

HOUSE MEMORIAL NO. 34

TO THE PRESIDENT OF THE UNITED STATES; THE CONGRESS OF THE UNITED STATES; DIRECTOR OF DEFENSE MOBILIZATION; SECRETARY OF DEFENSE; SECRETARY OF STATE; SECRETARY OF THE INTERIOR; SECRETARY OF COMMERCE; SECRETARY OF AGRICULTURE; THE GOVERNOR OF ALASKA; THE DELEGATE TO CONGRESS FROM ALASKA; THE BUREAU OF PUBLIC ROADS AND ALASKA ROAD COMMISSION, JUNEAU, ALASKA:

Your memorialist, the House of Representatives of the Territory of Alaska, in Legislative Session assembled, respectfully represents that:

WHEREAS, the connection by road of Northern British Columbia and the northern sector of Southeast Alaska is important for the greater development of valuable and strategic mineral properties in both the Taku and the Atlin districts of British Columbia and to provide a highway link between Juneau, the capitol of Alaska, and the Alaska Highway; and

WHEREAS, the British Columbia government has given favorable consideration to a highway linking Hazelton, B. C., located on both the railroad and the highway between Prince George and Prince Rupert in British Columbia, with the Alaska Highway at Jake's Corner, via Atlin, B. C., and has completed an aerial survey of said route, and has already constructed portions thereof, from Jake's Corner to Atlin, a distance of 58 miles, and from Atlin to the O'Donnell River, distance of 30 miles, leaving approximately 470 miles of said route to be constructed; and

WHEREAS, the Hazelton-Jake's Corner Highway is sometimes called the Western or Coast Route between the United States and Alaska because, while situated behind and protected by the Coast Range, it would allow access to the route from Hyder, Alaska, which is 45 miles distant from the Coast Route, with 15 miles of the road already in existence, and from Wrangell, Alaska, which is 70 miles distant from the Coast Route via the Iskut and Stikine River valleys, and from Juneau, Alaska, which is 75 miles distant from the Coast Route, with 4 miles of the road already in existence, via the Taku River valley; and

WHEREAS, the construction of the Coast Route in British Columbia with the said coastal connections at tidewater in Alaska is of great importance to the development of British Columbia and Alaska, and to the defense of them, and would require the joint cooperation of both of their governments;

WHEREAS, mineral surveys have shown that the Taku and Atlin districts of British Columbia are rich in gold, zinc, lead, copper and other strategic and critical minerals; and

WHEREAS, two gold mining companies, The Consolidated Mining and Smelting Company, Ltd. and the Polaris-Taku Mining Company, Ltd., are now operating in the Taku district and are mining 87,000 tons of ore annually, but these companies have stated that no further mineral developments can be made until the present inadequate transportation on the Taku River, which is open only five months of the year, is replaced by an adequate land transportation system; and

WHEREAS, the Consolidated Mining and Smelting Company, Ltd. privately financed in 1950 a reconnaissance of the proposed Taku River valley road from Swede Point in Alaska to Taku River Landing, B. C., connecting with the present Polaris-Taku mining road, and found that the proposed road was feasible; and

WHEREAS, the Canadian government has completed both a ground and aerial survey of the proposed highway connection from the International Boundary on the Taku River to the Inklin River, but only aerial surveys from the Inklin River to Atlin and from Hazelton to Atlin, all in British Columbia; and

WHEREAS, construction of a road from Juneau, Alaska, to Taku River Landing, B. C., and from that point to Atlin, B. C., would open up two rich mineralized areas and provide Juneau, Alaska, with a direct connection to the Alaska Highway; and

WHEREAS, construction of the Hazelton-Jake's Corner Highway, together with its connection to Juneau, Alaska, would open up additional rich agricultural, timber areas, and mineralized areas, including the Groundhog anthracite fields, to development, and would create a direct protected short route of 1343 miles from Juneau, Alaska, to Seattle, Washington, and would shorten the distance from Seattle, Washington, and other West Coast points, to any point in the Interior of Alaska by some 280 miles, and would

create an entirely new tourist attraction through western British Columbia and Southeast Alaska;

NOW THEREFORE, your memorialist, the House of Representatives of the Territory of Alaska, in Legislative Session assembled, respectfully urges that appropriate steps be taken by the United States of America to secure arrangements with the Canadian and British Columbia governments for a two point program, (1) for aerial and ground surveys of the aforesaid route between Juneau, Alaska, and Atlin, B. C., and between Atlin, B. C. and Hazelton, B. C., and (2) for construction of adequate roads over the said routes.

AND YOUR MEMORIALIST WILL EVER PRAY.

Passed by the House, March 2, 1951.

Approved by the Governor March 6, 1951.

HOUSE MEMORIAL NO. 35

TO THE CONGRESS OF THE UNITED STATES; TO THE CIVIL AERONAUTICS ADMINISTRATION; TO THE HONORABLE E. L. BARTLETT, DELEGATE TO CONGRESS FROM ALASKA:

WHEREAS, the Congress of the United States, by an Act approved May 13, 1946 (60 Stat. 170), as amended, provided a program of Federal aid for public airport development in the States and Territories; and

WHEREAS, pursuant thereto, a three-to-one matching formula is now available to the Territory of Alaska for the construction of public airports; and

WHEREAS, said favorable matching ratio will, by terms of applicable law and regulations issued thereunder, be scaled downward commencing July 1, 1952, with resultant decreased Federal participation, dollarwise, to Territorial participation, in the cost of constructing public airports in Alaska; and