

## HOUSE JOINT MEMORIAL NO. 20.

TO THE HONORABLE SECRETARY OF THE INTERIOR, AND TO  
THE HONORABLE ANTHONY J. DIMOND, DELEGATE FROM  
ALASKA:

We, your Memorialists, the Senate and House of Representatives of the Legislature of the Territory of Alaska in twelfth regular session assembled, most respectfully represent:

WHEREAS, it has always been the policy of the Government of the United States to foster the development of public lands of the United States, and in its attempt to secure the development of the Great West grants of every other section for six miles on each side of railroad right of way were granted to railroads building lines through the public lands of the West, and, the Government has spent and is continuing to spend vast sums in the building of roads and trails, although much of the land has since become private property and subject to taxation; and

WHEREAS, Alaska is the last frontier and has a vast empire open to development, with more than 99% of the land still the property of the United States and the policy of the Federal Government has continued, with the notable exception of the Richardson Highway, since Congress at its session in 1933 provided for a toll, which is a burden not only upon the development of the land between Valdez, Alaska, and Fairbanks, Alaska, but also a burden on travel over the said highway; and

WHEREAS, the geological formation of the entire area between Valdez and Fairbanks, Alaska, and served either directly or indirectly by the said Richardson Highway, shows it to be highly mineralized and there has been notable development of some sections, particularly the Chistochina, Slate Creek and Chisana placer mining districts, the Nabesna, Tiekel and Bremner lode mining districts, and the rich copper and gold deposits in the vicinity of Kennecott and McCarthy, Alaska, the latter being served at present by the Copper River & Northwestern Railway, but in the event that the railway should discontinue operations it would be necessary to connect the district with the Richardson Highway; and

WHEREAS, mining in any part of the Territory of Alaska is an expensive industrial development and small items may have a material effect, so that any burden placed upon the industry at its inception might be fatal to its development;

NOW, THEREFORE, we, your memorialists, the Senate and House of Representatives, of the Legislature of the Territory of Alaska in twelfth regular session assembled, most urgently protest against the continuation of any toll on the Richardson Highway or any other road in the Territory of Alaska as an unfair discrimination against the development of, and as particularly unfair to those attempting to develop, the mineral resources of the area mentioned.

Passed by the House, February 25, 1935.

Passed by the Senate March 2, 1935.

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### HOUSE JOINT MEMORIAL NO. 27.

TO THE HONORABLE JAMES A. FARLEY, POSTMASTER GENERAL OF THE UNITED STATES, AND TO THE HONORABLE ANTHONY J. DIMOND, DELEGATE TO CONGRESS FROM ALASKA:

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

WHEREAS, the town of Shungnak in the Second Division of the Territory of Alaska, is situated in an isolated section and under the contracts heretofore issued by the Post Office Department the mail is delivered ten times each year and at such irregular periods as to make it inconvenient to the public to attend to business or to have the personal mail facilities to which they are entitled; and

WHEREAS, the returns from the last general election, held September 11, 1934, were not mailed until November, and too late to insure the inclusion of these returns in the election canvass; and

WHEREAS, it is believed that an investigation of the circumstances surrounding the delivery of mail to Shungnak and vicinity will indicate a possible improvement in this mail service;

NOW, THEREFORE, your memorialist, the Legislature of the Territory of Alaska, respectfully asks that such an investigation be