

animals which may have escaped from captivity so long as he shall be in pursuit of them and until he shall have abandoned them.

And your memorialist will ever pray.

Passed the House, April 11, 1929.

Passed the Senate, April 20, 1929.

---

#### HOUSE JOINT MEMORIAL NO. 4.

TO THE ALASKA BOARD OF ROAD COMMISSIONERS AND  
THE TERRITORIAL BOARD OF ROAD COMMISSIONERS  
FOR ALASKA:

YOUR MEMORIALIST, THE LEGISLATURE OF THE TERRITORY OF ALASKA, EARNESTLY AND RESPECTFULLY REQUEST:

That in the development of the road systems in the Anchorage and Matanuska agricultural districts, such development shall as far as practicable tend toward the connection of these communities by an automobile road.

Passed the House, April 2, 1929.

Passed the Senate, April 10, 1929.

---

#### HOUSE JOINT MEMORIAL NO. 5.

TO THE HONORABLE POSTMASTER GENERAL, WASHINGTON, D. C.:

Your memorialists, the Legislature of the Territory of Alaska, respectfully represent:

That there are several settlements on the Alaska Peninsula at the present time without any postal facilities for communication, that the maintenance of monthly mail routes to connect these various settlements with some ocean port at which mail steamers regularly call is of the greatest importance for the development of the Alaska Peninsula and its industries.

NOW, THEREFORE, your memorialists respectfully urge that your department investigate the situation to determine the most feasible method for supplying the needs of postal

facilities on the Alaska Peninsula, and that meanwhile and as soon as possible a monthly mail route be established between Sand Point and Herendeen Bay over Bulbou Bay.

And your memorialists will ever pray.

Passed the House, April 4, 1929.

Passed the Senate, April 13, 1929.

---

### HOUSE JOINT MEMORIAL NO. 6.

TO THE SENATE AND HOUSE OF REPRESENTATIVES OF  
THE UNITED STATES OF AMERICA IN CONGRESS,  
ASSEMBLED:

Your Memorialist, the Legislative Assembly of the Territory of Alaska, respectfully represents:

That the construction and existence of a highway for automobile travel between Seattle, Washington and Fairbanks, Alaska, passing through British Columbia and Yukon Territory, would be of great benefit to both the United States and Canada, and your memorialist prays that appropriate steps be taken by the Government of the United States looking to the appointment of a Commission or other representatives by the Canadian Government to confer with the Board of Road Commissioners for Alaska (War Department) on the subject of the said proposed international road, and plans for its construction.

That Alaska, with an area of approximately one-fifth that of the continental United States awaits further development. The means of transportation in the Territory are still inadequate although its coasts are visited by oceangoing ships, its interior is penetrated for a distance by railroads and its rivers in their circuitous courses afford access to an additional portion of its vast domain.

Stretching from Alaska's eastern boundary to the northern boundary of the United States are the Yukon Territory and British Columbia, also largely undeveloped for a major portion of their enormous extent. The over-land distance from Fairbanks, the geographic center of Alaska, to Seattle via the Yukon Territory and British Columbia is approximately eighteen hundred miles. Along this distance nine hundred miles of automobile roads have been constructed and there are two hundred miles of wagon road which can easily be brought