

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

up to the standard of an automobile highway. The distance of seven hundred miles remaining presents no serious construction difficulties; it is estimated that a gravel-surfaced road sixteen feet wide can be built for Seven Million Dollars. A highway for automobile travel extending from Seattle to Fairbanks through the great frontiers of Canada and the United States will furnish both these countries with additional means for exploring their great undeveloped mineral wealth; it will provide an opportunity for hundreds of thousands to satisfy their ambition for auto travel through one of nature's most scenic wonderlands; it will bring prosperity to British Columbia, the Yukon Territory and Alaska; and at the same time bring rich returns both to Canada and the United States for their investment; it will be the line of travel over which, by airplane, a new and valuable commerce with Asia may be established and maintained.

And your memorialist will ever pray.

Passed the House, April 12, 1929.

Passed the Senate, April 17, 1929.

HOUSE JOINT MEMORIAL NO. 8.

TO THE CONGRESS OF THE UNITED STATES:

Your memorialist, the Legislature of the Territory of Alaska, respectfully represents: that

WHEREAS, bills were incurred by the Eighth Session of the Legislature of the Territory of Alaska, as follows:

J. B. Burford & Co.	\$266.23
Morris Construction Co.	75.25
Alaska Electric Light & Power Co.	6.60
John Harris	15.50

For mileage due members because of a deficiency in the appropriation for this item for the 1927 Session and which is still unpaid as the Attorney General rules that S 4257 does not cover the authorization for mileage	280.70
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which are just and proper charges for services rendered and material supplied, and for which payment has not been made,