

mits that:

WHEREAS, Senator Ernest Gruening has indicated that plans are underway to submit a bill to Congress that would call for the construction of a road between Anchorage and Nome; and

WHEREAS, said proposed road will be routed through the community of McGrath; and

WHEREAS, such a road would be to the benefit of all Alaska and would make a vital contribution to national defense by connecting various White Alice stations by ground transportation; and

WHEREAS, this road would reduce freight costs both to residents and to important defense installations along the route;

NOW THEREFORE, Your Memorialist urges the introduction and passage of any federal legislation necessary to the construction of a road between Anchorage and Nome by way of McGrath; and further urges that all agencies responsible for such construction proceed at the earliest possible date to plan and build said road.

Passed by the Senate March 10, 1959.

Passed by the House March 19, 1959.

SENATE JOINT MEMORIAL NO. 15

To the Honorable Lewis L. Strauss, Secretary of Commerce; the Honorable Ellis L. Armstrong, Commissioner, Bureau of Public Roads; the Honorable E. L. Bartlett and Ernest Gruening, U. S. Senators from Alaska; and the Honorable Ralph J. Rivers, U. S. Representative in Congress from Alaska:

Your Memorialist, the Legislature of the State of Alaska in the First Legislature, First Session assembled respectfully submits that:

WHEREAS, there are over one thousand residents in the college area near Fairbanks; and

WHEREAS, the International Airport is situated approximately two miles from said college area; and

WHEREAS, by reason of the fact that there are no bridges across the Chena River except in the City of Fairbanks, the College area is cut off from the airport; and

WHEREAS, the construction of a bridge across the Chena River at the end of University Avenue in the College area will bring the International Airport in close proximity to the University of Alaska, thereby reducing the distance from the College area to said airport from 15 to 2 miles; and

WHEREAS, persons traveling from the College area to the airport are required to drive through the heavy traffic of Fairbanks; and

WHEREAS, the Nenana Highway which is under construction and the construction of said bridge would facilitate travel from Nenana into Fairbanks and to the airport;

NOW THEREFORE, Your Memorialist urges the construction of a bridge across the Chena River at the end of the University Avenue in the College area near Fairbanks, Alaska.

Passed by the Senate March 23, 1959.

Passed by the House April 9, 1959.

SENATE JOINT MEMORIAL NO. 16

To James Hawkins, Director of the Alaska Native Service and Frank Metcalf, Director of the Alaska Department of Public Works:

Your Memorialist, the Legislature of the State of Alaska in First Legislature, First Session assembled, respectfully

submits that:

WHEREAS, the swing bridge over the Karluk River which connects the two portions of the village of Karluk and which constitutes a vital means of transportation and communication between them has fallen down; and

WHEREAS, this has necessitated the transportation of school children from one portion of the village to the other twice each day by means of outboard skiff across the Karluk River subjecting them to the dangers of ice floes and other river debris; and

WHEREAS, groceries, fuel and all other supplies necessary for subsistence must be transported in a like manner; and.

WHEREAS, the necessity of crossing

the Karluk River by means of boat subjects the occupants to possibility of loss of life and limb;

NOW THEREFORE, Your Memorialist urges the Alaska Native Service and the Alaska Department of Public Works to join forces and share the cost of rebuilding said bridge at the earliest possible date.

Passed by the Senate March 16, 1959.

Passed by the House March 24, 1959.

SENATE JOINT MEMORIAL NO. 17

To the Honorable Arthur E. Summerfield, Postmaster General of the United States; the Honorable E. L. Bartlett and the Honorable Ernest Gruening, United States Senators from Alaska; and the Honorable Ralph J. Rivers, United States Representative from Alaska:

Your Memorialist, the Legislature of the State of Alaska in First Legislature, First Session assembled, respectfully submits that:

WHEREAS, the present second class United States Post Office at Barrow, Alaska is inadequate even for light winter service, and consists of a privately owned quonset hut; and

WHEREAS, the present second class United States Post Office was denied the use of natural gas due to its private ownership; and

WHEREAS, the Barrow Post Office serves as the distribution point for several villages and DEW line sites and

naval ship convoys; and

WHEREAS, the volume of mail averages 5,000 pounds outbound and 15,000 pounds inbound per week; and

WHEREAS, the revenue from stamps exceeds \$8,000 per annum and money orders written are valued at about \$250,000 annually; and

WHEREAS, the volume of business transacted at the United States Post Office at Barrow, as evidenced by the above figures, makes it imperative that enlarged and more permanent post office facilities be constructed;

NOW THEREFORE, Your Memorialist the Legislature of the State of Alaska in the First Legislature, First Session assembled respectfully urges that the Postmaster General of the United States construct or otherwise provide for adequate post office facilities at Barrow, Alaska.

Passed by the Senate March 18, 1959.

Passed by the House March 24, 1959.

SENATE JOINT MEMORIAL NO. 19

To the Honorable Richard Nixon, President of the Senate; the Honorable Sam Rayburn, Speaker of the House of Representatives; the Honorable John L. McClellan, Chairman, Senate Committee on Government Operations; the Honorable E. L. Bartlett and the Honorable Ernest Gruening, Senators from Alaska; the Honorable Ralph J. Rivers, Representative from Alaska:

Your Memorialist, the Legislature of

the State of Alaska in First Legislature, First Session assembled respectfully submits that:

WHEREAS, legislation has been introduced into the United States Senate known as the "Payments to Local Government Act of 1959"; and

WHEREAS, this bill represents the culmination of nearly ten years of continuous legislative effort to develop a