables enough to run me clear through the year. We need to give the men a chance to raise their little gardens and build up Alaska and not knock it down. If there was no more said about it the labor would come right back to Alaska. Men are leaving here every day, and when I go to them and talk to them, they say, "Yes, but they'll knock us out of our eight hours." I have been telling the men that the Government don't want them yet and not to quit their jobs until they are asked to come out; and for that simple reason I would like to see the law stand just as it is.

GOVERNOR STROSS: Why are these men leaving?

MR. BARNETT: They're leaving simply because they're afraid they're going to lose their rights and the 8-hour law. That's the only reason.

GOVERNOR STRONG: They are afraid of something to come rather than present conditions; something in the future---something that hasn't transpired.

MR. BARNETT: Yes; on account of the fishing industry not getting 8 hours. That knocks out lots of them and they don't feel like staying, and they say, "Well, they'll get the miners, and I tell them, "No; they'll never get the miners." At that time I thought it was the fishing industry that was to come up, but when they come to the miners and loggers, I figured that the cooks and waiters had a right to come up and try and keep the men here.

GOVERNOR STRONG: Now, Mr. Barnett, what do you know about the hours of labor in lumber camps, lumber mills of Washington and Oregon.

MR. BARNETT: I don't know any more than what I have heard and read in the newspapers. I never worked in a lumber camp in Washington or Oregon. I worked in a lumber camp in the northern part of California, but I don't know the hours they were keeping.

MR. FAULKNER: You say the contemplation of this eight-hour law will drive men away from Alaska and that if you have an 8-hour law, there will be no shortage of labor?

MR. BARNETT: Yes.

MR. FAULKNER: You think they will come back?

MR. BARNETT: Yes.

MR. FAULKNER: Do you know anything about labor conditions in the mines? Do you know whether it affects the miners?

MR. BARNETT: I figure myself that it does. I've gone through the Alaska Jensen Mine.

MR. FAULKNER: Do you know how long they have had an 8-hour law in the mines?

MR. BARNETT: Yes; I figure that they have had an 8-hour day in the mines for the past two years.

MR. FAULKNER: If the 8-hour law hasn't benefited the miners in the mine, how is it going to benefit the cooks and waiters.

MR. BARNETT: Well, we have a lot of men outside of the mines that will quit because they say that they're still agitating the eight hours.

MR. FAULKNER: Have you heard any agitation against the 8-hour law.

MR. BARNETT: No, sir; they haven't at all, but a lot of men will quit in sympathy.

MR. FAULKNER: How is it going to affect the cooks and waiters' union and not affect the mines?

MR. BARNETT: And not affect the mines?

MR. FAULKNER: Yes.

MR. BARNETT: Well, I figure it will

MR. FAULKNER: Why should it change the labor situation? They have got an 8-hour law. You say they have had an 8-hour law for two years. Why shouldn't result, why hasn't it resulted in plenty of labor?

MR. BARNETT: Because the labor situation was never settled. The 8-hour law was never settled.

MR. FAULKNER: Why it must have been settled if it has been on the statute books for two years?

MR. BARNETT: The mines have been following it strictly, but still it has never been settled, and they are afraid that the same thing will happen to it that was done to the fishing industry.

GOVERNOR STRONG: You mean the 8-hour law as applied to underground mining?

MR. BARNETT: Underground mining; yes.

MR. FAULKNER: Well, now, coming back to the original question, if it hasn't saved the labor supply in the mine, how do you consider it is going to save the labor supply outside of the mines.

MR. BARNETT: Because we have been working 9 hours all the time.

MR. FAULKNER: Why don't they stay in the mines where they have 8 hours.

MR. BARNETT: Because there is so much knocking of the 8-hour law.

MR. FAULKNER: Do you know that the mines have been working about a 50 per cent crew for the past 18 months with an 8-hour day? Now, how do you consider that the 8-hour law is going to affect labor outside of the mines when it hasn't resulted in a supply of labor for the mines?

MR. BARNETT: It will affect it by people coming in here.

MR. FAULKNER: That doesn't answer the question.

MR. DOYLE: Allow me to give a little more satisfactory explanation to Mr. Faulkner on that subject. The reason why the 8-hour law didn't keep the miners here was that gold didn't fluctuate while copper did. The copper mines were on a sliding scale and the miners went to the market where they sold their labor to the best advantage. That is it exactly. That is the answer I wanted to give. Gold can't pay any more. In fact, it isn't as valuable today as it was a year ago. The purchasing power of a dollar is nothing to what it was five years ago. Therefore, the gold mine can't afford to pay any more wages, while copper has soared away in the sky.

MR. FAULKNER: So then the 8-hour law, you figure, wouldn't save the situation if there were other industries taking men away from them.

MR. DOYLE: Not at all, but the 8-hour law is an incentive to keep them here.

MR. FAULKNER: You think there are higher wages at this time to be had in other places.

MR. DOYLE: Certainly, and if you can't afford to pay the men here any more, the only incentive to give labor here is to give them some inducement like the 8-hour law. As you can't give it to them in a monetary consideration, you must make up for the deficiency in some other way.

MR. FAULKNER: What is your occupation? I am asking you that for the purpose of the record.

MR. DOYLE: How?

MR. FAULKNER: What is your occupation, for the purpose of the record?

MR. DOYLE: I am a carpenter.

MR. FAULKNER: Do you think that there is a shortage of labor in Alaska

MR. DOYLE: I do.

MR. FAULKNER: What do you consider that is due to? Do you think that it is due to any shortage of labor in other places?

MR. DOYLE: Yes

MR. FAULKNER: Do you consider that there is an actual shortage of labor here now?

MR. DOYLE: I couldn't say from my own experience that there is any shortage. I knew in my line there is an overplus.

MR. FAULKNER: Do you live in Juneau?

MR. DOYLE: I do.

MR. FAULKNER: Do you know anything about the condition of the labor market in the mines here.

MR. DOYLE: Well, no; I am not very well versed in mining. It isn't my line of work.

MR. FAULKNER: You have seen posters around here to the effect that there was a shortage of labor.

MR. DOYLE: The posters don't offer me a job; it don't do me any good up here.

MR. FAULKNER: You understand it to be a fact that no man is without a job who wants one?

MR. DOYLE: In certain lines?

MR. FAULKNER: In any line.

MR. DOYLE: I am without a job myself.

MR. FAULKNER: DO YOU CONSIDER that you could get a job?

MR. DOYLE: No, I couldn't.

MR. FAULKNER: Haven't you seen signs advertising for men?

MR. DOYLE: Are they within my reach? Do the Government and their signs promise me any job at any specific time? No. The Government asks me to give in my name and hold myself in readiness if called upon.

MR. FAULKNER: Have you given your name in?

MR. DOYLE: No.

MR. FAULKNER: Have you heard about this great army of idle men that Mr. Oliver has spoken of?

MR. DOYLE: Yes.

MR. FAULKNER: You heard that there are idle men at Ketchikan and Wrangell?

MR. DOYLE: Yes.

MR. FAULKNER: Don't you think that would be a good fact to communicate to the Government officials?

MR. DOYLE: Well, I suppose the Government has officials that look after that and they ought to know about it. Secretary of Labor Wilson, in Washington said that there was sufficient labor all over the United States, and what higher authority can we get than he?

MR. FAULKNER: Who is this?

MR. DOYLE: Mr. Wilson, Secretary of Labor.

MR. FAULKNER: He said there was plenty of labor?

MR. DOYLE: Yes. He made an exception to the rule that there was not in the lumber woods of Washington and Oregon, where they are having the same kind of trouble over eight hours right here today.

MR. FAULKNER: Mr. Doyle, are you personally willing to work more than eight hours a day if you got paid for it?

MR. DOYLE: I am not.

MR. FAULKNER: Regardless of pay?

MR. DOYLE: Regardless of money considerations. That hasn't anything to do with the matter---whether I prefer not to work. These laws aren't placed on the statute books---

MR. FAULKNER: Well, I just simply asked you whether you were or not.

MR. DOYLE: Well, I gave you my answer.

MR. ROBERTSON: Let me ask you another question---if it is true---

MR. DOYLE: Well, now, "if" is no argument. Give me a straight question.

MR. ROBERTSON: Well, now, wait a minute. ---if it is true that the Government---

MR. DOYLE: No; when you put that "if" in you destroy the whole thing. Give me a straight question and I'll answer it.

MR. ROBERTSON: The Government needs airplane stock. Do you consider it a greater factor for the public good that the men should work more than eight hours to get out airplane stock during the present national crisis than it would be for the men to simply confine themselves to an 8-hour day?

MR. DOYLE: I will answer this question in this way. If the Government understands the situation, and if they don't call---if they call for men in their shipyards by the hundreds of thousands,--if they, in their wisdom, consider that it is better for the welfare of the country and everybody concerned and they accept the 8-hour Government day, therefore, there is no argument on your side of the question whatsoever.

MR. ROBERTSON: You didn't answer the question at all.

SENATOR HUBBARD: Now, you suggested a matter that is new to me; but now, with the demand for airplane stock and the big prices that are paid, why don't they double their outfit and make it 16 hours?

MR. ROBERTSON: For the simple reason that Mr. Barnett and Mr. Doyle have told you, that in that portion of Alaska, you can't get the men.

SENATOR HUBBARD: Why don't you get away from here where you can get men.

MR. ROBERTSON: Because there is no place where you can get airplane stock like you can here.

SENATOR HUBBARD: Why, every boat that goes out of here is carrying hundreds of men that are going out to look for jobs. I will undertake to get you a mill crew of 70 or a hundred men and do it inside of two weeks.

MR. ROBERTSON: By going to the Employment Bureau?

SENATOR HUBBARD: Well, I will go to the men that I am acquainted with. One of the most experienced millmen in Alaska went out on one of the last boats, and he said he was going to take any kind of work he could get---a man who has

been through the timber camps from Michigan to Alaska and understands everything about the business and could run a mill; and still these men are being driven outside.

MR. ROBERTSON: At the present time, Mr. Hubbard, the Government needs 400,000 men. It is going to need that many men during the next seven months. It is very true that there may be idle men in Seattle, but you've got to realize that it takes time to do all these things; but the Government will need 400,000 men during the next seven months.

SENATOR HUBBARD: What kind of men do you refer to, skilled, do you not?

MR. ROBERTSON: Any man that can handle tools is the way they call it, including all kinds of day laborers.

SENATOR HUBBARD: Well, in the Third division we have plenty of all kinds of men.

MR. RICE: Mr. Robertson made the statement that the mill at Wrangell had turned down orders from seven concerns---from the Alaska-Juneau and from the Alaska-Treadwell----

MR. ROBERTSON: No, not the Alaska-Juneau.

MR. RICE: ---Alaska-Treadwell. Last summer the James sawmill had a full crew and was running full speed and it run for about one month after the cave-in and then they had to close down. Why? Because they couldn't get the orders. They had no difficulty in getting men; got all the men they wanted. Every day there was three or four men asking for a job. And one more thing: I can walk down the streets of Juneau today, and if anybody will ask me to get fifty men, I will get them for you inside of two hours.

MR. ROBERTSON: What kind of men?

MR. RICE: I don't care what kind of men---carpenters, painters, machinists or stevedores. I can get them for you.

MR. ROBERTSON: How long have you been idle here?

MR. RICE: I have been idle here for the last two months; and men have gone to Seattle and they write back here and tell us that the Government says, "We'll

call you when we need you.

MR. ROBERTSON: So far as the sawmills are concerned, while I have no particular or personal knowledge of the contracts between the James sawmill and the Alaska-Treadwell---all I told you was that the Willson Sylvester Mill Company, in addition to the orders which it stated it had turned down, stated that it had also turned down some orders from the Alaska-Treadwell Gold Mining Co.

MR. RICE: Well, if they turned down those orders, why couldn't the James sawmill have taken up those orders. Probably their rates may have been a little different, but they didn't have any orders and closed down in the middle of December or the middle of the season. Probably you never done any hard work.

MR. ROBERTSON: I certainly have.

MR. RICE: Well, if you have, you know that when you do eight hours of hard, honest work, you're tired. On the other hand, if you have got to go ahead and work 12 hours, you lay down on the job. I'll give you an instance. I worked in the messhouse of the Alaska Juneau a couple of years ago, and there was plenty of men. I worked 9 hours a day and the main gang worked 8 hours a day. When that whistle blew at four o'clock, we waited till half-past four. The work that was done from four to half-past four wasn't worth that (indicating by snap of fingers) Why? Because the men stood around and kicked. If we have eight hours, we will be contented to stay here, the same as Mr. Doyle says, and go ahead and raise that little garden.

MR. ROBERTSON: Well, how are you going to do, for instance, where you have a crew of men working eight hours, underground men, all classes of men that work 8 hours. You are a cook and waiter. How are you going to so arrange your eight hours as to be able to prepare and serve food to those men who eat at the extremities of the 8-hour shift.

MR. RICE: I will answer that question. In a restaurant when a man is working ten hours, the first thing he does when he goes in is to eat; and he takes life easy, and about midday he takes another half an hour or an hour, and so on, but when the eight-hour law takes effect, it it does not fall through.

it isn't necessary to eat in those eight hours. Work all the time; put a little speed on and get something done. Don't hang on the job.

Now, one more thing, we have ships tied up at the wharves at Hoboken all around, waiting to transport food to the Allies, but do you hear President Wilson making a kick about the men not working ten hours a day?

MR. ROBERTSON: Where did you get the information that they have ships tied up at the docks of Hoboken?

MR. RICE: Read your newspapers.

MR. ROBERTSON: Oh, well, you can't---

MR. RICE: Well, we've got to go by newspaper talk. There's nothing else we can go by. That's what educates the American people. Why those four-minute men in the theaters say the same thing---we have ships tied up at Hoboken.

The Government is contented with the eight-hour law; why can't we little people in this frontier, God-forsaken country, have it? We are here trying to make a country out of it and make a living. We don't want very much.

MR. ROBERTSON: Mr. Rice, I will tell you that, so far as any argument you are making on the merits or demerits of the 8-hour law is concerned, or so far as the benefits or lack of benefits from it is concerned, you are not getting anywhere. The question is whether or not this law shall be suspended until the termination of the war.

MR. RICE: Now Mr. Robertson made the statement that there was a scarcity of labor, and Mr. Bradley over there says that statement is correct, but a man can go down to the mill every day and not get a job, but the mine will take you as a mucker or a miner. They want miners and men that know a mine. He doesn't want men that never saw a mine. I may go ahead and do a lot of damage and cause a lot of expense; but I can go into the mine---I can be shown there. There is no danger. But you can't get a job in the mine unless you know something about it. I will ask any man to verify my statements. Now after the cannery was closed down here, there was no scarcity of labor---always plenty of labor and plenty of help all the time, and if we can get the 8-hour law, the

the people will come back. They will not only help themselves but help everybody. The business men who have invested their money here are not getting two per cent on their money. If we have the people there, they will be benefited; so why not give us that little thing?

MR. ROBERTSON: I would like to ask you---what I can't understand is why is it the laboring men are all so confident of losing?

MR. RICE: I will answer that question. We are just a few, little bunch of working men. On the other side we have you gentlemen. Some are paid to come here. They don't stand for the working man, and they don't send a working man to represent them here. They send you. That is your calling. They don't send me because they know I am a working stiff, but you are a college graduate and you are supposed to have good brains. Look at the men and corporations you represent.

MR. ROBERTSON: Look at the letters which are filed with Governor Strong. That man by the name of Bender is just as much a working man as you are. He is a hard working man and he is not rich. I assume that Mr. Bender was unable to come. They scratched out his name and wrote mine above it. I do not think either the Wrangell Sylvester Mill or the Alaska Logging Co. are any different.

MR. RICE: There is one more thing. Why not have a double crew. If they can afford to run eight hours, they can work their machines 24 hours. It doesn't hurt it a bit, but a human body will not do it. Handle us better and we will do more work. We're not getting big wages, but we're looking to the future. If the Government wants us to work more than 8 hours, we will do it willingly.

MR. ROBERTSON: The thing is this, if you will pardon me---I don't know whether it is entirely material or not---but the Government wants practically 400,000 men---that is men who can use tools, and included in that are all kinds of laborers, as well as such men as steam fitters, brick layers. You can't judge by the Bremerton navy yard because that is the nearest one. It may be that they do not need a certain class of men there, but they may need 100,000 at Mare Island. That is the very reason why so many men, even for good reasons,

have gone to Seattle looking for work at the navy yard and can't obtain it, because you've got to realize that the Government is in a great crisis; that it takes organization to place 400,000 men in jobs, and it naturally is going to take a little time. I am simply taking men's names; I can't give them a job. It isn't necessarily because they haven't got the jobs, but it's because the organization hasn't been such that they are always in touch with the right people.

