

WHEREAS, the settlement of Tolovana at the mouth of the Tolovana River is on a direct line between Nome and Fairbanks and that most of the travel to and from Nome today is by plane and that no emergency landing fields are being established along this very important and heavily travelled route and that at the present time a forced landing for any reason would be attended with great danger.

NOW THEREFORE, your Memorialist respectfully asks that an emergency landing field be constructed near the mouth of the Tolovana River and convenient to the settlement of Tolovana.

AND YOUR MEMORIALIST WILL EVER PRAY.

Passed by the House, February 20, 1937.

Passed by the Senate, February 27, 1937.

HOUSE JOINT MEMORIAL NO. 43

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

WHEREAS, the town of Bethel is the distributing point for the Tuluksak River mining district on the lower reaches of the Kuskokwim River; and

WHEREAS, said mining district is served by no roads and that it is necessary to transport considerable quantities of freight from Bethel to the Tuluksak mining district by plane; and

WHEREAS, there is a landing field in the Tuluksak mining district but no facilities for the landing of pontoon ships; and

WHEREAS, there is no landing field at all at Bethel so that it is impossible to operate either land planes or pontoon ships between the two places; and

WHEREAS, aircraft operations between Bethel and the Tuluksak mining district are now restricted to only that portion of the year when planes equipped with skis can land in both places; and

WHEREAS, large quantities of freight are now being transported notwithstanding the great handicap in aircraft operations from which Bethel suffers.

WHEREFORE, your Memorialist respectfully petitions and prays that the Territorial Board of Road Commissioners immediately construct a landing field as conveniently accessible to the town of Bethel as may be practicable.

AND YOUR MEMORIALIST WILL EVER PRAY.

Passed by the House, March 1, 1937.

Passed by the Senate, March 4, 1937.

HOUSE JOINT MEMORIAL NO. 44

TO THE HONORABLE THE SECRETARY OF WAR AND TO THE HONORABLE A. J. DIMOND, DELEGATE TO CONGRESS FROM ALASKA:

Your Memorialist, the Legislature of the Territory of Alaska in its Thirteenth Session assembled, respectfully represents, that,

WHEREAS, Dry Pass, which borders the west coast of Prince of Wales Island and separates the large island of Prince of Wales from Kosciusko Island, has been surveyed by the War Department and approved as a project to be dredged after sufficient funds are allotted for such purpose; and

WHEREAS, the estimated cost of said project is believed to be approximately Eighty Thousand Dollars, which sum is believed to be sufficient to straighten and widen said pass and to remove boulders and reefs therefrom; and

WHEREAS, the west coast of Prince of Wales Island is a well populated region with exceptional timber which is preferred to the timber in any other part of southeastern Alaska for lumber for trap logs and piling; and there is a large fishing area on the west coast of Prince of Wales Island, which two factors alone create a very considerable commercial traffic by small boats and tug boats between the ports of Juneau, Wrangell and Ketchikan and the west coast of Prince of Wales Island, all of which traffic would have an advantage in moving northward through Dry Pass if the same were navigable; and

WHEREAS, at the present time Dry Pass is only navigable at times when tides are exceptionally high, and even then it is not safe for boats drawing more than six or seven feet of water, although tow-boats towing rafts of logs from the west coast of