

WHEREAS, the length of a road that would connect mining operations on Gold Run with the town of Teller is eighteen miles of which ten miles have been completed while the remaining eight miles is not passable for trucks and is not entirely satisfactory for use by tractors; and,

WHEREAS, the Territory of Alaska and the Alaska Road Commission are already committed to the completion of this road and do some work thereon each summer.

NOW THEREFORE, your Memorialist respectfully urges that the remaining eight miles of the road between the town of Teller and Gold Run be immediately completed.

AND YOUR MEMORIALIST WILL EVER PRAY.

Passed by the House, February 25, 1937.

Passed by the Senate, March 4, 1937.

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### HOUSE JOINT MEMORIAL NO. 30

TO THE HONORABLE CONGRESS OF THE UNITED STATES:

Your Memorialist, the Legislature of the Territory of Alaska in the thirteenth regular session assembled respectfully submits that:

WHEREAS, the city of Anchorage is an important aviation center in the Territory of Alaska; and

WHEREAS, aircraft operations must in part be carried on with pontoon ships; and,

WHEREAS, the waters of Knik Arm upon which the city of Anchorage borders are unsuitable for the operation of pontoon ships; and,

WHEREAS, the present sea plane base at Lake Spenard does not afford a sufficiently long runway for loaded planes to take off; and,

WHEREAS, a preliminary survey discloses that by the construction of a waterway sixteen hundred feet in length by two hundred feet in width, with a maximum cutting of ten feet, the waters of Lake Spenard could be connected with the waters of

Lake Hood thereby providing a runway six thousand feet in length; and,

WHEREAS, the volume of material to be removed in the construction of said waterway is estimated to be approximately ninety thousand five hundred and forty-two cubic yards and said material is believed to consist entirely of gravel which could be removed at an estimated cost of forty-five thousand dollars or less; and,

WHEREAS, the Alaska Road Commission a Federal road building agency does not use any of its appropriated funds in the construction of aviation fields in the Territory of Alaska, that the fields are built entirely by the Territory and that the Territory has supported such work to the limit of its financial ability.

WHEREFORE, your Memorialist respectfully petitions and prays that the appropriation for the Alaska Road Commission be increased to enable it to construct said waterway.

AND YOUR MEMORIALIST WILL EVER PRAY.

Passed by the House, February 26, 1937.

Passed by the Senate, March 4, 1937.

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## HOUSE JOINT MEMORIAL NO. 31

TO THE HONORABLE CONGRESS OF THE UNITED STATES,  
TO HONORABLE HAROLD L. ICKES, SECRETARY OF THE  
INTERIOR, and HONORABLE ANTHONY J. DIMOND, DELE-  
GATE TO CONGRESS FROM ALASKA:

Your memorialist, the Legislature of Alaska, respectfully represents:

That there was passed by the Congress of the United States and approved June 30th, 1932, an act governing the operation of roads, trails and bridges in Alaska, found in Section 321b, Title 48, U. S. Code, and also Section 3, 47 Statutes at Large, page 446, and which act gives the Secretary of the Interior the power, by order or regulation, to make rules and regulations governing the use of roads, trails and other works in Alaska, including the fixing and collection of tolls where deemed necessary and advisable in the public interests; and