MR. RICE: Now, we come back to where we started half an hour ago. The Government needs ships in the most critical condition. How many hours are they asking their men to work? They are working eight hours. Why don't they ask them to work overtime?

MR. FAULKNER: They do work overtime.

MR. RICE: Very few of them. They do not want overtime. The unions won't stand for it. This is the first time in civilization that the President ever appealed to a union same as he appealed to the unions last year, asking for their support.

MR. ROBERTSON. Do you know, as a matter of fact, that the Government is being compelled to offer bonuses to the men who are working in the yards to work 48 hours a week---having to pay them extra bonuses to get them to work eight hours a day.

MR. RICE: Well, now, we'll shift to another question. We need coal. We have coal here in Alaska. We are building a railroad to get at the coal fields, and we need it not only for consumption here, but for consumption of ships in the Pacific Ocean. Why hasn't the Government asked the railroad workers going up there to work more than 8 hours a day.. Therefore, I say, if the Government and men who are with it stand loyally by the eight-hour law, why can't a few small sawmills, corporations and mines here be with it instead of bucking it, and give it to us poor workingmen? Take J. P. Morgan, one of the richest men this country ever saw. He was against unionism to the last degree. What has he done in the last two years. He said, "I am going to organize every one of

my oil plants and mines," and he says he is getting better satisfaction.. Therefore, if he is getting better satisfaction out of unionism, why can't we have it here?

MR. ROBERTSON: Well, I am asking, Mr. Rice, on behalf of the concerns that I represent here, for a suspension of the 8-hour law during the war. I contend that these men, these concerns that have written me, are not what you think they are, and you are entirely mistaken about their being rich or if you call them rich. The Sylvester sawmill or the little concern known as the Alaska Logging Company, is not a rich or wealthy corporation.

MR. RICE: Well, we'll admit that they're not losing money; they ain't losing money. But this is the idea: Give us what we want and the working men will come here and do the work. Take it in the woods of Washington and Oregon today. They are having a little trouble there. Why? Because the shipbuilder says, "We won't have scab material," which is unfair labor, in other words. Then why not give us what we want? You don't hear none of us kicking about the wages being too small. But all we want is the 8-hour day---the workman's day. They are not all kicking so much about the wages, but they know that they don't have to work more than 8 hours in the States and we haven't got it here.

MR. ROBERTSON: In what states do they have it?

MR. RICE: I don't remember them all---Washington has an eight-hour law.

MR. FAULKNER: One like this?

MR. RICE: No---

MR. FAULKNER: Their 8-hour law applies to hazardous occupations. Isn't that it.

MR. RICE: Well, I won't state.

MR. FAULKNER: Do you know any state where they have a general 8-hour law like this.

MR. RICE: No; there is no states, but the employers are giving their employees an 8-hour law.

MR. FAULKNER: Do you know of any place where they have a law like this.

MR. RICE: No, this law is very rigid, and it's for a good cause. The

workingman doesn't need to work more than 8 hours a day. If he can't make a living in 8 hours, he might as well not live. There are a lot of men and associations and others that have been bucking this to the last degree.

MR. FAULKNER: Name them.

MR. RICE: This Merchants' Protective Assassination has been bucking it to the last degree.

MR. FAULKNER: Do you consider that the retention of the 8-hour principle is more important than the defense of the country?

MR. RICE: No, sir.

MR. FAULKNER: Well, then, do you consider that if it is shown in this record, to the satisfaction of the Council of Defense that it is in the interest of the defense of this country that this law be set aside for the period of the war, do you think that you and your workmen would abide by that decision.

MR. RICE: No. Now, there is one more thing, Mr. Faulkner---

MR. FAULKNER: Then you consider that the 8-hour principle is more important than the defense of the country?

MR. RICE: Just one minute, before you say that. We are in a critical condition---the most critical condition the world has ever known, but, as Mr. Barnett has said here, if we have it here and don't have in the other industries, will it help? Do you mean to say that if I go out and shovel or pick away on a job, whether I work eight hours, nine hours or ten hours, or if I drive a transfer team, do you mean to say that it will help win the war? No; and you know it will not. The man who is going to help is the man making ammunition.

MR. ROBERTSON: How about airplane steel?

MR. FAULKNER: Let me ask you this question. Now, if a boat comes here for the Pacific Steamship Company and is obliged to lie at the dock three or four hours or wait until another day so that the longshoremen will not be forced to work more than eight hours in 24, and all that shipping is unused for that period, do you think that is going to help the country.

MR. RICE: I will answer that question. You are looking on the business man's side of it; but I am looking on the workman's side of it. This boat

that was tied up for three or four hours---there was one boat that was tied up, I think for three days on account of the longshoremen's ~~strike~~ strike here last year.

MR. FAULKNER: That is no answer to my question at all.

MR. RICE: Just a moment. I am coming to your question. This boat that was tied up for three days wanted the men to work---the men wanted a dollar an hour, which sounds big, but it isn't, and the longshoremen says, "No, we won't go to work." Last year Mr. Young had to go around the saloons and ask men to come to work, but for the last three months, that I know of, to my personal knowledge, there hasn't been a boat that hasn't been unloaded promptly. Now they have their shift. They work the longshoremen eight hours and then they switch in when their eight hours is up they switch in the steamboat crew, the quartermasters, sailers, helmsmen, and they do the trick, and for the last three months there has been no laying up of ships. The Latauche was laid up for about three days on account of the longshoremen's strike.

GOVERNOR STRONG: What time was the Latauche laid up.

MR. RICE: It's going on about five months ago.

MR. OLIVER: Three months ago.

GOVERNOR STRONG: That was prior to---

MR. RICE: Prior to the eight-hour law, and since the 8-hour law has been in effect not a boat that has come in here has laid over. When the last boat came in there was 17 men applied for work; there was 8 given work. The boat before that was the Latauche---

MR. DOYLE: The Cordova.

MR. RICE: The Cordova. The Cordova came in to the city dock here and there was 12 men besides the crew. Twelve got work and 12 didn't. There was about four of those 12 that got a shift after the eight hours was up. The Latauche was in and stayed here about 20 hours. She had three crews and the only time there they was idle was coming from one dock to another.

MR. FAULKNER: I asked you that if they were tied up, do you think it would interfere?

MR. RICE: It would interfere; certainly, it would, for the simple reason that it would be stopping transportation. There is one more question I would like to ask. We hear so much about this idea that we should save transportation where we need it. Save transportation. If we have an 8-hour law, as Mr. Doyle says, we can cultivate a garden and raise sack of spuds; we could raise enough spuds to supply Juneau. That is going to take a big lot of transportation to supply all the population of Juneau, and if he can't eat it all himself, he can sell it to the retailers.

MR. FAULKNER: You think you could raise a sack of potatoes, do you?

MR. RICE: You bet your life.

MR. FAULKNER: Now, I suppose that the teamsters' occupation wouldn't affect the war one way or the other.

MR. RICE: No; the only transportation---the only thing they affect is affect themselves. They're not helping the war. The only thing they are doing is bring stuff from one place to another all over the country, and in this city they have people to deliver it for you.

MR. FAULKNER: Suppose that the Red Cross, the women who are working so hard for the Red Cross---and who work by the way, sometimes 16 and 18 hours a day---suppose that they had an important shipment of supplies that are badly needed---of course, I'll admit that all these supplies are badly needed---and a boat comes in here after the teamsters have worked eight hours, don't you suppose that if that transportation---

MR. RICE: But, Mr. Faulkner---

MR. FAULKNER: I'm not through, Mr. Rice. Do you suppose that that would be interfering.

MR. RICE: Why can't you get another teamster. There are lots of teams in town. There's Cash Cole here. He's got ten head of horses in the barn. How many teams has he got on the road? One.

MR. FAULKNER: Let me ask you this: Don't the teamsters usually work about the same period during the day, or does one teamster go on night shift?

MR. RICE: Well, now, we'll take Fanner & Ritter. They have a crew from

six in the morning until six at night. When a mail boat comes in after their day is done, get the boss. He's entitled to work 24 hours a day. That's his privilege. If any necessity comes up like that, he can speed up.

MR. FAULKNER: Suppose he isn't here, in town.

MR. RICE: You could see the manager, ask the manager, and he could get a team for you.

MR. FAULKNER: Wouldn't the manager violate the law?

MR. RICE: How many managers are working? They're sitting down all day, taking life easy.

MR. FAULKNER: I think you will find that a good many of them are.

MR. RICE: A good many of them are not.

MR. FAULKNER: I asked you if that condition obtained it would interfere.

MR. RICE: Under those conditions, if there was a boat leaving here and there wasn't any way of getting that material down there, that would be an awful thing for the suffering soldiers, but there couldn't be such a thing as that exactly. There's plenty of automobiles in town, and if you have an automobile all they'd have to do is to say, for instance, "Mr. Faulkner, we have a shipment going down for the Red Cross to the boat. Would you be willing to take that box (or whatever it is) down to the dock free of gratis in your automobile?"

MR. FAULKNER: Automobiles have been out of commission here for some time.

MR. RICE: There might not be all of them out right now or for the next two or three months, but there are a few out on the street nevertheless and they're getting out. Now, just answer this question: Would you take it?

MR. FAULKNER: Certainly.

MR. RICE: Well, there you are. Let me ask you something along the same line. There are lots of people working for the Red Cross and a lot of them are wives. My wife does it in fact, and if they come up to me and ask me if I would take it down, I would do it if I had to rustle up a Yukon sled and go down the street with it. I'm not too proud to pull a sled through the streets.

MR. FAULKNER: There's a number of women here that are working for the Red Cross; some of them are able to employ servants while they go down there. Now, those servants are only able to cook about one meal a day. Don't you

think it is going to take these women away from that work, their work connected with the Red Cross and thereby retard the progress of that work?

GOVERNOR STRONG: I think that this discussion has taken a very wide range and is not germane to the question.

MR. FAULKNER: I think it is germane, but I think it could be gotten in in a more simple way by hearing one man's statement at a time.

MR. KINZIE: Could I have permission to read a resolution from the Douglas Island Labor Union. Mr. Wilson and I have been selected as a committee to bring this resolution over to you and present it to you. We held a meeting last night and it was one of the largest meetings that we have ever held there. This union is composed of workmen---men who work in the mines and on the surface on both sides of the Channel. The resolution is as follows: (Reads)

Douglas, Alaska, February 4, 1918

To Hon. J. F. A. Strong,
Governor of Alaska,
Juneau, Alaska

Sir:

At a regular meeting of the Douglas Island Labor Union held in its hall at Douglas, on February 4, 1918, the following resolutions were read and adopted.

Our object in presenting these resolutions to you is in response to your general invitation to the people to meet with you for a general discussion of the eight-hour law, which was effective on January 1, 1918. We fully realize the gravity of the war situation and know that we all shall undergo many hardships before the war is finally won. We also know that we all must work and work hard, and that all business and our industries must go on as usual, in order that we may all earn the money necessary for our own subsistence and also contribute to the many and extraordinary needs of our country. As to the final outcome of the war, we have no fear, for we feel sure that final victory must be ours, and that the Grand Old Liberty Bell of our United States of America will forever continue to ring out the glad tidings of freedom, and ring them so loud that all the people of all the nations of the world may hear.

We, therefore, present these resolutions to you, and trust you will give them careful and thoughtful consideration.

Respectfully,

THE DOUGLAS ISLAND LABOR UNION,

(Sgd.) JACK WILSON, Pres.
" DAVID J. KINZIE, Sec'y

WHEREAS, the Douglas Island Labor Union, as its name implies, is a labor organization, whose membership comprises wage earners resident in the towns on Gastineau Channel, and who are employed in the mines of Juneau, Thane and Treadwell, the major part of whom are connected with mining and its allied industries on Douglas Island, Alaska, and

WHEREAS, the aims and objects of the Douglas Island Labor Union are to promote the general welfare and to protect the interests of its members, not only in adjusting differences which might arise between them and their employers, but also and more particularly in reference to those conditions which affect them as wage earners, and

WHEREAS, the Territorial Legislature at its 1917 session passed a general eight hour law in response to an affirmative referendum vote calling for the passage of such an act, and

WHEREAS, the said law provides that the Governor of the Territory shall have the power to modify or suspend the said law in cases of emergency, and,

WHEREAS, certain national and international situations have arisen that suggest the expediency of modifying or suspending the said law,

AND WHEREAS, the Governor of our Territory has set the date of February 5, 1918, on which to hear arguments for or against a modification or suspension of the said law,

THEREFORE, BE IT RESOLVED, The Douglas Island Labor Union endorse the eight-hour law as passed by the last Territorial legislature in so far as it clearly provides that no employee shall be compelled to work more than eight hours per day, because we are firm in our belief that eight hours should be considered as constituting the basis of a day's pay, and that all wage earners should be protected by law against being compelled to work more than eight hours per day.

That we do not fully endorse that certain part of said eight hour law which makes it a crime for an employee to work more than eight hours in any one day, because we firmly believe that there are certain conditions under which it would be to the best interest of the employer and also to the employee to work more than eight hours in one day, and we believe the employee should be privileged to perform that work, provided he is willing and is paid for the service so rendered on the basis of an eight-hour day.

AND BE IT FURTHER RESOLVED, that we hereby pledge our best efforts to our government in this its greatest trial for endurance, and give assurance of our heartiest co-operation in all things which may tend to its ultimate good,

AND BE IT FURTHER RESOLVED, That a copy of these resolutions be delivered to the Honorable Governor of Alaska, asking and earnestly entreating him not to suspend the eight hour law now in operation, but that he will modify the same so that eight hours shall be the basis of a day's work and that all time worked by any wage earner in excess of eight hours per day shall be considered as overtime and shall be paid for accordingly.

CHAS. D. PRICE
JAMES CHRISTOE
D. J. WYNKOOP,
Committee

MR. DOYLE: Is the Douglas Island Labor Union affiliated with any other union?

MR. KINZIE: No, sir; it is a private concern.

MR. DOYLE: Therefore, it couldn't be called by the name "union," and it don't represent the voice of the working people.

MR. KINZIE: It represents the voice of the working people on Douglas

Island and a great many of them on this side of the channel. As I said, we have a union there that is mainly composed of working men. A great many of them are employed at Thane, at the Alaska-Juneau, and also on the other side. As I said, this has been threshed over there---I couldn't say "threshed" because they have been given plenty of time to think it over---but when this was read over, there was no opposition to it; they were unanimously for it.

MR. DOYLE: The working men on---

MR. KINZIE: Every man there is a workingman.

MR. DOYLE: We are very familiar with the workings of the Douglas Island Union, but not very favorably impressed with the members.

MR. KINZIE: The members of that union have been working in a great many parts of the world and are familiar with their different occupations, and I can say plainly that the men are losing money by being compelled to work only eight hours and not being allowed to work longer when there is an opportunity, and that has been their sentiment thoroughly on this subject.

MR. BARNETT: I understand that that Union has been dominated by the bosses.

MR. KINZIE: Absolutely not.

MR. BARNETT: Mr. Kinzie, may I ask you what position you hold.

MR. KINZIE: Employment Agent.

MR. BARNETT: What position do you hold in this Union?

MR. KINZIE: Secretary.

MR. BARNETT: I would like to say that any union in the United States that is not affiliated with the American Federation of Labor is not a union for the workingman, and that they can't place their heads under unionism.

GOVERNOR STRONG: What would you call it?

MR. BARNETT: You would call it an association, or something like that.

MR. HARRISON: There were about somewhere between three and four hundred men upon the Gastineau Channel that met in a public meeting at the A. B. Hall last evening, and we had a pretty free discussion upon this 8-hour question, after which there were four delegates appointed to represent the workingmen

that were at the meeting. I was one of the delegates and also chairman of the meeting; and, in behalf of the workmen that were represented at that meeting last night, I would like to make this statement, that the law which was placed upon the statute as a record of law to govern the workmen of the Territory of Alaska, they voted to a man for. I called for a rising vote upon that proposition, and---I couldn't say without one exception, because I couldn't see all the people there---but with very few exceptions, if any at all, they arose to the man in support of the law as it now stands. The workmen, perhaps, some of them, may have it in their own minds that this law does not actually meet all of their demands, and give them full justice, but today it stands a law, with which---a record by which we can work, and having it we can work, and if it's changed, God only knows what kind of a change we'll get; and I would like to ask if the question about working more than 8 hours that was asked Mr. Doyle by Mr. Robertson was a fair question.

MR. ROBERTSON: I didn't ask that question.

