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THE COPPER RIVER AND NORTHWESTERN
RAILWAY IN ALASKA

P. 5-4

STATEMENTS OF
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WASHINGTON, D. C.

MR. JOHN N. STEELE, ATTORNEY AT LAW
NEW YORK CITY

FEBRUARY 10, 15, 16, AND 21, 1911

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order to keep other lines from connections with the White Pass and Yukon road?

Mr. STEELE. Oh, no; not at all. That brief was filed upon an entirely different question. That was a question whether the Interstate Commerce Commission—

Mr. WICKERSHAM. Sure.

Mr. STEELE (continuing). Had jurisdiction of interstate traffic in Alaska.

Mr. WICKERSHAM. Yes; and it was for the purpose of keeping the Humboldt Steamship Co. from forming connections at Skagway with the White Pass road?

Mr. STEELE. No, sir; I can not tell you anything about that original proceeding, because I do not know; but our brief was filed simply for the purpose of having it determined, or submitting our views, I should say, to the Interstate Commerce Commission as to whether or not the Interstate Commerce Commission had jurisdiction over intrastate traffic in Alaska or whether that jurisdiction was with the Secretary of the Interior.

Mr. WICKERSHAM. And your people filed a brief upon which side of that question?

Mr. STEELE. Our people filed a brief upon—the main point of that brief was that the jurisdiction which had been vested in the Secretary of the Interior under the act of 1898, I think—

Mr. LAW. May 14, 1898.

Mr. STEELE (continuing). May 14, 1898, had not been taken away by the Hepburn Act. The Interstate Commerce Commission afterwards decided that it had no jurisdiction. I do not know upon what ground. I have the opinion, but have never had a chance to read it.

Mr. WICKERSHAM. And the court here decided that it did have, but that the court had no jurisdiction to compel it to act; or do you know that?

Mr. STEELE. I do not know it.

Mr. WICKERSHAM. The Katalla Co., do you know that?

Mr. STEELE. Yes.

Mr. WICKERSHAM. What sort of a corporation is the Katalla Co.?

Mr. STEELE. The Katalla Co. is a construction company, with a capital of, I forget whether it is \$10,000 or \$50,000, formed simply for the purpose of building the railroad, making contracts with the contractors and for supplies, and building the railroad.

Mr. WICKERSHAM. And your people are the Katalla Co.?

Mr. STEELE. Yes.

Mr. WICKERSHAM. There is some connection. I simply wanted that cleared up. Now, there is the Northwestern Steamship Co. as well as the Alaska Steamship Co.?

Mr. STEELE. There was a Northwestern Steamship Co. which was owned by the Northwestern Commercial Co., and that is the company whose stock the syndicate tried to buy from the Northwestern Commercial Co., and when I said the Northwestern Commercial Co. I should have said Mr. Rosene and his associates who were in control of it. They would not sell, the Northwestern Steamship Co. In January, 1908, the Northwestern Steamship Co. and the Alaska Steamship Co., which was owned by Mr. Peabody and his associates, were consolidated into the Alaska Steamship Co., and the Northwestern Steamship Co. went out of existence.