

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

WHEREAS, pursuant to the power and authority vested in him by virtue of the act aforesaid, the Honorable Secretary of the Interior, by Order No. 905, dated March 25, 1935, has promulgated a set of regulations for the use of highways in Alaska and the operation of motor vehicles, Section 2 of which regulations read as follows:

"2. Tolls: For the transportation of merchandise or freight over the Richardson Highway, there shall be charged and collected at or adjacent to the McCarty Ferry on the Tanana River, tolls equal to two and one-half cents per ton of such merchandise or freight passing that point multiplied by the number of miles such merchandise or freight has been or is being carried over the said highway. No vehicle hauling such merchandise or freight shall be allowed to pass the designated toll station except upon payment of the tolls as herein provided. It shall be the duty of the Governor of Alaska, as ex-officio Commissioner for the Interior Department, to cause the collection of the tolls to be made in such manner as may be found most convenient and practicable, and all moneys so collected shall be deposited in the Treasury of the United States as miscellaneous receipts."

and,

WHEREAS, the imposition of said tolls upon the Richardson Highway between Valdez and Fairbanks, and between other points on said Highway, has worked a great hardship upon the residents of Fairbanks and interior Alaska, by adding to the freight rates normally required a toll of approximately \$8.00 per ton on all freight shipped over the Richardson Highway from Valdez to Fairbanks, Alaska; and

WHEREAS, said rate is discriminatory and unjust and adds to the cost and expense of doing business and to the cost of living of all the people in Fairbanks and other points in the interior of Alaska;

NOW, THEREFORE, your memorialist respectfully prays that Section 321b, Title 48, U. S. Code; Section 3, 47 Statutes at Large, page 446, providing that tolls may be fixed and collected on highways in Alaska, be repealed, and, pending such repeal, that the Honorable Secretary of the Interior be requested to suspend the operation of the regulation contained in Order No. 905 requiring tolls to be paid for transportation of merchandise or freight over the Richardson Highway.

AND YOUR MEMORIALIST WILL EVER PRAY.

Passed by the House, February 8, 1937.

Passed by the Senate, February 11, 1937.

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### HOUSE JOINT MEMORIAL NO. 32

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

Your Memorialist, the Legislature of the Territory of Alaska, in the Thirteenth Regular Session assembled, respectfully submits that:

WHEREAS, the Forty Mile mining district contains large areas of gold bearing gravel; and

WHEREAS, the existing roads and trails in the Forty Mile district are in condition of disrepair and inadequate at the present time to encourage increased mining activities in the district; and

WHEREAS, the said district now contains only two landing fields which are insufficient to meet the demands for greater development of the mining industry;

NOW, THEREFORE, your Memorialist respectfully urges that aviation fields be constructed at advantageous places in the Forty Mile district in order to encourage prospecting and mining operations.

AND YOUR MEMORIALIST WILL EVER PRAY.

Passed by the House, February 20, 1937.

Passed by the Senate, February 27, 1937.

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### HOUSE JOINT MEMORIAL NO. 33

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

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