MR. HARRISON: Well, Mr. Faulkner. I would like to ask this of those gentlemen: If it is fair for this gentleman to ask the workman to work 10 or 12 hours a day, I would like to ask whether they would be willing if, when they get ready, at half-past four or five o'clock to go home from their office, if some government official stepped up and said, "I feel that the demands of this nation are such that we require your work. We would like to have you come down here to the wharf and perform a three- or four-hour service as long-shoremen!" If it is fair one way, it certainly must be fair to the other---if they will answer that question.

MR. FAULKNER: What is the question?

MR. HARRISON: I would also like to state right now---and I'm not the only one---but without any exception, both old and young, the labor of this country are ready and willing to give themselves up for the defense of the country. I had six uncles that served in the Civil War, and I'm an American citizen, and I am ready to give my life any time that the country demands it in support of the

government, if they call me to the front; I'll go any time. But I want these gentlemen that are calling upon the workmen of this Channel and this Territory for the suspension of this 8-hour law, to get this sifted through their ben- nets, that we are willing to lay down our lives in support of this country, but not support some individual concerns that may deem it necessary for them to make a few dollars more and help it continue in business. We are not willing to lay aside something that we have definitely today for something that we, or they will give us in the future. It is a law today---we have it. It is some- thing that we can stand on, something that we have finally won. If we suspend it, what have we? What particular thing have you to give us to take the place of it?

MR. ROBERTSON: Mr. Harrison, is that the name?

MR. HARRISON: "Harrison" is the name.

MR. ROBERTSON: Do you think, as Mr. Barnett has contended, that even in the face of an 8-hour law the men have left here, fearing that the 8-hour law would be suspended. Hasn't that always been one of the greatest protections of the laboring man, and doesn't it work at any particular place?

MR. HARRISON: I didn't get you.

MR. ROBERTSON. Well, what I mean is that---of course, I understand that all of you gentlemen have some particular occupation. Some of you are car- penters; Mr. Doyle, I understand, is a carpenter; Mr. Barnett and Mr. Rice are cooks. I don't know what the rest of you gentlemen are, but, of course, you have all got some particular calling that you are particularly skilled in or adept, and possibly you are opposed to taking a job of any kind anywhere, except, like any of us, that once in a while, you may do it temporarily. I have been in that position more than once and know what it is---but you don't accept a job unless conditions are such as meet your views.

MR. HARRISON: I would like to make this statement to absolutely clear you and the rest of you in that regard. Today I am working at the Alaska- Juneau. I appreciate the fact that there's a job there that I can have and by which I can make out a living---for the simple reason of conditions over which

you, I, or anyone else have no control whatever. I have had sickness; my wife was in the hospital; my child was operated on a few weeks ago. I had no control over those conditions. When it is up to me to make my choice, I will make it upon the trade which I have learned---bricklaying and plastering. I pursue the thing that I---the trade that I learned. If that speaks clearly enough and settles that, all right.

MR. ROBERTSON: That is what I---What I mean is, no matter what occupation in life you may follow, generally, every man, you yourself, is looking for something that meets your view.

MR. HARRISON: I certainly am, and if I can't get it, I take something that I can get to support myself and family.

MR. ROBERTSON: Certainly, that's it exactly.

GOVERNOR STRONG: Now, Mr. Harrison, have you any information as to the supply of labor---

MR. HARRISON: I have.

GOVERNOR STRONG (Continuing): ---at the port of Juneau and elsewhere in this section of Alaska? I would like to have you answer that in regard to the various lines of occupation with which you may be familiar.

MR. HARRISON: Well, I will answer that this way: Some thirty-five or forty days ago, I went down to the employment office of the Alaska Juneau. I saw the employment man there and I went up to the mill and saw Christensen. I saw one or two other bosses in the individual departments of the mill. They informed me at the mill that at that time they were full---that they had all the men they wanted. For about 30 days they have been putting in some sort of crusher or new part in their mill, and they have employed something like 25 to 30 carpenters, but as soon as they got through, they were taken off, and I guess they are idle yet.

MR. ROBERTSON: Isn't it true, Mr. Harrison, that, while it may be an unfortunate economic condition---isn't it true that carpenters, at least in northern latitudes, are idle during---I don't know how long, but say 30 to 60 days in the winter time? That is to say, building operations cease during

the severe weather?

MR. HARRISON: I want to tell Mr. Robertson that I have worked in the southern states; I have worked in 27 different states in the Union, that this is absolutely true, with regard to the biggest percentage of men--that no matter what conditions prevail, the people always about October and November commence to build, and they build right straight through December, January, February, March, April, May and June, or until July and August again. That has been the condition in every state in the Union during a building boom.

GOVERNOR STRONG: Irrespective of climatic conditions?

MR. HARRISON: Irrespective of climate or conditions; and you know the same thing prevailed here the last three or four years. Men would lay right absolutely down during the best period, and then they would want to get their carpenter work rushed along through and wonder why it was that work couldn't be prosecuted during those winter months to the same advantage that they could in the summer.

MR. ROBERTSON: My recollection is different from that, and certainly my recollection is not that, so far as building for the last five or six years is concerned. I recall that the Alaska-Juneau did put up their temporary mill or supplemental mill down here in the course of the cold weather, but I don't recall cases of buildings being put up.

MR. HARRISON: Yes, all these works and buildings two years ago, three years ago, last winter and the biggest part of this work down here, and it is true that the B. M. Behrend's and Messerschmidt buildings carried way along into the middle of the wintertime---way along into the winter---buildings of that class and kind.

MR. ROBERTSON: How long as there been an oversupply of labor in this town?

MR. HARRISON: I am not saying that there is an oversupply of labor, Mr. Robertson. You get me altogether wrong if you think that I made that assertion. Did I make that assertion?

MR. ROBERTSON: I don't say that you did; I am simply asking you.

MR. RICE: I would like to ask you a question. He has made a statement

about the excess of labor here. Last August, Francis Buschmann, the owner of the Deep Sea Cannery Company was in here, and he said, "I want you to get me fifteen men quick. I am pulling out at midnight and I am going to build a new cannery." I said, "I think I can get them for you." Mr. Buschmann sailed that night at six o'clock with his men. That was in Young's hardware store when he told me that, and in those two hours, I had those men for him and lots of men would go for \$75 a month. I got that fifteen men inside of two hours and I didn't work a bit hard; and, as I said before, I can go right down the street and if you ask me to get ten men for \$4 a day, I bet I can get them for you.

GOVERNOR STRONG: For what purpose was that?

MR. RICE: For the Deep Sea Cannery.

MR. ROBERTSON: What kind of work were they doing?

MR. RICE: They were putting piling in the ground and other work like that. Didn't take only just two hours to get them.

MR. ROBERTSON: Do you know Mr. Rice, as a matter of fact, that when the James Company tried to get Mr.-- I think it was Joe---Soles, or James Soles, I believe it was, to take a contract for this cannery up there right above Ank Bay, that little place up there, that he couldn't get the carpenters to do that work?

MR. RICE: Do you know why? I'll tell you why. They go where there's a good market. Jim Soles, as everyone knows, has been working his men over 8 hours every chance he got and that's why they won't work for him. They want the money. Skilled labor doesn't work for nothing; skilled labor doesn't work for the same price as common labor. I know what they paid these men---\$5 a day. Do you think a man is going to work for \$5 a day?

MR. ROBERTSON: They paid those men all their board and lodging.

MR. RICE: They paid out of that.

MR. ROBERTSON: Yes, but that money was their wages, isn't that true?

MR. RICE: No; they got \$5 a day and no board and room.

MR. ROBERTSON: No beard and room?

MR. RICE: No; \$5 a day and a dollar taken out for beard. If the James mill was opened up, as soon as the season will permit, they can get all the men they want. It wouldn't take you two hours to get them. Of course, you might want to sent down below for such men as a sawyer and other experts, but you could get all the rest right here.

MR. ROBERTSON: Well, last fall, I went to the cigar stores, to Burford's to try to get a man to work at the house and it was utterly impossible to get a man to come up and do some work in the basement of my house. Of course, it was simply straight day labor. I did considerable of it myself, but I wanted another man at from 40 to 50 cents an hour for that work, and I couldn't get a man to do that work. Why is it, if men are so anxious to get work, that I couldn't get anybody.

MR. RICE: You're just an unlucky individual. That was after the school house was started.

MR. ROBERTSON: That was after that, because I tried to get laborers from the man that had the contract.

MR. RICE: Did he have any trouble?

MR. ROBERTSON: He certainly did.

MR. RICE: He did not.

MR. ROBERTSON: Mr. Rice, that man wanted the contract and he refused it because he couldn't get the labor. He couldn't even put in a concrete floor for me.

MR. RICE: Well, when I was working about that time, I had a lots of friends in this town, and they come and ask me if I know where they can get a job, and when they came to me at that time, I said, "Yes; go up to the school house." They went up there and they came back and said that there was nothing doing.

MR. ROBERTSON: Well, he certainly had a different story to tell me. I may be on the wrong side of the thing, but I know that I personally sought to get labor, but I could not hire anybody to do the work.

MR. HOLLYWOOD: I would like to say something in regard to labor. For the last three days I have been looking for work. I was down to the Alaska-Gastineau at Thane. I struck one of the mill men for a job and he told me there was nothing doing. I saw two more strike Mr. Reedy for a job in the mines and he said there was nothing doing. Last summer when I was working on a pile driver, the men refused to work for forty cents an hour. Mr. Webster offered fifty cents an hour and there was six or seven men every morning on the deck looking for work.

MR. HARRISON: I would like to say, in answer to Mr. Robertson, about the contractor of the Juneau high school that, when it was in course of construction, I was sent up there personally and I went to Mr. Woocke and to Clarence S. Young, foreman, and I couldn't get a job. I'll leave it to any of you whether I look like a sickly man or a weakling. When I got a job, I always give value received for the money, and I venture to say that I could keep up with the best of men, and I couldn't get a job. He said he was filled absolutely full and he didn't need any labor.

GOVERNOR STRONG: That was last summer?

MR. HARRISON: That was last summer. I got on later. I did get on later and I worked for seven weeks doing plastering. But I do want to make this statement before you all. That that is the one job, over the Territory of Alaska, from clear up the westward down to Ketchikan over this Territory, it is the one job that they asked me to perform that class of labor for less than one dollar an hour. I did it there for 80 cents an hour because it was the public school building. That may have something to do with the reason that I had some little difficulty in the first part. I was ^{at} up there very early in the course of construction. I was busy somewhere else, but I'll tell you what I was doing. I was getting my little farm ready---a half an acre, out on the road---to produce spuds and turnips, and I want to tell you now, Mr. Robertson, if you put your back to it and the labor there, they'll grow in Alaska.

MR. ROBERTSON: I certainly did last summer, and they didn't grow at that.

MR. HARRISON: And if you use a little bit of that animal that you said the Indians used to eat, --the fish meal---they'll grow better. (Laughter)

MR. FAULKNER: There is one thing I want to call your attention to. Mr. Barnett stated that there is a shortage of labor in the mines, and Mr. Hollywood stated just now that there is no shortage of labor in the mines. These two statements, it seems to me, are inconsistent.

MR. HOLLYWOOD: You misunderstood me, Mr. Faulkner. I went down and asked one of the millmen if I could get a job and he said, "No; absolutely full."

MR. FAULKNER: Also the Alaska-Juneau?

MR. HOLLYWOOD: Also the Alaska-Juneau. And I saw two men ask Mr. Reedy if he needed machinemen and he said, "No, not today."

MR. FAULKNER: Mr. Reedy, that is the---

MR. HOLLYWOOD: Employment agent for the Alaska-Gastineau. I have been looking for a job the last three weeks and I can't get none.

GOVERNOR STRONG: Are you a mechanic?

MR. HOLLYWOOD: I am a pile driver engineer, pipe and steam fitter.

GOVERNOR STRONG: Do you know of many other men who are out of employment?

MR. HOLLYWOOD: Yes. I go down the mills with fellows that I'm acquainted with every day---skilled mechanics, some of them are skilled mechanics and some of them are not.

MR. HARRISON: I would like to make this additional statement. I know personally three or four men who left the Alaska-Gastineau mill last spring. They went into the fishing business during the summer and this fall went to the navy yard near Seattle to work. This comes back from them from week to week: "We are working for so much per day and expect to put in overtime, although we haven't put in any overtime yet. All of us are working eight hours a day at a wage of \$5.35 per day for eight hours," and they are---one of them is a number 1 machinist. He'll make a gasoline engine from top to bottom and start it going. Now, listen. Is there any particular reason why this Government of the United States should not call for men to work ten hours a day, if they can commandeer the railroads of this country, and the same with the steamship companies. Do you suppose that they want labor to volunteer their services if it was necessary? Do you suppose that they wouldn't call upon them? If they haven't even called upon them to put in

this overtime yet, then why, if they are not doing it down there---and we have to take our cue, more or less, from what is going on down there and we ought to be taking some of the other cues from them---it looks reasonable for me to presume that if the Government wishes our services for more than eight hours a day that it would be utilizing our services down in the States, and if they are not needing them down there, then why up here?

MR. BRADLEY: I have but very little to say, but I appear here in three different capacities. In the first place, I am directly concerned and individually am concerned in the 8-hour law. I am a salary earner, and the law affects the salary earners as well as wage earners. I do not labor with my hands in the ordinary sense of labor, but my work is chiefly mental work. I can put in eight hours a day at my desk and then, according to the act as it is on the statutes at this time, I am through or should be through. Any time that I work after that makes me subject to the penalties that go with the law. But I want to say this, that almost every day since this law has been in force, I have violated the law. I have worked more than eight hours. I have done my work by thinking after leaving the office, and I am not afraid to keep on, because there isn't any law that can be put on the statute books at this time to prevent a man from thinking. You can't tell me that you can stop a man from thinking. I want to say that, from the standpoint of public welfare, I don't think that is a good condition. That makes a law which one man can violate and another man can't violate. I think it is an anomaly. The thing should be corrected either one way or the other. This is just a small matter.

Again, I appear as a representative of the Territorial Council of Defense of Alaska for Douglas and Treadwell. At a meeting of that Council, held a week ago last Sunday, the question was raised in regard to the expression of opinion at the request of the Governor, in connection with the suspension or modification of the 8-hour law, in so far as it affects the three industries named; namely, the logging industry, the mining industry and the shipping and trans-

portation industries. There was a discussion of opinion there and everyone went on record as expressing his willingness to accept the 8-hour principle. They all thought that eight hours a day was long enough for any man to work. However, they all agreed that at this time of national emergency---that under the conditions as they exist, that it would not be asking too much to have the law modified to this extent: That the law still protect the workman against working more than eight hours a day, but at the same time giving him the privilege of working overtime in case he would like to do so and was paid for that overtime. In other words, the Council of Defense for Douglas went on record as saying that they would be satisfied with a law on the statutes which would protect the workman to the extent of eight hours being a basis for computing a day's pay and protect the workman against being compelled to work more than eight hours, if he didn't see fit. Of course, there is a clause in connection with the 8-hour law in so far as this present emergency exists. The board does not care to go on record as expressing the opinion that they want the 8-hour law modified or changed after this emergency ceases to exist.

Now, my third presence here is that of an employer. There have been a good many statements made as to the condition of the labor market here at this time. I want to make the flat declaration that the labor market is short; that labor is short. There may be an overabundance of labor in some particular lines; there may be men applying for work that can't get exactly what they want, but there may be vacancies in other departments. I propose to submit a statement showing the number of men which have been employed, with also the number that we could have employed had they been available. I want to state further in regard to the 8-hour law and its influence on the mining industry. It has been stated that the 8-hour law has been in effect two years. That isn't correct. The first legislature enacted that first 8-hour law. This is the fifth year. But I want to say also that before that law was put on the books, one of our companies had already gone on an 8-hour basis. An 8-hour basis is perfectly satisfactory to that company. They still have it, and, had there been such a thing occur as the 8-hour law being suspended, we would have gone on the 8-hour basis anyway, pre-

vided that from time to time we could call upon men to do a little additional work. I myself believe it would be a fair proposition for the laboring man to accept at this time, in view of the fact that there is a national emergency and that somebody has got to give up something. The mining industry is giving up a great deal. The companies there on the island are running behind and the Alaska-Juneau are also running behind. They are digging down in their pockets to keep this industry going. I think it is a perfectly fair proposition that the other side give up something. I do not mean to say that they have to give at all in principle. That 8-hour law doesn't have to be taken off the books entirely. As a matter of fact that is not the proposition that is here. The proposition is simply this; Can not the law be so modified, for a short period of time so as to meet this present emergency? After the emergency has elapsed the law becomes just as effective as it is on the statutes today. As far as the whole question is concerned from that point of view, I think it is a perfectly fair proposition. We are not asking the laboring men to give up any principle---the principle that they held dear and that they fought for and deserve. I am glad that they get it; but at the same time is sacrificed as a result of the emergency we have at this time. Now, I want to point out the peculiar condition which will arise as a result of suspending the law in so far as it affects the canneries, the salmon industry. You take a man, an ordinary laborer who is a free-lancer. He comes here and sizes up the situation and says, "Well, shall I go to a logging camp, a cannery or mine?" As he is an individual who is strongly in favor of the 8-hour principle absolutely, he'll say, "Well, I won't go to the cannery; they'll work me over eight hours. I will go where they don't work over eight hours, and he will go to some of these other places. Now, if all laboring men are like that, instead of this exemption working a benefit to that industry, it would work a hardship. On the other hand, we will assume that it is going to work a benefit to the salmon industry. The only way that you can work a benefit to the salmon industry, is by a working demonstration of the fact that they can get enough men who are willing to work over eight hours.

