

House Resolutions

HOUSE RESOLUTION NO. 1

Relating to the University of Washington victory in the 1961 Rose Bowl game.

Be It Resolved by the House of Representatives in Second Legislature, First Session Assembled:

WHEREAS, the University of Washington won a tremendous victory over the University of Minnesota in the 1961 Rose Bowl football classic; and

WHEREAS, an Alaskan Golden Statehood Dollar was used as the "toss coin" to determine the opening kickoff of that historic contest; and

WHEREAS, this Alaska-Washington effort emphasizing the cordial relations of

the two sister states of the northwest brought further favorable publicity to the Pacific Northwest; and

WHEREAS, it is the desire of the Alaska Legislature to foster this friendship and continuing good relations;

BE IT RESOLVED by the House of Representatives in Second Legislature, First Session assembled that the coach and members of the football team of the University of Washington are hereby commended on their magnificent victory which has brought additional recognition to the merits and accomplishments of the Pacific Northwest.

Passed by the House January 30, 1961.

HOUSE RESOLUTION NO. 2

Relating to a road between Unalakleet and Kaltag.

Be It Resolved by the House in Second Legislature, First Session Assembled:

WHEREAS, improved transportation is the key to the successful development of the natural resources of Alaska and thus to its prosperity; and

WHEREAS, it is now difficult and costly to move goods into and out of the vast area of the lower Yukon River, owing to the almost total lack of roads in the area; and

WHEREAS, a road between Unalakleet on the coast and Kaltag on the Yukon River, a distance of approximately seventy-five air miles; would provide an ideal link between ocean shipping and river transportation in the lower Yukon, resulting in a higher volume of freight and lower transportation cost; and

WHEREAS, a road between Unalakleet and Kaltag would also open valuable stands of spruce saw timber to the use of inhabitants for many hundreds of miles;

BE IT RESOLVED by the House of Representatives in Second Legislature, First Session assembled that the Department of Public Works and the Department of Natural Resources immediately undertake the necessary planning and surveying for the early completion of a pioneer access road between Unalakleet and Kaltag; and be it

FURTHER RESOLVED that copies of this resolution be sent to the Commissioner of Public Works; the Commissioner of Natural Resources and the Governor of Alaska.

Passed by the House February 8, 1961.

HOUSE RESOLUTION NO. 3

Relating to maintenance of certain access roads by the federal government.

Be It Resolved by the House in Second Legislature, First Session Assembled:

WHEREAS, the access road between King Salmon and Naknek is used primarily by military personal and other officials and employees of the federal government; and

WHEREAS, the access road between Kodiak and the Kodiak Island Naval Base is likewise used primarily by military personnel and other officials of the federal government; and

WHEREAS, presently the State of Alaska has the full burden of maintaining the two roads, without aid from the federal government;

BE IT RESOLVED by the House of Representatives in Second Legislature, First

Session assembled, that the federal government is requested to undertake a share of the maintenance cost of the above mentioned roads; and be it

FURTHER RESOLVED that copies of this resolution be directed to the Secretary of Commerce; the Commissioner, U. S. Bureau of Public Roads; and the members of the Alaska delegation in Congress.

Passed by the House February 25, 1961.

HOUSE RESOLUTION NO. 4

Relating to the continuation of the proposed Unalakleet-Kaltag road along the Yukon River to the towns of Nulato and Koyukuk.

Be It Resolved by the House in Second Legislature, First Session Assembled:

WHEREAS, improved transportation is the key to the successful development of the natural resources of Alaska and to its prosperity; and

WHEREAS, it is now difficult and costly to move supplies into and out of the vast area of the lower Yukon River, owing to the lack of roads in the area; and

WHEREAS, there is much fertile land in this area which is suitable for agriculture; and

WHEREAS, this road would also open up valuable timber for use by the inhabitants; and

WHEREAS, the proposed road between Unalakleet on the Coast and Kaltag on the Yukon River, a distance of about seventy-five air miles, should be extended from Kaltag to Nulato and on to Koyukuk, a distance of approximately eighty-five miles where this road would connect with the proposed Highway 97, "The Fairbanks-Nome Highway," thereby providing a link between ocean shipping and these two villages, which would result in a higher volume of freight and lower transportation cost;

BE IT RESOLVED by the House of Representatives in Second Legislature, First Session assembled, that the Governor of the State of Alaska urge the Department of Public Works and the Department of Natural Resources to immediately undertake the necessary planning, surveying and construction of a pioneer access road between Kaltag-Nulato and Koyukuk.

Passed by the House February 25, 1961.

HOUSE RESOLUTION NO. 5

Relating to the designation of secondary route 131 as the Irving McK. Reed Highway.

Be It Resolved by the House in Second Legislature, First Session Assembled:

WHEREAS, Irving McK. Reed has distinguished himself through years of unswerving devotion to the territory and the state as a mining engineer, the territorial highway engineer, and a citizen actively involved in the general development of Alaska; and

WHEREAS, the state of Alaska recog-

nizes and applauds the accomplishments of one of its leading citizens; and

WHEREAS, the road now being constructed between Nome and Teller is informally referred to as the "Reed Line";

BE IT RESOLVED by the House of Representatives in Second Legislature, First Session assembled, that the Governor is respectfully urged to direct the Commissioner of Public Works to designate the Nome-Teller road as the Irving McK. Reed Highway.

Passed by the House February 24, 1961.