

Senate Memorials

SENATE MEMORIAL NO. 3

To the Honorable Lewis L. Strauss, Secretary of Commerce; the Honorable E. L. Bartlett and the Honorable Ernest Gruening, Senators from Alaska; the Honorable Ralph J. Rivers, Representative from Alaska; the Honorable Bertram D. Tallamy, Federal Highway Administrator; the Honorable Ellis L. Armstrong, Commissioner of the Bureau of Public Roads; and the Honorable Edgar H. Swick, Regional Engineer, Region Ten, Bureau of Public Roads:

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

WHEREAS, the region between Klawock and Hollis on Prince of Wales Island, Alaska, is a potential source of great mineral and timber wealth; and

WHEREAS, the Harris River and Klawock Lake on Prince of Wales Island are excellent recreational areas; and

WHEREAS, the Ketchikan Pulp Company has begun the construction of a road leading from Hollis to the west; and

WHEREAS, the construction of a road between Klawock would encourage the economic development of the villages of Craig, Klawock and Hydaburg on the

west coast of Prince of Wales Island; and

WHEREAS, the construction of such a road on said west coast would enable at least five logging camps to transport logs by overland route to Hollis, eliminating the need of moving such logs by raft around hazardous Cape Chacon and through Clarence Strait; and

WHEREAS, such a road would also allow the fishing fleets to transport their catches overland from the west coast to Hollis and to retail and wholesale fresh fish markets; and

WHEREAS, such a road would lead to great improvement of the economic well-being of the residents of the west coast of Prince of Wales Island; and

WHEREAS, the Senate of the Twenty-third Territorial Legislature also favored such construction, proving that it is a matter of continuing legislative concern;

NOW THEREFORE, your Memorialist, the Senate of the State of Alaska in First Session assembled, respectfully urges that the construction of a road between Klawock and Hollis be given high priority in the planning and development of the Alaska road system.

Passed by the Senate February 21, 1959.

SENATE MEMORIAL NO. 4

To the Honorable Fred A. Seaton, Secretary of the Interior:

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

WHEREAS, there is situate in the State of Alaska, a mountain of memorable beauty which to this day remains unnamed; and

WHEREAS, this particular mountain rises to an elevation of 4,204 feet and

can be described as northeast of the City of Anchorage, between Peters Creek and Eagle River at 61° 18' latitude, 149° 24' longitude and is at the head of an unnamed creek which enters Eagle River at the Highway Bridge, approximately one and one-half miles west of the Seward Meridian; and

WHEREAS, certain residents of the area adjacent to and nearby this mountain are most interested that it be appropriately named; and

WHEREAS, said residents have, since

1953, been urging that the mountain be properly and officially named as Mount Magnificent;

NOW THEREFORE, Your Memorialist respectfully urges that all possible steps be taken and through the Board of Geographic Names of the Department

of the Interior to see that the above described mountain be named Mt. Magnificent in accordance with the wishes of the Alaska Legislature as expressed in this Memorial.

Passed by the Senate February 26, 1959.

SENATE MEMORIAL NO. 6

To the Honorable Dwight D. Eisenhower, President of the United States; the Honorable Hugh J. Wade, Acting Governor of Alaska; the Honorable Fred A. Seaton, Secretary of the Interior; the Honorable John Foster Dulles, Secretary of State; the Honorable E. L. Bartlett and the Honorable Ernest Gruening, Senators from Alaska; and the Honorable Ralph J. Rivers, Representative from Alaska:

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

WHEREAS, the Federal government negotiated a treaty with Japan in 1952 which covered fishing rights in Alaskan waters; and

WHEREAS, this treaty and subsequent conventions has left Alaskan and other American fishermen at a disadvantage due to the type of fishing gear which only the Japanese use and are authorized to use; and

WHEREAS, Federal and state authori-

ties have established that indiscriminate Japanese fishing under the treaty has nearly depleted the fishing runs in the Bristol Bay area of Alaska; and

WHEREAS, due to this depletion the U. S. Department of the Interior has announced the closure of the Bristol Bay fishery to commercial fishing during the 1959 season; and

WHEREAS, the livelihood of three thousand residents of that area will now be drastically affected by the closure since fishing is their main source of income;

NOW THEREFORE your Memorialist urges that the President of the United States and the Governor of Alaska proclaim the Bristol Bay area of Alaska a national disaster area and immediately institute relief or public works programs for these citizens who have suffered and will continue to suffer from the disastrous effects of a treaty negotiated by the national government.

Passed by the Senate March 18, 1959.

SENATE MEMORIAL NO. 7

To the Honorable Neil H. McElroy, Secretary of Defense; the Honorable Fred A. Seaton, Secretary of the Interior; the Honorable E. L. Bartlett and the Honorable Ernest Gruening, Senators from Alaska; the Honorable Ralph J. Rivers, Representative from Alaska:

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

WHEREAS, the City of Nenana, on the Tanana River, is strategically situated between Fairbanks and the cur-

rently developing missile site at Clear, Alaska; and

WHEREAS, the City of Nenana is and will continue to be a focal point for the movement, diversion and intransit storage for critical and technical military supplies, material and impediments as well as commercial cargoes required to be transported between Fairbanks and Clear missile site in consignment lots suitable for motor vehicle movements; and

WHEREAS, the orderly, progressive development of the Clear project does