The question of pay doesn't enter into this thing at all. I presume when they work around a cannery, they work at piece work. So far as our particular industries are concerned, I want to make myself clear on the subject of overtime. I want to state this: that if this law were suspended entirely for a short period of time, or if it were wiped off the books through some test in a court which would prove adverse, it wouldn't make a particle of difference with us. We would still continue on the 8-hour basis. But there are occasions not when life or property are in imminent danger, when it is to great advantage to work somebody an hour or so overtime---not as a regular practice, but for fifteen, twenty minutes or an hour. Now, just to cite you an example: I went home from Junction last night on the ferry that left here at 5 o'clock. I got off at the Treadwell float just as the whistle blew. When I got near the machine shop, near the shed where our two locomotives are placed for the night, I found that one of them was off the track. If we left them there, to get cold, it might have damaged them and would have delayed us in getting started in the morning. It was right in the way of the other one and neither of them could be placed in the shed. The whistle blew and the crew was all through. I put them to work and it took them about a half an hour to get it back on the track. There was a distinct violation of the law. Property was not in danger and neither was life---

GOVERNOR STRONG: The locomotive would have bursted, wouldn't it?

MR. BRADLEY: No; we could have drained them. Life wasn't in danger, but for that half an hour it took that crew to put that locomotive on the track, the men didn't suffer; they get paid overtime. Now, on the other hand, we would have had to put somebody on them and drain them and let them go and come out there in the morning and put them on the track, and in the meantime it would have taken---

MR. BOYLE: I would like to ask you one question. Do you know of any law that is placed on the statute books---there isn't a day that the best citizen don't violate some provision of some law---the best law-abiding citizen is

Alaska---if you get down to the fine, technical points, as you are arguing there. There isn't a citizen in Alaska. I challenge---

MR. BRADLEY: That hasn't anything to do with the merits of the case. I am simply using this to show what I mean by overtime.

MR. DOYLE: I understand that.

MR. BRADLEY: That is what we would like to have the privilege of doing. We don't want to change it from eight hours to nine hours, but we would like to have the privilege, sometimes, in just such cases, when an half an hour work will save an hour--

GOVERNOR STRONG: By the way, Mr. Bradley, that is a rather technical point. Your property was in danger and you didn't violate the law by working that crew overtime. It might have been a purely technical violation of the law, but I know that your own good sense will tell you that prosecution against you would not lie. You can't be too extraordinarily technical.

MR. BRADLEY: I know, Governor, I wouldn't be afraid to go to a jury on that, but---

GOVERNOR STRONG: Of course, you wouldn't.

MR. BRADLEY: ---of course, it may have been a case where it would take two or three hours to get that locomotive on the track. And I want to say, too, that from the working man's point of view, and, of course, he is perfectly capable of thinking for himself---but it has been the opinion of many attorneys who haven't any reason to be biased one way or the other, that this law wouldn't stand the test in a court. Now, wouldn't you gentlemen rather see this act stand on the statutes, even though it be modified for a short time, still retaining all the principle involved in the 8-hour day, than to have it stand the test of courts and be knocked out entirely?

MR. HARRISON: I would like to ask Mr. Bradley this much: If there is any possibility, any show of knocking this law out as it now stands, why would not the same proposition prevail if it was modified and the modification were allowed to go on indefinitely? We will presume that this war will continue for three or four years. Why would not that same thing be applicable if the

war should end within six months and the normal conditions as they were till this law was enacted, or war began, came back to us, and it remained as it is written, why would not the law be subject to the same litigation just as it is now and be knocked out? That is what we want to know---whether we have anything to stand on or not.

MR. JACKSON: I believe that the biggest percentage of men on the Gastineau Channel and the biggest percentage of men in this territory---their sympathy is, in a large measure, with Mr. Bradley in so far as he has stated what his mind is relative to working his men overtime and paying them for it. If they receive a small pay, they know what they receive. If he comes out and says, "I'll pay you three dollars, or three and a half, or four dollars a day for such and such a piece of work, each individual knows what he receives. That is the question, it seems to me, we want to get at. The majority of men are of the same opinion as Mr. Bradley.

MR. BRADLEY: There is one more thing I wish to add, and that is that I wish to present some figures---statements in regard to bearing out my assertions, and have it go in the record.

GOVERNOR STROM: I would be pleased to have it.

MR. RICE: Why is it Mr. Bradley makes the statement that there is a shortage of labor when this man (indicating) has been down there and refused work, and I have been refused work; Mr. Doyle has been refused work. If there is such a shortage, why can't we get work. You can go down to the employment office and say to that employment man, "I want a job;" he says, "What can you do?" "Well, I'm a carpenter," and he says, "We don't need any carpenters; nothing doing. Call again tomorrow." What is a man to do? A man simply gets disgusted and says, "Well, I'll go down to the States where I can get a job. What labor there is in around here at the present time is being driven away from Alaska by just such statements as that---"We haven't any work today; come again tomorrow." People here that like the country, get property here, are leaving it and going away where they know that they can get an eight-hour day and make a living.

MR. BRADLEY: Your Excellency, one answer to that question is simply this:

that men were driven away from Alaska when there was an abundance of labor in 1913 and 1914, in spite of the fact that they were protected by the 8-hour law; and so far as the community is concerned, about 75 per cent of the labor here was employed in the mines and mills. At that time we had an abundance of labor; there were plenty of men here all the time, and because one man can't get work in this section doesn't mean that there is a shortage of labor. I am speaking generally. The labor market is not as it was. It is short and it is going to be shorter. There is no question about it.

MR. TRACY: I understand you to say that labor is short and that you can't get enough men?

MR. BRADLEY: We certainly do.

MR. TRACY: How does it happen that this man (indicating) can't get a job? I want to go to work myself, but I can't get any. If you'll offer us a job we'll go to work tomorrow and---

MR. BRADLEY: Well, I can't offer you a job.

MR. TRACY: ---there's probably half a dozen more.

MR. HOLLYWOOD: Here's another man. I'm not looking for an easy thing; I take anything I can get when I can until I can get something better.

MR. BRADLEY: All I can do is to file for the record a statement as the number of men that have been employed since last fall some time and also the number of requisitions that have been put in for men that weren't filled. The record will have to show for itself.

MR. TRACY: You talk about the mines giving. What are they giving any more than we're giving? That is, of course, they can in a way and measure, but then taking all things considered, I don't see where they are giving any more than the workingman is.

MR. BRADLEY: Well, they're giving their taxes.

MR. TRACY: Well, yes; but they have reaped big profits in the past. Of course, they have had an accident and aren't paying now, but they did pay big dividends. We know, I know that there's lots of times I would like to work ten hours; maybe I would like to work 12 hours, but I can't do it because the law prevents you; it keeps you away from me. I am not making any personal reflections, but I mean that the people are protected against---

GOVERNOR STRONG: Pardon me. You are opposed to the workmen working overtime?

MR. TRACY: Yes.

GOVERNOR STRONG: Absolutely?

MR. TRACY: Absolutely. Although I agree with Mr. Bradley---I believe there's times when it is absolutely necessary to work overtime, and then there's times when it's required---when it's absolutely necessary---that some of the boys would also like to put in a couple of extra hours. I knew---at least, I feel that way about it, that if I don't work overtime, I am only causing myself a hindrance, but if I don't want to work overtime, with the 8-hour law, then I've got some protection, because just the minute there is plenty of men come into the country and we get a little overabundance, the boss comes along and says, "Here, we would like to have you work a couple of hours overtime." Well, maybe I have something special to do; maybe my sister or my brother is coming to town on the steamer. If I don't work that two hours overtime, I roll up my blankets and get out. That's the way it works every place I ever been.

MR. SMITH: Beg your pardon. I am here as a delegate; I was sent here as a representative of the town of Douglas---the city of Douglas--- and as a councilman, and to place before you that the city of Douglas wishes to go on record as favoring the 8-hour law, but they also desire you to cause an amendment to be made privileging the employer of labor, both men and women, giving them the privilege of working overtime, if they see fit and occasion requires it. I have been asked to represent the employers of Douglas city proper. I have heard a great deal of argument this afternoon, and the argument in favor of eight hours being constituted a basis for a day's labor are the sentiments of both the councilmen and representatives of the laboring people on Douglas Island, and I cannot add to or take from that, only wishing that the privilege be granted by a modification---not wishing to change the law or suspend the 8-hour law, just simply a modification, giving the privilege to the employer to work overtime if they see fit and occasion requires it.

MR. JACKSON: On behalf of the Alaska-Gastineau Mining Company, I would

like to state a few words. For several years, in both the mill and the mine, we have observed the 8-hour day, and it doesn't matter whatever the modification or setting aside of the law might be, we will still continue to observe the eight hours a day in the mine and the mill, because that has worked out the best in every shape and form that we can figure it. But, in a great many instances where we can't work a man more than 8 hours, it causes a kind of a hardship. For instance, on the railroad more particularly than anywhere else, men may start in at eight o'clock in the morning and at four o'clock they are inside of the mine and something goes wrong with the trains and they haven't got time to come out before the eight hours are up. What we would like to do would be to see the law modified so that if it was necessary to work such men more than eight hours, we could work them overtime. I don't think it would be to the disadvantage of anybody; it would be to the benefit of the men and also a benefit to the company, and the 8-hour day would be strictly observed.

Now, there has been a good deal of talk about the labor question. I can state this much in that respect: that there has been a steady decrease in the labor supply for the past year. Last year, beginning with the year, it began to be felt, and we were very, very short of labor about the time when the Treadwell disaster took place. In fact, it got very serious---

GOVERNOR STRONG: That was in April last year?

MR. JACKSON: In April. And after that we got quite a number of men from Treadwell who were thrown out of work. In order to illustrate this, we started out the year with about six thousand tons a day and by March we got to seven thousand tons a day, and we kept up seven thousand tons a day for March, April and May, and the first week in June we got to eight thousand tons a day, and we had plenty of ore broken up in the mine to continue up to ten thousand tons a day, provided we had the labor, but about the second week in June we lost 100 men. The fishing--the price of fish had begun to come up considerably, and I think that was one of the big reasons why these men went fishing.

A good many of our men went halibut fishing; some went down to the States, and we lost about 150 men. From June to September, the tonnage gradually came down to less than six thousand tons a day, which we have maintained ever since, or about 5800 tons on an average since that. Now, I heard several men here say that they can't get work. You must understand, in the mining game, when we need a hundred men, we can't put a hundred men to work all at once. We must get the work prepared and carry our plans out probably months ahead before we can get any results. Now, if we knew that we can't get fifty or a hundred men, we can't lay any plans for doing that. Now, it might be that men might go to Thane and there is no miners wanted. Generally speaking, we have got nearly always room for men that can handle power and use a machine. There is a limit to the ordinary, common labor, and there is more of that supply than any other; but for skilled men such as miners, there is plenty of work. Now, in the mill, for instance, there is always an oversupply of men for the mill; we have constantly men who want jobs in the mill. It is nicer work; they are closer in towns and it is certainly a little better. They like to live down there and, generally speaking, there is not many jobs there vacant although we have been without men there. We have lost, I think, something between forty and fifty men who joined the army, and already several of them are in France and a good many in the camps. But there has been a big scarcity of men last summer; in fact all the year and there is still today, and men are beginning now to go into the fishing business again. The winter is practically over again, and I think that in the last week probably seven or eight men have left the mine and the mill to start in halibut fishing again, and we look for a big number of men to go fishing and a good many will go into the interior; but there has been more men coming out of the interior than I have ever noticed. Generally speaking, men leave the interior, leaving the interior, would start in September and October and November and even into December, but this year they are going out now. Alaska is going to be drained. There is all kinds of talk of good wages down below, and there is a lot of work for skilled men; but I was down in Seattle only about two weeks ago, and

outside of the shipyards there were three or four hundred men waiting for jobs. I think that was unskilled men, and I think there was an oversupply of unskilled men, but there is a scarcity of skilled men.

MR. RICE: If you saw three or four hundred unemployed men outside of the shipyards, why the scarcity of labor?

MR. JACKSON: Well, they're unskilled.

MR. RICE: But if there was some inducement for them here, wouldn't those four hundred men come here? You bet your life.

MR. JACKSON: They are not miners.

MR. RICE: If a man isn't a miner, you can break him into one, can't you?

MR. JACKSON: No.

MR. RICE: You certainly can. Everybody's got to learn. I don't mean a mining engineer, manager or some other kind of expert. I'll take myself for instance. If you'll give me one week to get the hang of things and give me another week to make a study of the topography of the ground, and it wouldn't take long to break me in.

MR. JACKSON: Nothing doing; you can't make a miner in a week, or a year.

MR. RICE: In the States it takes a year to make a licensed miner, but you haven't got any miners that are licensed. About how many have you got that are licensed? If you say you say three hundred men unemployed, the chances are that all these men want to go to work. Why not try to get those men up here. Don't knock the country; boost it. Were here to stay. Seattle was a frontier country once upon a time, but look at it today. Why not give Alaska the same chance? Give everybody a fighting chance. The workman makes money and money makes business. More workmen follow and make you more money, and you've got to have us. You can have your millionaires, but you can't get along without the workman no matter what you are trying to do.

MR. JACKSON: Do you think we are trying to set aside the eight-hour law?

MR. RICE: Why, certainly you are. We don't want overtime. If we are contented with the 8-hour day and the scale of wages, why not let us be contented? You and many other employers say, "I want to work my men more than eight hours. We don't want it. All we want is eight hours a day and, brother,

we'll be contented and we'll best the country. We'll write to our friends and tell them to come up here.

McKANNA: I was appointed on a committee last night to present a petition to you. The sentiment was very strong, indeed, in fact, it was practically unanimous for this motion as it now stands. As it was originally presented to the chairman, it had another clause attached to it, giving the workers the right to personally work overtime. I was afraid that it was going to carry and offered an amendment to make overtime only operative in the industries affected when the Governor, through request of the Council of National Defense suspended the act, and after a great deal of discussion, very free and thorough, I was asked to withdraw the motion. I did so, and then they put the original motion. Now, there was a motion made to strike this part that dealt with overtime, and it carried without a dissenting voice. Now, I venture to assert, without risk of being challenged, that these men for the most part, in average intelligence, compare with any American citizens in any part of the nation, and when that law was voted on, ~~with~~ why it carried almost unanimously. There were over 10,600 that voted for it and 3,700 that voted against it. As it passed, I can't understand whether the legislature had a right to put that clause in the bill at all. Of course, I understand that the Department of the Interior asked them to do it. But even at that, it seems to me that if there ever was a necessity that would require the suspension of the act, it might be suspended by the President, the same as he can suspend any other law.

GOVERNOR STRONG: I judge from the trend of your remarks, that you favor an 8-hour law, a basic law absolutely without any overtime permitted.

MR. McKANNA: Yes.

GOVERNOR STRONG: Now, you have lived here quite a long time. You are well acquainted. What, in your opinion, is the present labor situation; that is the supply of labor available in different branches of activities, and also what, in your opinion, is the future outlook?

MR. McKANNA: Well, I forgot something, and I am glad you asked me that, Your Excellency. If you will remember, just before this law was going to go through, there was an agitation on foot here in Juneau to have some movement to have the law suspended. The very day after the Associated Press sent out a

dispatch from Washington that the Council of Defense and the Secretary of War had come out flat-footed for an 8-hour law. And the conditions will change, I believe, when there is an 8-hour law. It isn't a question of anything, in my mind, but the wages. Of course, men go wherever they get the best conditions and the most money. These are the conditions, I think, that exist at present.

SENATOR HUBBARD: There is one gentleman appeared here from Douglas.

GOVERNOR STRONG: Mr. Smith, yes. Is Mr. Smith gone?

