

WHEREAS, various mining areas now being developed and other proven areas cannot be successfully mined on account of excessive transportation costs or the total lack of roads; and

WHEREAS, it is believed that the Territory should encourage mining development by the construction of roads.

NOW, THEREFORE, BE IT RESOLVED, that a sufficient general appropriation be made by the Legislature of the Territory of Alaska for the construction of new roads that are much needed throughout the Territory.

BUNKER HILL—KOUGAROK. Extension of tractor road by the way of Coffee, Quartz and Dahl Creeks to Taylor Creek.

NOME—SOLOMON EXTENSION. Extension and improvement of the Nome-Solomon road to the Big Hurrah quartz mine.

NOME—SOLOMON EXTENSION. The building of a new road connecting the Nome-Solomon road with Bluff.

NOME—COUNCIL ROAD. The completion of the Nome-Council road so as to permit the use of trucks thereon.

NOME—TELLER ROAD. The construction of a road from the present terminus of the Nome-Sunset road at Sunset Creek by way of Penny, Cripple and Sinrock Rivers to Gold Run and the Bluestone and connecting with the Teller-Bluestone road; and

BE IT FURTHER RESOLVED that a copy of this Memorial be sent to the Territorial Board of Road Commissioners and the Alaska Road Commission.

AND YOUR MEMORIALIST WILL EVER PRAY.

Passed by the House, February 15, 1937.

Passed by the Senate, February 18, 1937.

HOUSE JOINT MEMORIAL NO. 38

TO THE TERRITORIAL BOARD OF ROAD COMMISSIONERS:

Your Memorialist, the Legislature of the Territory of Alaska, in Thirteenth Regular Session assembled, most respectfully represents:

WHEREAS, increased activity in what is known as the Iliamna and Lake Clark section of southwestern Alaska has become mani-

fest during the past few years, placer gold deposits have been found, and fishing has increased in Lake Iliamna, Lake Clark and adjacent lakes, as well as an increase in population; and

WHEREAS, much of the land in the vicinity of Lake Iliamna and Lake Clark is suitable for agricultural development, and it is believed that with the removal of the present handicap of transportation that the population of that section would soon increase and agricultural development be extended so as to enable that locality to furnish the greater portion of the agricultural products required there and in the vicinity of Bristol Bay; and

WHEREAS, deposits of copper have been found at the north end of Lake Iliamna and on Lake Nondalton, a short distance from Lake Clark, which deposits are at present unworkable because of the cost of transportation and the low price of copper, but it is believed that with the increase in the price of copper it would be possible to operate these two properties, both of which are patented; and

WHEREAS, the only means of transportation between tide-water and Lake Iliamna at the present time is by way of Kvichak River, which is unnavigable during the greater portion of the time; and

WHEREAS, a road has been constructed from tide-water to Iliamna Bay and Lake Iliamna but which road should be extended at least two and one-half miles in order to facilitate the handling of freight to Lake Iliamna, and from Lake Iliamna a road fourteen miles in length is necessary to connect Lake Iliamna and Lake Clark;

NOW, THEREFORE, your Memorialist prays that consideration be given to the extension of the road from Iliamna Bay to Lake Iliamna and that provision be made for the construction of a road connecting Lake Iliamna and Lake Clark.

AND YOUR MEMORIALIST WILL EVER PRAY.

Passed by the House, February 20, 1937.

Passed by the Senate, February 27, 1937.