

AND YOUR MEMORIALIST WILL EVER PRAY.

Passed by the House, February 8, 1937.

Passed by the Senate, February 11, 1937.

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.

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:

WHEREAS, the attention of placer mining operators in Alaska today is being directed toward the development of low grade deposits, due partly to the increase in the price of gold and partly to the development of new equipment and new methods of mining; and,

WHEREAS, such new mining methods necessitating the use of diesel power involves not alone the transportation of heavy equipment but the transportation of large quantities of diesel oil; and,

WHEREAS, the transportation of freight from Seattle to Flat involves unloading and reloading at Seward, Nenana, Holy Cross and Iditarod and costs eighty dollars per ton delivered at Iditarod from which place it must be transported by truck a distance of from nine miles to sixteen miles to the various mining operations representing a probable total cost to the operator of eighty-four dollars per ton; and,

WHEREAS, freight transported from Seattle to Flat by way of Georgetown on the Kuskokwim River would require unloading and reloading only at Bethel and Georgetown and delivered to the various mining operators at an estimated cost of fifty dollars and fifty cents per ton resulting in a saving to the operator of twenty-nine dollars and fifty cents per ton; and,

WHEREAS, navigation on the Innoko River is becoming more difficult and uncertain each year due to the filling of the channels by silt and tailings from the mining operations and that mining operations are greatly delayed on account of the delayed arrival of freight; and,

WHEREAS, the mining operations in the Flat district are retreating from Iditarod where boats discharge freight at the present time toward Georgetown on the Kuskokwim River where it is desired to have freight discharged; and

WHEREAS, the distance from Georgetown to the mining operations in the Flat district is about fifty miles, that the territory traversed by the proposed road is not only favorable for road construction but offers possibilities for new development; and,

WHEREAS, it is believed that the transportation of freight from Georgetown to the mining operations near Flat would increase the length of the mining season there by as much as four weeks; and,

WHEREAS, it is believed that the transportation of freight to Flat by way of Georgetown would result in further decreasing the rates due to larger offerings; and,

WHEREAS, the construction of a road from Georgetown to the mining operations in the vicinity of Flat is feasible and practicable, that the cost per mile would probably be lower than the average cost of roads in the interior of Alaska.

NOW THEREFORE, your Memorialist respectfully urges the construction of a road from Georgetown on the Kuskokwim River to connect with a road leading from Flat to Willow Creek or with a road leading from Flat to Slate Creek, whichever in the judgment of the board is most practicable.

AND YOUR MEMORIALIST WILL EVER PRAY.

Passed by the House, February 25, 1937.

Passed by the Senate, March 30, 1937.

HOUSE JOINT MEMORIAL NO. 35

TO THE HONORABLE CONGRESS AND THE HONORABLE
SECRETARY OF THE INTERIOR OF THE UNITED STATES:

Your Memorialist, the Legislature of the Territory of Alaska, in regular session assembled, respectfully represents:

WHEREAS, the Federal Government by law appropriates money for schools "for and among the Indians in Alaska" by annual appropriation; and,

WHEREAS, the Federal Government pays tuition to public schools in the States for non-taxpaying Indians who are one-quarter or more native; and,

WHEREAS, the Federal Government controls most of the resources and more than ninety-nine per cent of the land in Alaska; and,

WHEREAS, the Territory of Alaska and the cities of Alaska have, since the year 1917, educated increasing numbers of natives, now numbering more than nineteen hundred Indians and Eskimos of one-quarter or more native blood; and,

WHEREAS, the cost to the Territory of Alaska and the cities of Alaska has now assumed the proportions annually of approximately Two Hundred Twenty Thousand Dollars; and,