SENATOR HUBBARD: I don't know that I fully understood his purpose--- whether or not he applied to have the eight-hour day suspended for municipal employees.

GOVERNOR STRONG: No; generally.

MR. McKANNA: Mr. Smith is mayor of Douglas. He appeared here as a representative of the city council. He also appeared here as a representative of the citizens of Douglas and his request, in both instances, was that the 8-hour law be continued, but that overtime be granted to the individual worker.

SENATOR HUBBARD: The municipal---

MR. McKANNA: Oh, no, no; in every line of work.

SENATOR HUBBARD: You say, in every line of work. Does he want the law modified to the extent that the municipal employees may work overtime?

MR. McKANNA: Oh, no, no; he wasn't talking in regard to the municipal employees alone. He spoke for the whole citizenry of Douglas and he also spoke as a representative of the council as a body.

(Hearing adjourned until 10 a. m. February 6, 1918)

if Mr. Bradley and if the different ships that come into port, are minus an adequate supply of labor, why in the name of common sense, when labor goes and requests a job---good, clear, fair-minded men---why do they turn it down and tell them that there's absolutely nothing? There have been men, within the last 24 hours, that applied in every division and every branch of industry, of the Alaska-Juneau---men who are known to be reliable men have applied in every single branch of industry in that mine and that mill, from muckers to the best paid positions, as machinists, mechanics, etc., and they have been refused. The statement has been made specifically that they are full and that they were ready in one or two branches, to release anywhere from 15 to 25 of their carpenters and carpenter helpers and laborers that they have; and if there be such an everdemand, why is it necessary that every steamship that goes out of the city of Juneau and this Channel, carries out anywhere from three to five families away from the town---below? That I would like to have answered.

MR. FAULKNER: I would like to say a few words. I appear on behalf of the Alaska-Gastineau Mining Company, the Ellamar Copper Company and the Pacific Coast Gypsum Company and the Pacific Steamship Company. Now, before I go any further, I would like to call your attention to a letter which was written you about two weeks ago by Mr. Thane, the manager of the Alaska-Gastineau Company. I would like to request that that letter be made a part of the record, or I can furnish you with a copy of that; I can give you a copy to be attached. I would like to call your attention to the statement made by Mr. Thane, which I think no man will attempt to refute. I think that the discussion about the supply of labor is rather superfluous, because I think that nobody who reads this record, connected with the Secretary of Interior's office or the Council of Defense, will say that there is an oversupply of labor in any part of the United States. At times there may be a slight congestion at one point or another, but, as a general thing, there is no oversupply anywhere. I have been informed that men have been unable to get jobs right in Seattle. That may be true at a certain period or for the moment,

that they may be unable to get the kind of job that they want; but there are plenty of other places where they could get jobs. Not it is true, it may be true, or we'll grant that it is true that what Mr. Doyle said yesterday was true, that he can't get a job as a carpenter. There are some occupations that are seasonal occupations. Sometimes a man who has an occupation will not work at anything else, and it might be that during a certain period of the year, on account of weather and on account of other conditions that there isn't any outside work for the carpenter; but so far as the general labor conditions are concerned, there is no question but what there is a shortage of labor at every point in the United States. The Committee on Public Information has sent out urgent letters, all over the United States, to thousands of speakers to urge men in all communities to go and enter the employ of the Government in the shipbuilding industry, where they need, at this time, 366,000 men. Now, it would be superfluous for us to bring in a whole lot of facts to show whether or not there is any oversupply of labor in this Territory, because these things speak for themselves. There isn't any oversupply of labor at any point in the country at this time.

Now, Mr. Thane has stated in that letter that the Alaska-Gastineau Mining Company---and I think that holds true for the Alaska-Juneau---are having pretty hard sledding to keep their mines going. We all know that these companies are not making any money. They know that there was a shortage of labor last summer. They weren't able to make any money, and we all know that they lost money. Conditions at present have been improved a little bit. During the winter they have had a few more men in the mine, but there is no question but what in the spring, when spring comes, there will be a shortage that will be worse than the shortage last summer, and it is a very serious question whether these mines will be able to keep going. If these mines shut down, this community is at an end, because they would never open up again. They haven't made any money; they have been going along here for the last two or three years

at a loss, and would probably like to have just such an excuse to close them down. So much for that.

Now, I got last night, or this morning, a statement from the steamship companies with reference to the number of people that have left Juneau since the first of August. I don't know how many months that is. I can't give you these figures separately because one of these steamship companies is an alien corporation and is forbidden to give out any figures with reference to the passengers that they transport, although I have the figures here and I am permitted to include them in the total. The total number of men, women and children who left Gastineau Channel along from the first August until the first of February, was 3,490. Those figures are accurate and they are taken from the passenger---

GOVERNOR STRONG: From June first, last year?

MR. FAULKNER: No; August 1, 1917, to the first day of February.

GOVERNOR STRONG: This year?

MR. FAULKNER: This year. August, September, October, November, December, January. That's six months.

GOVERNOR STRONG: I beg your pardon. Give me those figures again.

MR. FAULKNER: 3,490 passengers left this channel. Now, that doesn't take into account the passengers that were taken out on the steamers Humboldt and Alki, which would make it a great deal more, because we know that these boats, particularly the Alki, did a big passenger business while she was on the run. Now, of course, against that we have some passengers who have returned to the country. Those figures are not available here, but the steamship men have admitted to me that there is practically one-sixth who have returned. Now, one-sixth from that amount would leave something like 2800 people who left this Channel in the past six months and have remained away up to date. Of course, that includes men, women and children. Now, one company has segregated for me the men passengers from the others, and that company carried something

like 600 passengers and of that 600, 460 were men. Now, that alone, it seems to me, would speak for itself and show what the labor conditions are in the Territory at the present time. Everybody knows here, and it will be in the record for the consideration of the Council of Defense, that the population of this Channel is being depleted very rapidly and boats are going out with 50 to a hundred passengers. On one of the last trips of the Princess Sophia, she took eighty passengers from Juneau, Treadwell and Thane.

The mining companies do not want to force men, or to ask the men to work any longer than eight hours, unless it is absolutely necessary and unless it is agreeable to the men. It seems to me it is rather ridiculous to argue that proposition, because at this time we know that labor has got the upper hand not only here but everywhere, and the demands made by labor have been met by the shipbuilder and in all other industries.

Now, with reference to overtime in the shipyards, I want to infer some of these gentlemen---and the Council of National Defense will know this to be a fact---that there are men who are working not only one or two hours overtime, but that some men are working six to eight hours overtime in the shipyards in Seattle, in San Francisco and on the Atlantic Coast. There are men in Seattle who work eight hours in one shipyard who at the end of that period go over to another shipyard and work five or six hours there. This is being done, and the Government knows it is being done.

Now, on behalf of the Ellamar Mining Company, I want to state this: We have entered this war and we have entered it to win. It is necessary that we conserve all our resources; that we conserve and use all our resources. How are we going to be able to do this, if the hours of labor are restricted? The mining companies---none of these mining companies want to go back to the 9-hour day, even if they could do it or if they wanted to, because labor has the upper hand, and the laboring men will say, "We will not work nine hours here when we can go to the copper mines or shipyards and get eight hours; but what they do want is the privilege of working their men a few hours overtime

if it is necessary.

GOVERNOR STRONG: You are speaking now in behalf of the Ellamar Mining Company?

MR. FAULKNER: In behalf of all the mining companies. I am going to come to the Ellamar Mining Company a little later on. They want the privilege of employing men, working them, the men who are willing to do it, over eight hours in case it is necessary. There is no answer to that argument.

GOVERNOR STRONG: Do you mean in underground mining?

MR. FAULKNER: No, no; I mean on the surface and those occupations that are not affected by the general mining eight-hour law. That law has been in force for a period of five years. All the companies have lived up to it and nobody has any desire to change it. I think that last spring, when the legislature was in session, that some of the men in the Alaska-Juneau and Alaska-Gastineau mines were anxious to get in some overtime so that they could make as much money as some of the men made in the copper mines; and the legislature was requested to change that law, but they refused to do it and nothing has been heard of that proposition since. It was just a simple request that went to the legislature. Now, it seems to me that no laboring man can have any valid objection to that kind of a proposition for this reason: that if they don't want to work more than eight hours, they don't have to.

Now, these men talk about raising a garden. Of course, I don't like to ridicule any statement that any man made here, but I think that the Secretary of the Interior, if he is familiar at all with this section of the country, knows that most of the country stands on end and knows that we have mighty little soil that is suitable, knows that it rains most of the time and knows that agriculture is almost an impossibility, would not pay very much attention to that sort of argument.

MR. DOYLE: Excuse me just for a moment, one moment.

MR. FAULKNER: No, now, let me get through.

MR. DOYLE: I want to ask you this: Did you ever pass up that street that leads up from the cemetery? Did you see the gardens there?

MR. FAULKNER: Well, now, let me get through. I didn't interrupt you when you were talking.

MR. DOYLE: You're just referring to the remarks I made yesterday.

MR. FAULKNER: I will answer any question when I'm through, the same as I did with you. Now, supposing that it is the best agricultural land in the world. That argument might apply in some sections of Alaska. There may be a few small gardens here and there; there may be a few men who raise, by dint of long hours of cultivation and a lot of hard work, a few vegetables in some parts of the country, but I say, as a general proposition, that it doesn't apply to this section of the country. But we'll grant that it does. Now, that does not interfere; that sort of proposition would not interfere with that demand of these men who want to raise their little gardens, because at the end of their eight hours, it may be that there wouldn't be any overtime for them to put in anyway, but if these mining companies come to them and say, "Will you work a few hours overtime," there is nothing to prevent them from saying, "No, I want to go home and cultivate my garden."

Now with reference to the Ellamar Copper Co., as I said before, we are engaged in this great war. We all know that one of the very vital necessities is copper. Now the Ellamar Mining Company is engaged in the production of copper. They have the eight-hour day there and have had eight hours for their miners, underground employees, etc., and they don't want anything else; but they have tramways, they have railroads and they have steamships to handle; they have to transport that copper; they have to haul it down to the boats. Now that argument that Mr. Rustgard made about tying up ships applies to that company the same as it applies to any other company or corporation, and on behalf of this particular company I want to state that it is absolutely neces-

sary to have all the copper we can get. Now, it is going to work a handicap on them. Ships come into Ellamar for ore and sometimes they stay there for eight, ten fifteen, or twenty hours and load ore. Now, if there is only one crew of longshoremen and they can only work eight hours a day, it simply means that they will have to stay there three days loading a cargo that could have been loaded in a day and a half or perhaps all within 24 hours, if the men had been permitted to work overtime. And I don't think you will find that there is any genuine support to this law from the longshoremen themselves, and I don't think that any of them would oppose the law as it was. The very nature of their business demands that they work overtime.

Now, another thing. I am making this argument principally for the Ellamar Copper Co., but it applies to the Pacific Steamship Company. I don't represent the Pacific Coast Company, and I want to state that these are two separate and distinct companies. They have no connection with each other. Now, I want to state with reference to this longshoremen situation, that I have been informed---I don't know for sure, but I think I heard the remark yesterday that a ship was held up on account of a strike. I have been informed that it was not the strike, but that it was due to, absolutely to the shortage of labor. But here is something that I do know: The Patterson, the Government ship, was in here sometime last summer, to ship coal. They tried to get men, but were not able to get a full crew of longshoremen and laid here. Now, Captain Quillian went to Mr. Smiser, the district attorney here---he became desperate and went up there and made an application to have the United States prisoners sent down to load that ship because he couldn't get men. Now, the district attorney is here and can be called up^{on} to testify to that fact. Mr. Smiser told him that the prisoners were not available. Captain Quillian went down to the ship and they were unable to get anywhere near the coal on that ship that they needed and were obliged to sail out of here without having finished their coaling.

MR. OLIVER: Will you please allow me to interrupt you? I don't want to interrupt your statement, but you are mistaken in regard to the longshoremen, because at that time I was first officer of the Fern of the lighthouse establishment, and there was one of the crew that had come out on the Patterson. It is not customary for any ships in the United States service to employ longshoremen, and the reason why it was necessary for them to employ longshoremen was because they had no crew. There was dissatisfaction aboard the ship, and if you make a correct statement, why the crew had all left the ship here at the dock, and, in fact, the whole Survey, or the Geodetic Survey had a lot of labor trouble. It was due to dissatisfaction among the crew and not to any shortage of labor.

MR. FAULKNER: Well, I don't see how those remarks have anything to do it. If you think there wasn't a shortage of labor, I will just ask you to call up Mr. Smiser over here, if you are not satisfied with the statement that Captain Quillian applied for United States prisoners to coal his ship. What he says ought to have some bearing on the labor situation.

MR. FAULKNER: Now, on behalf of the Pacific Coast Gypsum Company, I want to say this: The company had an accident last summer, a spring broke through into their mine and it was flooded. They have been trying to get machinery to pump it out, to pump out that water so that they could go ahead, but they have been unable to do that yet, and on account of closing down the mine, they have had a very small crew since last August. I think they have now something like eight or nine men all told. Now, under this law, it is necessary for that company to have two sets of cooks, two sets of waiters and two sets of dishwashers. The crew of men they have out there is not much larger than the average family, but under this eight-hour law, it is impossible to do the cooking, etc., for that crew in eight hours. Now, the company has either to employ two shifts of men and pay them less, because they can't afford to pay them the same wages---or they are obliged

to violate the law. Now, I want to say, in this connection, with reference to violating the law by working an hour or two overtime and calling it an emergency, that no man or company wants to have it held over their head that they are violating the law; no company wants to be subject to prosecution at all times for working a few minutes overtime. He doesn't want to have the matter depend on a jury and he wants to abide by the law. I don't think there is anything in that contention.

Now, with reference to this whole matter, I want to say this: As I said before, the mining companies do not want to force the man to work more than eight hours. It would be a ridiculous proposition to say that they could force any man to work more than eight hours. The men have an eight-hour day and they are entitled to it, and they are going to have it. But now, in this time of great crises, great emergency, employers of labor in this Territory have been unable to get labor. There is no question about that. They have been unable to get it. A man can do as he wants and turn his hand to some other kind of labor. There is a very serious shortage of labor. Now, it seems to me that it is tampering with the defense of the country to put a law like this on the statute books that says absolutely that no man shall work more than eight hours whether he wants to or not.

Now, there is one other little matter. In this town there is a great shortage at the present time of stenographers. Now, sometimes an emergency comes up where we have to do a little work at night. Now, that law applies to stenographers and clerks just the same as to any other kind of work. A few days ago I had some work to do. The stenographer that I employ was employed by another man. I had to get some work out that evening and I violated the eight-hour law. I was obliged to do it, and I'll take my chance before any jury to convict me. I don't think they would do it. But, as I stated to Mr. Doyle, if he wants to ask me any questions, I will answer them.

MR. DOYLE: It is too bad; it is too bad entirely that this eight-hour

law has gone into effect. It is ridiculous; it is ridiculous in the extreme. It is ridiculous that even one man that is at the head of such a concern as the Treadwell Mining Company get up here and said he was breaking the provisions of the eight-hour law by thinking! That's just as much as the corporations; that's just as much as they feel about the 8-hour law. That is just the sentiment in a nutshell. A man must be thinking awfully hard when he comes bodily to such a point that he comes out to explain that he was breaking the eight-hour law by thinking. What is more ridiculous? If there has been an idea advanced, one single idea--listening to this whole thing from the start to finish, on the part of the corporations, there has been no reasonable excuse offered so far why the law should be suspended---not one---not a single iota. There is not a vestige of an argument advanced here all day yesterday or today. It is ridiculous in the extreme. Why if a laboring man made such an assertion, he would be hauled before the first court and sent to an insane asylum for making such a ridiculous statement---because it is a workman's bill. That is all.

MR. RICE: Mr. Bradley made a statement yesterday afternoon that there was a very great shortage of labor. Well, out of curiosity this morning I went down to Mr. Hector McLean, the employment agent of the Alaska-Juneau. I went up to Mr. McLean, and I said, "I want a job as carpenter helper." He said, "We have no jobs for carpenter helpers." "Very well; I want a job in the mill." "We have no jobs in the mill." "Thank you. I want a job as machine man." (I never worked as a machine man in my life or worked a machine, but I just asked him to see what he would say. Mr. McLean couldn't tell the difference anyway) "Mr. McLean said, "We don't need any machine men." I said, "Well, give me a job mucking." "We don't need any muckers." Well, if there is such a shortage of labor, why was I turned down.

MR. FAULKNER: Have you worked there before?

MR. RICE: Yes.

MR. FAULKNER: What was the reason for your leaving? Maybe that had something to do with it.

