

WHEREAS, his attitude toward matters arising concerning the Territory is so consistently in opposition to the attitude of the great majority of the citizens of the Territory, he is looked upon with ill will and resentment by those citizens, and they believe his continuance in office as Secretary of the Interior will retard industry and settlement, and do great general harm within the Territory,

NOW, THEREFORE, We, the Alaska Legislature in Fifteenth Regular Session, respectfully pray that the resignation of the Honorable Harold L. Ickes from the Secretaryship of the Department of the Interior be immediately accepted, and a successor be appointed who will have a sympathetic and understanding viewpoint toward Alaska, its problems and its future, and if such resignation be not accepted, that then all control now belonging to the Secretary of the Interior respecting the Territory of Alaska be transferred to the Secretary of Commerce or to the Secretary of Agriculture.

That copies of this memorial be transmitted to the Honorable Anthony J. Dimond, Delegate from Alaska, Honorable Millard E. Tydings, Chairman of Territories and Insular Affairs Committee of the Senate of the United States, Honorable Lex Greene, Chairman, Committee on Territories, House of Representatives and Edward T. Taylor, Chairman of Appropriations Committee, House of Representatives.

Passed by the Senate, February 5, 1941.

Passed by the House, February 5, 1941.

SENATE JOINT MEMORIAL NO. 2

TO THE CONGRESS OF THE UNITED STATES AND THE HONORABLE SECRETARY OF THE DEPARTMENT OF THE INTERIOR, AND TO THE HONORABLE ANTHONY J. DIMOND, DELEGATE TO CONGRESS FOR THE TERRITORY OF ALASKA:

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

WHEREAS, the Government of the United States has expended more than fifty million dollars in the construction of a railway from Seward to Fairbanks, Alaska; and,

WHEREAS, said railway was intended to serve as an arterial transportation unit and to derive its revenue from so-called feeder highways originating at the railway tracks; and,

WHEREAS, it was known and believed at the time the railway was constructed that large areas of undeveloped mineral lands existed within convenient reach of said railway; and,

WHEREAS, it was contemplated at that time to build highways tributary to said railway to encourage the development of natural resources and thereby justify the construction and operation of said railway; and,

WHEREAS, the Government of the United States subsequently established a farm colony at Palmer on said railway for the purpose of developing the arable lands in that vicinity and establishing a permanent population along said railway; and,

WHEREAS, said last named enterprise has proved the great productive possibilities of the region and is fast becoming a great credit to Alaska and evidences the wisdom of Congress; and,

WHEREAS, the future prosperity of said colony directly depends upon a continued increase of population for the consumption of its products, which increased population must largely engage in industries other than farming; and,

WHEREAS, the area east of the Matanuska valley for a distance of one hundred and fifty miles is known to be of promising mineral character; and,

WHEREAS, said area is now inaccessible; and,

WHEREAS, the construction of a road or highway from Palmer on said railroad to Copper Center on the Richardson Highway would be of immense strategic value as well as a means to open up to exploration and settlement said promising mining and agriculture region.

NOW, THEREFORE, your Memorialist, the Legislature of the Territory of Alaska, respectfully urges that immediate steps be taken toward the construction of such a highway or road.

AND YOUR MEMORIALIST WILL EVER PRAY.

Passed by the Senate, February 13, 1941.

Passed by the House, February 19, 1941.