

John H. Page & Company

SUCCESSORS TO
M. E. Leverich & Company
PUBLIC LAND SPECIALISTS
GUARANTEED SCRIP
STATE LANDS

P. O. BOX 117

Phoenix, Arizona

Feb. 3, 1917.

Hon. Carl Hayden,
Member of Congress,
Washington, D.C.

Dear Carl:-

We received your letter and wish to thank you for the comparative print of the Water Power Development bill which is just received. This is just the information that we desired.

I note from the newspapers that you have introduced a bill for the creation of a National Park at the Grand Canyon. As you probably know, there are many sides to this proposition, the controversy having arisen by reason of the Railroad Co.'s practical monopoly at the Grand Canyon. As the Railroad people have been advocating a National Park such change in status does not look especially good to me.

A National Park will not protect the Canyon any further than the present National Monument, and it is difficult to forecast what would be the result as to a change of administration from the Forest Service to the Interior Department.

However, as far as I am concerned the whole question depends on the measure of protection which you have provided for the owners of property within the area affected. As you know my company has a mine in the Canyon at Grand View. Another Mining Co. in which I am interested has a valuable asbestos property across the River from Grand View at the bottom of the Canyon and Mr. Hearst has the old Grand View Hotel property which was sold to him by my company and by Mr. Berry. While all these private holdings are secure as to titles, etc. it might be said that the creation of a National Park will not affect them. However, if tramways cannot be constructed so that both our mine and the asbestos mine can be operated properly, and later if a railroad cannot be built to Grand View from the Grand Canyon Railway to give proper transportation facilities when needed, the government might as well confiscate these private holdings which represent large investments. Of course there are a few other private properties in similar position, but the private holdings are relatively few in number and as there could never be any more, the proper protection as to transportation facilities for these few will never affect in any manner the National Monument or a National Park. However, it is essential that any national park enactment should distinctly provide that transportation to private holdings should be allowed either by tramway, railroad or otherwise, so that later on when such facilities

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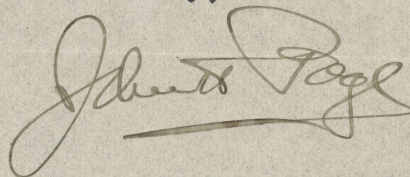
are necessary it will not be found that the government has no authority to allow their construction on account of the terms of the law creating the Park.

I should appreciate a copy of your bill and also a letter from you in regard to this matter of affording protection to the few private owners of valuable property who might find their properties in effect confiscated if park enactment should not cover full provisions for all means of ingress and egress to such properties.

With kindest regards,

Yours sincerely,

P/I

A handwritten signature in dark ink, appearing to read "John D. Page". The signature is written in a cursive style with a horizontal line underneath the name.