MR. RICE: Mr. Faulkner, when I left the Alaska-Juneau, Mr. McLean stopped me on the street and wanted me to come back to work, and he told me to come back whenever I wanted to. I have never worked yet at any place that I can't go back to---any place in the United States or Mexico---and get a job, if there is a vacancy. Now, if there is such a shortage of labor, why can't we get a job?

As for that coal boat being tied up last summer, there was a strike. The longshoremen wanted more pay and they went on a strike for a dollar an hour. I am not a longshoreman myself, but I am in sympathy with them. They have a longshoremen's union here the same as anywhere else, and I understand that they gave the boss of the union men a blue ticket out of town. Whether that is true or not, I can't say, and they said, "We won't go to work. Mr. Young has made the statement that he has been around the saloons asking men to go to work when the Latouche lay idle for three days. I don't blame them, if they won't give them what the working man wants. Now, they are contented. They are getting 75 cents an hour. There are lots of fishermen idle around town that would like to get on longshoring, and now when a boat comes in there's about 25 or 30 men hanging around looking for a job.

MR. HARRISON. In answer to Mr. Faulkner's statement that there is positively no labor over the United States to be obtained at the present time, I would like to say that two weeks ago, at the request of the Council of National Defense, Samuel Gompers was requested to make a statement in regard to labor conditions at large over the United States, and it is a generally accepted fact that that man is in a position to speak intelligently upon that subject, is it not?

MR. FAULKNER: I don't know

MR. HARRISON: You don't know whether Samuel Gompers is in a position to speak intelligently upon the labor supply all over the United States? If you don't, how, under the light of the sun, do you claim to be in a position to speak intelligently upon the subject of a shortage or surplus of labor over the Territory of Alaska? You, I, or anybody else here?

MR. RICE: Mr. Faulkner, when I left the Alaska-Juneau, Mr. McLean stopped me on the street and wanted me to come back to work, and he told me to come back whenever I wanted to. I have never worked yet at any place that I can't go back to---any place in the United States or Mexico---and get a job, if there is a vacancy. Now, if there is such a shortage of labor, why can't we get a job?

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MR. FAULKNER: I tell you all you have to do is to look at the Government posters. They're not going to call for men if they don't need them.

MR. DOYLE: Is there employment for these men?

MR. FAULKNER: Yes.

MR. DOYLE: They want to register them; they want two million men for the army, but I don't know where else they want any men.

MR. FAULKNER: Oh, well, you couldn't probably get a job sweeping carpets, or something like that, if that's what you're looking for.

MR. DOYLE: No, no; a job handling tools or anything else.

MR. HARRISON: We are going to have, at this stage of the game, this understanding; that it was reported---the report was given by Samuel Gompers to the Council of National Defense, that at the present writing there was considered in no particular part of the United States a shortage of labor. In the shipbuilding industry, it is an acknowledged fact that in certain, few lines of that industry, there might be a shortage. That was an acknowledged fact; but as a general proposition, the labor conditions over the United States were not conceded to be such that there was a shortage of labor, and in answer to the request of the Kansas Governor to the President of the United States himself, Samuel Gompers makes this reply, that there is absolutely no question of the conditions of labor, or the ability of labor to meet the demands of the farmers over the territories or over the states of the Union to take care of the crops that are being grown. That statement was made to the Council of National Defense less than two weeks ago at the request of this Government, and it seems to me that if a man who is at the head of the labor industry of this country is not competent to make a statement as to the labor supply of the country, I can't see where any one individual from this little, out-of-the-way post can say that there is a shortage of labor. And in regard to Mr. Faulkner's statements that at the present time there is a shortage of labor, I would like to come back to his statements in regard to the employment

of men and the operation of the mine at Gypsum, I happen to know a little something about that industry. Mr. Faulkner, do they want more men? You say they were running a crew of eight or nine there.

MR. FAULKNER: No; I didn't say that they wanted men to work there, because the mine is flooded, but I said that the law will work a hardship on them.

MR. HARRISON: Well, then, let us get it straight, that the mine at Gypsum is not short of labor.

MR. FAULKNER: Not now, but it will be when they get the mine pumped out.

MR. HARRISON: Well, that is something looking into the future. We are talking about conditions at the present writing.

MR. FAULKNER: Well, I did say that they would have to have two crews.

MR. HARRISON: Well, that is unfortunate that some little industry that employes eight or nine men---it is unfortunate that the law could not be so arranged whereby some little institution could receive all the benefits from the law. There are many things that are written into the laws of the United States that govern us poor people that certainly would not be wanted by this delegation if they could have their say; but unfortunately we have to abide by those laws just the same. And I want to state this that, to my personal knowledge, last fall, the Gypsum mine released some five or six men. Some of them are employed at the present time in Juneau and others are out of work. One of them is employed as a watchman on the Alki; another one is employed in the Alaska-Juneau; but we do know that they have all the labor they want at the present writing.

And in regard to a statement that Mr. Robertson made yesterday, relative to the Wrnagell mill and their inability to supply the demands of certain packing companies for boxes, let me state this: that for five months out of every year since that institution was started, or since that mill was started, their plant has laid idle. The conditions at Cordova, the conditions on the

Channel ports here are such that it is almost a physical impossibility after the first of November, to get logs into this Channel, but those conditions do not prevail down there at Wrangell. They procure logs much closer to their plant and the waters that they have to transport their logs through are not such that it makes conditions the same as they are at this particular place or up to the westward.

MR. ROBERTSON: You are speaking now from hearsay or from your own knowledge?

MR. HARRISON: I am speaking partly by actual facts.

MR. ROBERTSON: You have been employed at Wrangell?

MR. HARRISON: I have never been employed at Wrangell, but I have been through there many times and I knew considerable of the lumber industry around there.

MR. ROBERTSON: I just wanted to know if---

MR. HARRISON: I would like very much if Mr. Robertson will answer this question. Can you produce evidence from the Wrangell mill, the operators of that mill---

GOVERNOR STRONG: Do I understand you to say that the mill is idle five months every year?

MR. HARRISON: Four to five months every year. Since this mill commenced operations, it would average five months every year.

MR. ROBERTSON: Well, now, you're badly mistaken, because I have a telegram that will show what the facts are.

There's a few more things, Governor, which I would like to state. Yesterday, at the time I was talking relative to the concerns I represent, I did not say anything on behalf of the Canadian Pacific Steamship Company, for the reason that I understood that Judge Gorham would be here this morning and he was going to appear for some of the other transportation companies, and I thought that probably Judge Gorham knew much more about the facts and the

Canadian Pacific Company, being an alien corporation, didn't in any way desire to take a prominent part---that is to say, it desires entirely to obey this law, as the public generally know that they have always intended to obey the law, but that it did wish to have the circumstances stated.

Now, for instance at Skagway, where, as we all know, they handle a great deal of freight going up over the line, either to the interior or into Yukon Territory. I understand that they have no, or but few, longshoremen. I don't know just which it is. It is either very few men there who do longshoring or else there are none, and the dock company has them employed. It has been the custom of the steamship company heretofore that their crew of men on board the boats would act as the longshoremen. For instance, they are generally detained there from, say, Wednesday and they work over until Thursday.

GOVERNOR STRONG: Now you are speaking with particular reference to the Canadian Pacific Steamship Co.?

MR. ROBERTSON: The Canadian Pacific Steamship Company. Now, as it is, under the present circumstances, so far as any practical method of working out the longshoring of freight at Skagway is concerned, the general agent, who is certainly a very practical, hard-headed, shrewd business man, Mr. Lewis, tells me that he has been unable to figure out any way by which they can unload their boats at Skagway at the present time, except by remaining there---for instance, if they have freight that it takes them, if they have enough freight to require 24 hours for unloading, it absolutely means that they have got to remain there at least two whole days---that is to say, they have got to put in one 24-hour day for each eight hours' work. The eight-hour law applies to the calendar day and not a 24-hour day, and they may be able to operate by starting in the morning and quitting at the end of eight hours and commencing again at the middle of the night; otherwise it simply means that they will have to hold a boat for one full 24-hour day for each eight hours they have men employed on that boat. At Skagway there is not an overabundance of labor,

regardless of what these gentlemen may say about the unfortunate part of their being out of work at the present time, and it remains a fact that at least one man who has talked here has informed me himself that, while he is not employed at the present, it is due to his own personal wishes. Of course, he probably has that right. That is a constitutional right granted him, but so far as the other proposition is concerned, the fact remains that around these small towns you can't pick up labor of this kind. At Skagway that is particularly true. It means that this company, which has been engaged as well all knew, in picking up a good deal of airplane stock for the Canadian and British governments, our allies in this war, if it gets an order or a chance to pick up airplane stock at an outlying place or at any other place where these men cannot be obtained, they they have absolutely got no way of putting that freight on board that ship or taking it off, and they can't carry a crew of longshoremen for these small jobs. While tourist business will undoubtedly fall off, we all know that the situation here is peculiar. We may go for ten days and not get a boat, and it has been that long, I think this winter, without a boat. Then a boat comes in and there is a whole lot of mail; there are also passengers coming and going, baggage and freight. If the agents of this company are only permitted, under this law, to work eight hours---for instance, if Mr. Lewis, who is general agent for the company for Alaska, who is just as much subject to this law as anybody else and who, regardless of what Mr. Doyle or anybody else says, has physical work as well as clerical to do, he is not permitted to work more than eight hours. Now, how are they going to handle their business? A boat gets in here with a whole lot of mail--and it's an effort to handle mail; it's hard work and it's not as easy as it looks. How are they going to overcome the eight-hour law. It absolutely means that if they live up to the spirit and letter of this law, that there is no way in which they can overcome it. That's is the point that I want to make and which I wish to impress not only on yourself, but on these gentlemen here. I am not, in any way, decrying the merits of the eight-hour

law. I don't understand that any of the people that I represent are decrying any of the merits of the 8-hour law, but we do contend that, at the present with the war that this country is engaged in, that the reasons which they have advanced are sufficient to warrant the suspension of this law temporarily. It is just; there is no injustice, whatsoever being done to the laboring man to ask him to work more than eight hours a day and to say to him that we are willing to pay overtime during the war. If the laboring man doesn't want to do it, he doesn't have to. Of course, the laboring man might argue that if he doesn't work, he will lose his job. That may be true in certain instances, but you can't judge all the employers by the few sporadic instances of men who, instead of carrying out the wishes of the law, should do it in that manner. This concern is engaged in transportation. Transportation is another one of the vital factors for the winning of this war, but regardless of the transportation of troops through Canadian territory or passengers from the United States territory, it carries airplane stock, which is a direct vital war material and which is necessary. It has been conceded that it is through airplanes that the United States and its Allies are to eventually stem the tide of the German government.

MR. RICE: I would like to ask Mr. Robertson a question.

MR. ROBERTSON: Just wait a minute till I get through here. Now, yesterday, Mr. Oliver here made the statement that there are vast numbers of idle men at Ketchikan and Wrangell. Of course, I don't wish to misquote Mr. Oliver, but he said, in fact, that there was an army or herds of idle men at Wrangell or Ketchikan, I don't know which. It may be that I misunderstood Mr. Oliver, but the idea I got that he attempted to convey was that there were not only idle men but that these idle men sought and desired to obtain work. That has nothing whatsoever to do with this question. I might be out here idle and not do any work for fourteen years, but that has got nothing to do with the 8-hour law so long as I do not seek work. Of course, if they do seek work and do not get it, they undoubtedly have a kick coming. I, therefore, wired

down to Ketchikan and Wrangell, and, in order to make my message convey what I wanted to get, I wired Mr. Harvey S. Stackpole--I believe his initials are Harvey S. Stackpole---as follows:

Please wire me immediately whether any idle men at Ketchikan and say number and why idle. Is it due to lack of opportunity for work or laziness.

I worded it that way because I wanted to know whether or not it was simply because the men didn't have an opportunity to go to work, which, of course, is a good excuse, or to see whether or not it was just because they didn't care to work. I have an answer back from Mr. Stackpole as follows:

Any man wanting to work can get same. Some do not want work; rather dynamite.

Now, that---I will submit that Mr. Stackpole is a reputable citizen of Ketchikan; that his reputation and standing in Ketchikan is equal, if not superior, to Mr. Oliver's; that Mr. Stackpole is a young man in business in Ketchikan, and that he has been brought up as a boy there; that he attended the schools there and that his parents are respectable people---His father is Judge Stackpole---that he was a Government employee for years and that he would have absolutely no object whatsoever in making any misrepresentation either to you or to myself when just a simple question is put to him in that manner; and I will file a copy of that telegram and also a copy of his answer.

I also wired the Wrangell sawmill. There was some statements made here yesterday that they ought to get a double crew of men. Mr. Hubbard seemed to feel that there are a great number of idle men out in the Third division of Alaska. Now, Mr. Hubbard did not go to the trouble of telling us where these men were located, but if, no doubt if they are there, he could do so, but any man, whether he is an employer or whether he is an employee, whether he has put a dollar or whether he is put a million dollars into a business like these big corporations here have---any man knows that with an average business or any ordinary business, it takes a peculiarly profitable business and a business whose output is increasing in tremendous quantities, to permit

any business to put on a double crew of men. Now, during this---since we have engaged in this war, we have increased the shipbuilding industry fifteen times and the Government of the United States, in officially announcing that fact, calls attention to the fact that in peace times to increase an industry twice is a remarkable thing to do, and that is likewise the case with this mill. I don't have any doubt that some of these men have been employers probably, but these men they knew that the business cannot put on a double crew of men simply because you have got a few extra orders even though they run into a good many thousand dollars. I, therefore wired the Wrangell Sylvester Mill as follows:

Wire me immediately whether your mill idle at present. If it is, why is it you don't operate this time of year. Also wire whether any idle men at present and if so, number and reason for idleness. Can they obtain work if want to. Also mail or Spokane or wire prices this year as compared last, same output as compared with last. Have Bender send same information.

I got an answer back. I have the original, but I will file a copy of the original with you. It reads---

Mill idle; shut down account shortage of labor. Repairs badly needed. Have had big gang at work all winter. Legs short; offering fifty per cent more, asking fifty per cent more for lumber. Will not have full crew to start with. Cannot estimate future output of spruce.

Now, that is the situation at Wrangell. Even though they offer to pay fifty per cent, they cannot get a full gang to start out with.

MR. HARRISON: May I ask a question? What did they pay for labor last year?

MR. ROBERTSON: I can't tell you about last year. It isn't because I'm not willing, but I don't know.

MR. HARRISON: Well, we'll presume that it wasn't over three dollars. Now, I want you to get this. If it were only three dollars a day last year and they are paying fifty per cent more this year, I will venture to say that when the Wrangell sawmill starts up, they won't be paying three dollars plus fifty per cent for ordinary labor.

MR. ROBERTSON: Well, I know, Mr. Harrison, but the unfortunate trouble with you---with your statement, is that you haven't any evidence to show that they are not; if you had such evidence it would be different. Otherwise your statement simply means nothing.

MR. HARRISON: Mr. Robertson, to your personal knowledge, on the past six or seven trips of the Princess boats out of this Channel ports, has there been any airplane lumber transferred, any stock, to them.

MR. ROBERTSON: I can't tell you that, but I would be very glad to make any inquiries.

MR. HARRISON: And if there is a shortage of that kind of lumber, and it is unquestionably granted by everybody that there is a shortage of this airplane lumber, but if the employers of Alaska are granted the privilege of suspending the 8-hour law, I can't see how it is, in any material way, going to affect that proposition in the least---

MR. ROBERTSON: Well, now, wait; let me continue and finish what I started to tell you.

MR. HARRISON: Beg your pardon; I thought you had finished.

MR. ROBERTSON: Now, I received the following telegram from the Alaska Logging Company:

Unable to get sufficient number of men to make any output at all. Unable to meet expenses and we might be forced to shut down. Hope they will suspend eight-hour law."

