

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

Prince of Wales Island to the ports of Juneau, Wrangell and Ketchikan are unable to safely use any other route than Dry Pass, for the reason that the only other route from the west coast is exposed to the open waters of the Pacific Ocean through which logs cannot be safely towed; and

WHEREAS, considerable damage has already been done to boats which have attempted to pass through Dry Pass, and to rafts of logs when the same have been attempted to be towed through Dry Pass which could not be towed through the open exposed waters of Iphigenia Bay; and several boats have been wrecked and rafts of logs have been lost on account of the conditions of navigation through said Pass; and

WHEREAS, it is necessary to tow through said pass each year, log rafts containing tens of millions of board feet of lumber; and

WHEREAS, it is not practicable for boats drawing more than seven feet six inches to use Dry Pass at any time, which thereby prohibits the use of boats of a sufficient size to tow the rafts of logs which are brought annually from the west coast of Prince of Wales Island; and

WHEREAS, such conditions hamper and delay the production of lumber in the sawmills at Juneau and other places; and often cause the closing of said mills and the temporary loss of work of scores of men; and

WHEREAS, the dredging of Dry Pass would greatly benefit all of southeastern Alaska, and particularly the residents of Prince of Wales Island;

NOW, THEREFORE, your Memorialist respectfully requests and urges the approval of the project of dredging Dry Pass by the United States War Department, and the allotment of sufficient funds for that purpose, and that said dredging and improvement be done at the earliest possible date.

AND YOUR MEMORIALIST WILL EVER PRAY.

Passed by the House, March 1, 1937.

Passed by the Senate, March 4, 1937.