Now, Your Excellency, I am not criticizing Mr. Harrison's statement. In fact, I have no doubt, whatsoever, of Mr. Harrison's entire good faith, but I am equally of as good faith as Mr. Harrison. These concerns---every one of these four concerns for which I have appeared here are all directly---I think I can say without exaggeration, directly, because they certainly are indirectly; but they are directly engaged in the supplying of materials which will help win this war, and why on earth an 8-hour law should not be suspended if it will help win the war is something I can't see. It is unfortunate, of course, that if it be suspended and they get out these orders, that they will probably

make profits, but we all knew that the Government is doing its best to get what profits any man makes, not only the corporations, but every man whose income is more than \$2,000 a year, has to pay an income tax. So, we can't help the fact that men go into business to make money. But these people--- I have read to you and I will file copies of them, have received letters and telegrams from the officials of the United States Government which request all these concerns, except the steamship company, to absolutely furnish just as much as possible of these various kinds of material. Now, it is important that that be done. Mr. Harrison and other men here ask why it is that they have an eight-hour day down in the shipyards. Now, in that connection, while I don't know the author of this article, I am going to file it and ask that it be made a part of this record. It is an article by Walter V. Weekle in the Sunset magazine, which I believe has the endorsement of the management of the magazine. It certainly has some bearing on the question under the discussion and it gives us some conception of the conditions which exist in the shipyards today; and, so far as men working overtime is concerned, as a matter of fact the Government is urging men to work overtime. We know that it is a sad fact that throughout the United States at the present time the Government is begging the men to stay at work, because a great many of them are making so much money that after working for two or three weeks they say, "We have made enough money," and quit. That is probably a mighty fine ideal when a man gets to the point where he can say, "I've got money enough to keep myself, so, therefore, let the other man do the work." That would probably be a wonderful thing in time of peace, but in times of crises like this when it is important that every man drive just as many rivets, for instance, per day, in eight hours as he can, and if he is willing to work only eight hours and will not work overtime and be paid well for it and drive as many rivets in that time as he can, then I say it is time to suspend the eight-hour law for such industries, at least, that furnish direct materials to assist the country in the war. Every time, of course, from the laboring

man's point of view they think of the profits that the people are going to make. That is unfortunate if you use that as your argument, because we can't help that. The Government with the income tax is going to take, if I'm correct---I don't think it takes 80 per cent, but it takes as much as 63 per cent or 67 per cent above a certain amount. Of course, that is a tremendous amount and I suppose that there is no corporation in this Territory except probably the copper corporations that will pay on that basis. The fact is that there is a labor shortage, and to my mind for us, for any of us, Mr. Harrison or either of the men on the other side, to argue whether or not there is a labor shortage in this country at the present time, is absurd. It needs no proof. It is a demonstrated fact and it exists at the present time. There is a shortage of laboring men not only in the United States, but in the whole world at this time. Why is it? It is because millions and millions of young men who are ordinarily engaged in labor and who are in the prime of life, are now on the battlefields or else they are training to get on the battlefields right in this country. The Secretary of War made here, within ten days, the statement that we have two million men under arms. That means two million men who are patriotic, laboring men, who are in the army, and there is a shortage regardless of what Mr. Gompers or any other man can state, because the United States Government, which goes to Mr. Gompers for information relative to the labor situation, according to Mr. Harrison, the United States Government at the present, in every state in the Union is asking or seeking to employ 400,000 men. Doesn't make any difference what Mr. Doyle says to the contrary, it is seeking to employ 400,000 men. It wants to enroll many more than that---hundreds of thousands of men---men who can use tools in any capacity. Mr. Harrison may be out of a job today. The shipyards aren't here. It is going to take time to get Mr. Harrison into a job. I have no authority to employ men, but only to enroll them, but eventually the Government is going to need these men---within seven months, of which January is a part. It needs

400,000 men in the shipyards and where is it going to get them? It has got to pick it out from these idle men or else take them from other industries, and at the present time I know that employers of labor like Mr. Bradley and Mr. Jackson and other men who employ laborers, have wavered, and while they haven't said anything to me personally, I knew from the statements that I have made that they are wondering whether or not it is a wise move in Alaska to campaign to have men enrolled because they are afraid that it will draw away what little supply is left, and it doesn't need any statement from me to prove that there is a shortage of labor. The fact that these men, Mr. Hollywood or someone else can get a job, that is no demonstration whatsoever that there is a lack or oversupply of labor in this Territory or in this city. As a matter of fact, I can show you an illustration of that. For one thing they may not want to employ Mr. Hollywood personally. Mr. Hollywood might come down to my office and may want a job as bookkeeper, and he might be the best bookkeeper or the best stenographer in the United States or in Alaska, but that is no reason that because he comes to my office and I don't employ him that there may not be a shortage of bookkeepers and stenographers in this town. As a matter of fact, take the stenographers for an illustration. At the present time in this town, while probably there isn't anybody who is a good stenographer who is out of a job, if your stenographer quits you and you try to employ another on a moment's notice, or a few days' notice, you'll find that you can't do it, though there may be two or three people who are all stenographers and looking for jobs, but the first man that comes to you or the first lady that may come to you, you may not like her looks or his looks and so it goes. On the other hand, she may not like the hours, may not like the situation, the lights or something else. I assume that it is the same way with the laboring man, and that may be the reason why these men are not employed who are here.

MR. BARNETT: Listen; if you want the men, we'll have them here for you, any amount of them, and they are in the city. We'll call a mass meeting

and fill the biggest hall in town plumb full and show the Government that there is an overplus of labor. We'll have a mass meeting tonight again and put this thing through. We can get them right here. Why right in the cooks and waiters' union we have an overplus of labor.

MR. ROBERTSON: Mr. Rice told me that he had been out of work.

MR. RICE: At my own trade.

MR. ROBERTSON: Yes, and at your own wish. You have lost your job; you quit.

MR. RICE: That's all right, isn't it.

MR. ROBERTSON: But I am not criticizing. I just want to know if that isn't the situation.

MR. DOYLE: I think that is a fine idea. Why, when I ask for a job, if there is such a shortage of men, if they are, why don't they take me. There are three or four men out of a job and will be tickled to death to get a job down at that Wrangell sawmill if they give them fifty per cent more.

MR. BARNETT: We'll all go.

MR. HARRISON: I would like to make this statement---

MR. ROBERTSON: Pardon me, Mr. Harrison. These men say they would be glad to go to work. But I submit it does not demonstrate, whatsoever, by the fact that there are a few men out of work, that there is an oversupply of labor. We have got to consider another fact. For one thing, there are lots of men who are engaged in the fishing business of Alaska. For instance, the halibut fishermen have been idle since about the,--well since about a week or ten days before Christmas, and the first boats went out to the banks about ten days ago. Now, these men have been idle something like six weeks to two months, and many men in this town are fishermen. Take for instance, Petersburg, the idleness of the fishermen down there is not an indication that they are out of work because there is a large percentage of men who work at seasonal occupations. They are fixing up their boats or probably

making some other improvements. I mean men with families who are anxious to get ahead with the world's goods. They are simply waiting for the weather or the season to go out again. That is true with the salmon fishing, true with troling and the whole gamut of trade and seasonal occupations. It is also true, I think, as I stated yesterday, it is true to a great extent with such occupations as building in this town. Now, Mr. Rice stated here yesterday that Mr. August Buschman last August, I think he said, came here to pick up a crew of fifteen men to go out to the Deep Sea Salmon Co.'s plant. Now the employers, I assume laboring men, like the rest of us, have employers that they prefer to work for. Mr. Rice will tell you, just like he told me---and I can substantiate his friendship with Mr. Buschmann, that Mr. Buschmann is looked upon as a good man to work for. He has arisen from the laboring men himself within the last fifteen years or so, and he not only pays good wages, but he treats his men like men should be treated, and that is one of the main reasons why Mr. Rice was able to pick up fifteen men for him, because they knew that they were going to work for Mr. Buschmann. Furthermore, I think there is an additional fact which Mr. Rice will bear me out in---that at the time Mr. Buschmann came for these men, which was either in the latter part of August or the first part of September, wasn't it?

MR. RICE: First part of September.

MR. ROBERTSON : The boats were already commencing to bring cannery crews back from the westward. There were a good many that were here that dropped out here, either dropped out through carelessness or through other circumstances or dropped out intentionally. For instance, I knew one man who got into a mixup here that was detained here. That man came here from Yakutat; he lost his ticket and he was in my office when Mr. Buschmann was here, and he was picked up and went out with Mr. Buschmann to work. I don't know what he worked at, but he told me himself that he helped to build a cannery there. Whether he was a carpenter or helper, or just a day laborer

I don't know; but that is the situation. I don't happen to be an employer of labor myself, except in a very limited way, simply a clerical person or two in my office, but I do know, as I stated yesterday---and I stated it without in any wise hedging on it---that for a period of at least two or three months last fall, in fact up to just prior to Christmas, I hunted this town for a man to do some work for me, for 40 to 50 cents an hour, depending on what he was willing to work for in doing a little excavating, and it was impossible for me to get anyone. I had a man like Mr. Dave Housel, who employs men regularly, looking for me, and even he couldn't find anybody. We did get one man and he quit.

MR. HOLLYWOOD: How did you get your place excavated?

MR. ROBERTSON: I didn't have it excavated.

MR. HOLLYWOOD: I have never seen any of your signs up anywhere, and I have been around here for the last two years. There is a blackboard right on Burford's corner, and if you wanted a man all you had to do was to put a sign on that and you would have got one quick.

MR. DOYLE: Your Excellency, just a few words; Mr. Robertson, the whole while he has been talking he expressed the whole sentiment in just a few words---with regard to Mr. Buschmann, in regard to getting his crew. He said that the reason that Mr. Buschmann got his crew was because he treated the men right and had no trouble getting them. It voices the whole thing that was said in two days of talking. Any man that treat men right they have no trouble getting a crew. There's always plenty and sufficient labor, and I am very thankful that Mr. Robertson acknowledged that fact.

MR. OLIVER: Your Excellency, I am here in behalf of the fishermen of southeastern Alaska and the citizens of Ketchikan. I am not prepared at this time at this stage of the discussion to advance the purpose that I'm here for, but I have listened to the gentlemen on both sides of the question, and I think that the men who have come here to oppose the eight-hour law failed in their duty to their masters. * * * * *

MR. FAULKNER: There is one other matter that I want to add on behalf of the Pacific Steamship Company. Mr. Ewing, the agent of the company, resigned and left here a few days ago. Mr. Gallagher was appointed in his place. They had a stenographer down there, clerk and stenographer, a young man named Tacehek, who left a couple of days ago to join the army. That left Mr. Gallagher absolutely alone to handle all the business, meet the boats and so on. Now, in order for him to do all that, it is going to be necessary to violate this eight-hour law. Now, today the Spokane is due and Mr. Gallagher was obliged to keep the office open, and he will have to meet the boat tonight. The Spokane will probably be along sometime this evening, so today it is going to be necessary for him to violate the law. He can't get a clerk or stenographer on a day's notice, or two days' notice, or perhaps a week's notice, and it may take a month or more to get a man. I cite this instance of the Pacific Steamship Company because I think it is a very good one. Now, Mr. Gallagher himself has no objection to working more than eight hours. He has got to work down there during the day and he has to get up sometime during the night to attend to his duties, but under this law he is not going to be permitted to do it. I just cite that as an instance.

MR. OLIVER: I would like to make that interpretation. There is an emergency clause in that law and if Mr. Gallagher was to go to the commissioner or some other court of competent jurisdiction and state his case, he would be---

MR. FAULKNER: Mr. Oliver, I want to state that no man or company is going to leave himself subject to prosecution, and there is no such emergency clause in that law.

MR. HARRISON: It seems to me that both of these propositions are out of place, because we have a law to govern us. Why did not this gentleman and that gentleman, or any other gentleman that is opposed to the law, question these points in the law before it was passed? That was the proper time to

settle this thing. We have it today, and I would like to ask Mr. Robertson, if he is present, I would like to ask you why yesterday or this morning when you were making your little talk, you did not answer the question why, if it became necessary and we were so short of labor in this country, why the Government was not in a position to commandeer labor and send them, or demand that labor be sent to this country to perform the necessary jobs just the same as it's able to draft men to go to Europe? There are hundreds upon thousands of young men of this country today that have voluntarily taken the field and have gone to Europe or gone into the different cantonments and training camps. There are others, hundreds of thousands of young men who would prefer to be in some other business. The Government has called them and, rather than be stamped disloyal citizens, they have taken it upon themselves to volunteer for the service of their Government.

MR. ROBERTSON: Is that your question?

MR. HARRISON: I asked the question why the Government cannot send men to this country.

MR. ROBERTSON: For one thing the Government prefers to do it through voluntary measures. This enrollment is voluntary. That is a certain part of human nature that if a man does something voluntarily instead of being forced to do it, he does it more willingly. The Government has no power to conscript laboring men for any employment except military employment. At the present time, it is being thought, or at least being discussed, as to whether or not the Government of the United States, or the legislatures of the States, cannot pass an act conscripting men for labor. There are many men in the Unions who think it interferes with liberty. That is a political question and it couldn't be answered until it went to the polls and was voted on.

MR. HARRISON: That's a fine idea. The gentleman stated that it was voluntary acts that the Government wanted. We had nearly 10,500 voters that voted for this law in the Territory of Alaska, controlling labor, so why

shouldn't that rule apply in this case here?

MR. ROBERTSON: Well, because Mr. Harrison, when you voted (I unfortunately happened to be down in the States), but when you voted, the great proportion of those who voted for that law a year ago this fall, did not realize that we were going to be in a war. As a matter of fact, President Wilson at that time was reelected by the nation on the very basis that he kept us out of war; but if you put this to a vote today, to the 10,000 voters of Alaska that voted for that law, you would see whether or not they wouldn't be willing to exempt any industry that contributes directly or indirectly to the war. Even a year ago when the legislature passed this act, when Mr. Hubbard here and our legislature passed that act, they took the precaution to put in the law a clause that it could be suspended during the continuation or duration of this present war or any future war; at least during the duration of this present war, by the the Governor if either the Secretary of the Interior or the Council of National Defense requested it. Even at that time, no matter what you now say about their wisdom or lack of wisdom, they were wise enough to put in that provision. Now, the Secretary of the Interior and the National Council of Defense have realized that the emergency is so great that they have requested his honor to hold public hearings in which can be presented facts as to the reasons why or why not it should be suspended; and, as a matter of fact, Mr. Harrison, so far as any industry which I have sought to represent here personally myself--- I don't say that the arguments of the other gentlemen aren't good, but there hasn't been a man who claims to work in that industry; there isn't a man who has advanced any theory. Your entire theory is not based against them. It is based against Mr. Bradley and Mr. Jackson, and they state to you very frankly that they are satisfied with that law and that all they want is the privilege of working a man half an hour or an hour overtime when it is necessary. You haven't advanced---I submit it to the Governor, when he goes over this record, that you haven't advanced a single argument

against any point that I have made for the four industries that I have represented here. Mr. Oliver here represents the fishermen. Governor Strong has stated that so far as the taking of canning of fish is concerned, that law has been suspended. The only thing that I therefore request is so far as the production of fats, oils and glycerine is concerned.

MR. HARRISON: Mr. Robertson, in conjunction with the statement you have just made, there is one question I would like to ask here again, and there is one thing I would like to have you look into and that is the question I asked you relative to the Wrangell mill and why they are laid up so long.

MR. ROBERTSON: You don't need an answer to that question. I answered that question direct in that telegram from them. That telegram answers absolutely that question. Besides, you're mistaken as to laying up five months; and I will state for the purpose of the record, even though I am not in the logging business or a lumberman, that as a matter of fact, and it is a fact of common knowledge in respect to Alaska, that the loggers get out their logs at this time of the year, commencing along about the first of December and that the mills are shut down there at that time only until the first supply of timber comes out again. It is due to the peculiar condition that the mills depend on the logs and the logs depend upon the mill, and the two have to go together to make an occupation, and it is seasonal. But, so far as the waters near Wrangell are concerned, you are entirely mistaken as to their being able to take a tow of logs into Wrangell at this time of the year. I mean under adverse weather conditions. The logs are not at Wrangell, and the nearest place to there where they were getting them was Banks Island, near the end of Wrangell Straits. They have logs along the Straits there around through Deer Bay and various other places, but any man who has traveled through those waters in a severe storm in one of the big boats will know that you can not take a boom of logs through there under weather conditions that exist in December and January. I will further state to you that in the month of December weather conditions in from Wrangell out through to Clarence Straits and on the other way toward

Cape Fanshaw were so bad that small boats could not navigate there at all.

MR. HOLLYWOOD: Is the Wrangell mill getting logs at present.

MR. ROBERTSON: No; they're not getting any logs at present.

MR. HOLLYWOOD: Did you hear of the Wrangell sawmill losing a boom of logs.

MR. ROBERTSON: Wrangell sawmill losing a boom of logs?

MR. HOLLYWOOD: Yes, by being towed.

MR. ROBERTSON: Well, I don't know as I ever heard of anyone losing a boom. I can tell you this, that the Wrangell sawmill at the present time has a lawsuit pending for the reason that they lost a barge with either a boom of logs or a tow of logs some place around Cape Fanshaw, which Captain Madsen claims he salvaged, and on the other hand the Wrangell Sylvester mill claims he didn't salvage it.

MR. HOLLYWOOD: I don't know anything about that. That was a scow with lumber that was being towed up from the logging camps situated about Wrangell in Rocky Pass.

MR. ROBERTSON: Well, do you know how far Rocky Pass is from Wrangell?

MR. HOLLYWOOD: Well, there isn't any open waters.

MR. ROBERTSON. How about Clarence Straits? You've got to go through Clarence Straits. It's some 70, 80 miles, at least. It's 45 miles out from Stern Island to Wrangell. How many booms of logs have you taken through there?

MR. HOLLYWOOD: Well, I have never taken any logs through there, but I know that logging camps are very seldom working in the winter, for the simple reason that they can't get out. The snows are four or five feet deep and they have to get all their logs in the fall and winter; and if the sawmills wanted to run all winter, they could put on an extra tug and have their camps at a place where there's absolutely no chance of losing a boom of logs.

MR. HARRISON: Mr. Robertson, when did the Government commence calling or demanding this Alaska spruce?

MR. ROBERTSON: Well, as a matter of fact, the British Government sent a Canadian officer through this Territory, I don't know just exactly how long ago, but my best recollection is that it was at least six months to a

year before we entered the war that they sent a British or Canadian officer, but it is a fact of common knowledge that any man who has kept up on the present war knows that the Government of the United States realized from the moment we entered this way, that airplane stock was necessary; that it was short and that Alaska spruce is one of the best woods for that airplane stock, and as I stated to the Governor, if it had not been for the fact that the Government has had a number of eminent chemists at work who invented or discovered a method of kilndrying green spruce from Oregon and Washington within a few weeks, probably at the present time we would not have enough airplane stock for the vast number of airplanes that the Government wants to build, and they need every bit of airplane stock that they can get from Alaska.

MR. HARRISON: Then, if that be true, there is no reason, under the light of the sun, why the last eight^{een} months these different sawmills have not been preparing a surplus of logs ahead of them.

MR. ROBERTSON: Well, of course, that is a political question.

MR. HARRISON: Well, that may be a political question, but the Wrangell mill today could be operating. We know that the Wrangell mill could have been operating today if it had the logs.

MR. ROBERTSON: Mr. Harrison, do you think, for instance, that I'm better versed in your affairs than you are yourself?

MR. HARRISON: No, but I'm not---

MR. ROBERTSON: Do you think that if the Wrangell sawmill makes a plain statement in a telegram, do you suppose that they don't know more about these facts than you do?

MR. HARRISON: Well, I suppose that they ought to---

MR. ROBERTSON: Well, then; what's the use of---

MR. HARRISON: But wait a minute. I am going to answer that.

MR. ROBERTSON: All right.

MR. HARRISON: They have answered that question in just this way; that they have no logs, haven't they?

MR. ROBERTSON: Yes.

MR. HARRISON: One reason is that they are paying 50 per cent more.

MR. ROBERTSON: THAT'S two answers.

MR. HARRISON: That's two answers, and another answer is they are paying 50 per cent more for logs; and they are not operating today.

MR. ROBERTSON: But you don't get all answers; you miss two or three; you miss bad weather; you miss that the machinery was broken down and that sort of thing.

MR. HARRISON: That's fine; that is most excellent. How long does it take to fix up their machinery? When the Wrangell sawmill starts up in the summer and a piece of machinery breaks down, how long do you anticipate, even with a shortage of labor, that it is going to take them to start that mill in motion? Why should it necessitate such a tremendous length of time and energy? Now, I happen to have set up boilers of sawmills and I know something about the required length of time that it takes to set its wheels in motion, from the time the structure is completed and the machinery is put in to the time it is started. I happen to know something about mills and I know that it doesn't take any four or five months by any manner or means.

SENATOR HUBBARD: Is it not a fact that all these objections could be obviated if the employer was disposed to spend a little more money.

MR. ROBERTSON: How so?

SENATOR HUBBARD: Well, you can hire more men with more money and you can keep your mill in improvement if you want to spend the money to do it. I think it is simply a question of too strict economy. Now, these people want the extra profits that they get, don't they?

MR. ROBERTSON: No; I don't know as they do. (Laughter and jeers)

MR. HARRISON: After listening to Mr. Robertson, it gets down to this: These people want the profits but they don't want to spend any money.

SENATOR HUBBARD: And they can get all the men they want if they will spend the money; they can have---

MR. ROBERTSON: Now, wait a minute right there; You don't know where of you speak, because at the present time, you cannot buy machinery. You

try to buy sawmill machinery and see if you can get it. I will submit it to Mr. Hahn here, who is a railroad man, if it isn't a fact that you are unable to get machinery now.

SENATOR HUBBARD: You mean to say that you can't buy sawmill machinery?

MR. ROBERTSON: Well, you can't buy it on ten days' notice.

SENATOR HUBBARD: Well, why did they wait until the ten days was up? They have been having this eight hour law for quite a while, why didn't they take time to think of these necessities and get ready for them.

MR. ROBERTSON: Oh, well, your argument is too absurd.

(Adjourned until 2 p. m., February 6, 1918)

AFTERNOON

GOVERNOR STRONG: I have here a statement from Mr. Bradley, manager of the Alaska-Treadwell Gold Mining and the allied corporations which he, on yesterday, said he would submit today, as to the present labor situation.

(Reads over report)

MR. HARRISON: In reply to some of the statements that were made by Mr. Robertson and by Mr. Faulkner, I have in my possession a letter from Mr. F-----, a machinist who went from Thane where he was employed---Well, I think the last place of employment was the Alaska-Juneau. He helped to install much of the machinery there, especially the electrical machinery there. He left last June the employ of the Alaska Juneau Mining Company and went fishing. He did not make a success of the fishing business and he left here along about the first of December, pretty much downhearted and short of funds, and he was ready and anxious to put in every hour of time that he possibly could, and even twice, if necessary. I will file this letter. It is a private letter to his wife, addressed to his wife and children, but it contains the facts that we are trying to get at. He is employed at the Bremerton navy yard

today.

GOVERNOR STRONG: What is the date of that letter?

MR. HARRISON: It is under date of January 20, 1918. He says, "I will try and write you again today, as I am not working, for they do not work any on Sundays if they can help it." That is relative to Sunday work. Again regarding overtime he says: "I hope to get some overtime and Sunday work before soon, but don't know for sure. Some here are making good money but they get in four days a week of ten hours" That is, four days a week they put in ten hours a day. "some few here. That is two hours a day overtime and two Sundays per month, but I don't know for sure as though I will get on to do that." That is relative to machinery work in the ship yards, at the Eremerton navy yard. If it is necessary that this letter be filed---

GOVERNOR STRONG: No; it is not necessary.

MR. BARNETT: I would like to speak a little on this open-cut work (referred to in Mr. Bradley's report which was read at beginning of afternoon session). I suppose that that open cut work was on top of Mount Roberts, for the Alaska-Juneau.

GOVERNOR STRONG: I don't know---simply open cut work.

MR. BARNETT: The reason was that there was plenty of work was that they only paid three dollars a day for muckers and worked them nine hours, and three dollars and a half for miners. They worked their men outside in the rain and snow for nine hours a day and paid their men three dollars a day for it, and the miners, the hard rock miners, they paid them three and a half. That is simply the reason why they couldn't get men at that time.

MR. HARRISON: I would just like to say this much more relative to the statement that Mr. Robertson made regarding the Killisnoo Packing Company and their by-product. There was a delegation from the Indian village met me on my way back from there this noon and they said they would have a statement signed by the natives of the village, or they would appear in

person to deny and contradict emphatically any statement that was made in regard to that by-product, that fish meal, being used as a feed product by them.

MR. FAULKNER: Governor, I might call your attention to this fact, that at the time the question of a general eight-hour law was submitted to the people by the legislature, no specifications were made as to what kind of a law it was to be and the people could not at that time, people who voted on the law, tell what kind of a law the legislature would pass. That is, they did not have this kind of a law in contemplation and could not have had at the time they voted upon it.

SENATOR HUBBARD: Don't you think that the act of 1915 settled it? The legislature had no power to pass any law except one that conformed exactly to what the people voted for.

MR. FAULKNER: I am referring to the question submitted to the people.

SENATOR HUBBARD: You refer to the referendum?

MR. FAULKNER: Yes; the ballot provided for or against a general eight hour law.

SENATOR HUBBARD: Well, isn't that plain enough? It was a general eight-hour law without any qualifications, restrictions, limitations or anything else, and the clause which was put in at the request of the Department of the Interior and the Council of National Defense at the time it was passed could not, in my opinion, have been put in there by the legislature for the reason that it was not in keeping with the instructions of the people.

MR. FAULKNER: I would also like to have this in the record: that there is not another State in the Union that has such a law as this, and this kind of a law has never been enacted in any other country and it has never been tested.

SENATOR HUBBARD: Well, some people or some state or territory have always got to pass the first law of any kind. We had an eight-hour law passed prior to this. We had an eight-hour law passed in 1913 with refer-

once to municipal work, and Territorial work. That was in 1913. In 1913 the legislature passed an eight-hour law for metalliferous lode mining, mines and plants. In 1915 they amended that and in 1915, in the 1915 law is a clause which says that they not only may work when life and property is in danger, but that in case of urgent necessity they may work overtime. Now that is simple and plain enough.

MR. FAULKNER: It seems to me that anybody so certain would be willing to take the case into the courts and test it.

SENATOR HUBBARD: You don't expect these who are satisfied with the law to take it into court, do you?

MR. FAULKNER: Well, there are men who knew about violations; they know that there are violations, but anybody who is violating the law isn't going to go into court and say, "Here---I'm violating the law. You arrest me."

MR. HARRISON: Governor Strong, isn't it an absurd proposition to argue that a man who is satisfied with the thing is going to make trouble upon that particular law. If the workmen expressed themselves as satisfied to allow this law to stand right as it is and give it time. Were thirty days in it, but 35 days is all. Why not give us a chance until the next legislature meets if there's something in that law that the workmen are radically opposed to, and try to get together and out of the rabble we will try to get a law that will be satisfactory. That is a reasonable argument to presume that, is it not Mr. Faulkner?

MR. FAULKNER: I don't understand just what you are driving at.

MR. HARRISON: I am driving at this: Leave the law as it stands until the next legislature, at least. We're satisfied. There is not a workman on the Gastineau Channel; there is not a workman in southeastern Alaska; there is not a workman in the whole of Alaska that is calling for---Governor Strong, in your possession, among any of the telegrams and letters that you have for the setting aside of this eight-hour law, have you a telegram

from any workmen requesting that this law be set aside?

GOVERNOR STRONG: I have not---to my knowledge I have not.

MR. HARRISON: Then that leaves it clear that it is coming from the employer direct or from the representatives of the employer, doesn't?

GOVERNOR STRONG: I think so, yes.

MR. HARRISON: That seems to be the case. Then the workmen evidently from the massmeetings that we have held, stand up for that eight-hour law as it is, and it is fair to presume that there is average intelligence among the workmen.

MR. FAULKNER: Among some of them

MR. HARRISON: Among some of them; yes; all right. I say that they are of average intelligence, and we want to stand upon this law as it is enacted for a year or until the meeting of the next legislature so that we will have a chance of giving it a fair trial.

MR. FAULKNER: Would you be willing to arrest anybody who violates the law and take the case into court?

MR. HARRISON: Well, why not have the employer that is dissatisfied with the law do the arresting?

MR. FAULKNER: Can't arrest himself very well.

MR. HARRISON: He can certainly arrest a workman that disobeys the law. You don't mean to tell me that if you saw me go out here and commit some crime that because I am connected with it that it isn't your duty as an American citizen to have me arrested?

MR. FAULKNER: I mean to tell you this: that all eight-hour laws such as this are based, everywhere, on the police power of the state; enforced under the police power. The state has power to regulate the hours of labor when it is in the interest of health or life. When a certain employment is injurious to health or life, or some important public policy connected with the hours of service is concerned, the legislature had the power to step in and regulate the hours of that employment. Beyond that no legis-

lature in any state of the United States has any authority, and if you ask any man that knows anything about laws today, he will tell you that for that reason this law is void. The legislature of the Territory of Alaska nor of any other state has any right to tell me that if I want to employ a stenographer more than eight hours and I am willing to pay her for more than eight hours labor and she is willing and it doesn't interfere with her health, that they can tell me that she can't work more than eight hours; and for that reason this law is void.

MR. HARRISON: All right; granting that what you say is absolutely true. If this law be null and void, why need the employers of men over the Territory of Alaska pay that much attention to it (indicating by snap of fingers)?

MR. FAULKNER: Well, if I were an employer, I wouldn't. If a man wanted to work more than eight hours, I would let him work and pay him for it. They don't want to work the men more than eight hours, but they want the privilege of working them over eight hours when it is necessary, but they don't want to be subject to criminal prosecution and have such a thing as that hanging over them.

MR. HARRISON: Well, I want to make this statement, that this is one peculiar instance when a workman and employer are a little at variance where the employer is so mightily interested in the workman that he is so anxious to get something for the people. It is not very often that you find the best legal talent of the country talking for the workmen. Incidentally the gentleman is representing his companies and from a selfish standpoint, both of the individual himself and selfish standpoint of these companies, representing a shortage of labor as a cause for the setting aside of this law. The statement was made yesterday, fair and square and clearly, that they believe this law to be illegal. Therefore, we want it set aside for the duration of this war, after which, after the duration of the war, you can go on and be governed by this law. If it is illegal today, will it not be illegal after the war?

MR. FAULKNER: You can be governed by that principle, but that law would not govern anybody that didn't want to be governed by it. The proposition that was mentioned yesterday, I think, meant that the companies, if they are able to get labor and there are no emergencies, are willing to agree to work no man over eight hours. They are willing to agree to that now.

MR. DOYLE: Mr. Faulkner, do you remember the railroad man's bill? Do you remember the decision on that---

MR. CAPERS: The Adamson bill.

MR. DOYLE: Yes.

MR. CAPERS: What was the Adamson bill.

MR. DOYLE: That was the bill that gave the railroad men eight hours.

MR. CAPERS: It did?

MR. DOYLE: Yes.

MR. CAPERS: It didn't do any such a thing.

MR. FAULKNER: I am talking about the constitutionality---

MR. DOYLE: You would have to go by your precedents.

MR. FAULKNER: But you have to have some sanction for the law.

MR. DOYLE: That is the very point I am making to you and the only points on which they declared that bill unconstitutional is that it didn't provide any penalty.

MR. FAULKNER: What is that, the Adamson bill?

MR. DOYLE: That railroad' man's bill.

MR. CAPERS: You mean the Adamson bill.

MR. DOYLE: I don't know what the name of it is; the railroad bill.

MR. CAPERS: Well, you're making a statement here; we want to know whether you know what you're talking about. That bill was not declared unconstitutional.

MR. DOYLE: Well, it was.

MR. CAPERS: What was the reason that it was?

MR. DOYLE: Ex-President Taft gave a very enlightening statement on that; he said that the bill was unconstitutional and for why? Because there

wasn't any penalty attached for the violation thereof.

MR. CAPERS: No, it wasn't declared unconstitutional.

MR. DOYLE: Well, if it wasn't, it was because they were afraid they were going to create a strike by it and tie up transportation.

MR. CAPERS: The Adamson bill does not establish an 8-hour day.

MR. DOYLE: Didn't it establish an 8-hour day for the railroad men?

MR. CAPERS: No. Between the Adamson bill and this bill there is all the difference in the world. The Adamson bill established eight hours as the basis of a normal day's pay.

SENATOR HUBBARD: I was going to inquire, suppose this law is suspended. What is your position with reference to the law of 1915.

MR. CAPERS: It would still be in force.

SENATOR HUBBARD: It would still be in force?

MR. CAPERS: Yes.

SENATOR HUBBARD: That provides an eight-hour day for mill men, miners, firemen, etc., and covers everything practically except the logging people.

MR. FAULKNER: No, it doesn't cover every thing.

SENATOR HUBBARD: Well, it covers a very large percentage of employment in Alaska.

MR. FAULKNER: In the mining industry.

SENATOR HUBBARD: Well, that is our large employment.

MR. FAULKNER: I suppose so.

SENATOR HUBBARD: Oh, yes. Now, if this law is suspended and the 1915 law is still in force, as far as the mines are concerned they stand just where they do at the present time.

MR. FAULKNER: No.

SENATOR HUBBARD: Why not?

MR. FAULKNER: Simply because the general eight-hour law applies to many forms of employment that are not covered by the law of 1915.

SENATOR HUBBARD: Well, I am speaking of 1915.

MR. FAULKNER: So am I. There are a great many departments of mining that are not covered by that act.

SENATOR HUBBARD: There is a clause there that in case of urgent