

greatly dependent on air transportation; and

WHEREAS, the people of Alaska, realizing the importance of air transportation, voted in the November 1960 election to issue \$1,500,000 in general obligation bonds to finance the construction of bush airfields; and

WHEREAS, the population in the area of the lower Kuskokwim River and the Kuskokwim Bay is growing rapidly, but the productive utilization of its population and the growth of the economy is slowed by the lack of air transportation facilities; and

WHEREAS, the lack of these facilities results in difficulty in shipping freight, poor mail service and unsatisfactory personal transportation, especially in transporting emergency patients quickly to the hospital in Bethel; and

WHEREAS, the people in this area con-

sider that the construction of bush airfields is the most important public works project applicable to their region; and

WHEREAS, during the fall and spring months the only means of transportation in or out of the following communities is by air:

BE IT RESOLVED by the House of Representatives in Second Legislature, First Session assembled that the Governor of the State of Alaska urge the Commissioner of the Department of Public Works to construct bush airfields in the following communities: Kwinhagak, Nunapitchuk, Tanunak, Kwigillingok, and Goodnews; and be it

FURTHER RESOLVED that funds be provided for this construction from the bush airfield bond issue ratified by the people of Alaska in the November 1960 election.

Passed by the House March 21, 1961.

### HOUSE RESOLUTION NO. 18

**Relating to highway construction in Alaska.**

**Be It Resolved by the House in Second Legislature, First Session Assembled:**

WHEREAS, Alaska is the only state in the Union which has been excluded from the National System of Interstate and Defense Highways; and

WHEREAS, until 1956 Alaska was totally excluded from federal highway legislation and is even now included on a reduced basis; and

WHEREAS, as a result of past neglect and discrimination on the part of the federal government, Alaska now has a wholly inadequate road net; and

WHEREAS, the nation can derive no benefit from the infinitely rich and varied resources of Alaska without adequate roads to provide access to them; and

WHEREAS, defense is hampered and the nation imperiled by the absence of

transportation routes in a most important part of the continent;

BE IT RESOLVED by the House of Representatives in Second Legislature, First Session assembled that the Congress of the United States be respectfully urged to appropriate an additional sum of not less than \$15 million a year for twenty years for the development of highways in Alaska; and be it

FURTHER RESOLVED that copies of this resolution be sent to the Honorable John F. Kennedy, President of the United States; the Honorable Robert McNamara, Secretary of Defense; the Honorable Rex M. Whitten, Administrator of the Bureau of Public Roads, Department of Commerce; the Honorable E. L. Bartlett and the Honorable Ernest Gruening, Senators from Alaska; and the Honorable Ralph J. Rivers, Representative from Alaska.

Passed by the House February 28, 1961.

### HOUSE RESOLUTION NO. 19

**Relating to the construction of a snow shed at Mile 39, Glenn Highway.**

**Be It Resolved by the House in Second Legislature, First Session assembled:**

WHEREAS, there exists an extremely hazardous condition at Mile 39 on the Glenn Highway where snow slides frequently block the highway; and

WHEREAS, this danger is further accentuated by the fact that the slide occurs on a blind corner alongside the Knik River; and

WHEREAS, this particular section of road is used twice daily during the danger period by a loaded school bus as well as milk trucks, bread trucks and other perishable carriers, and is heavily traveled by commuter traffic; and

WHEREAS, the delay caused by such a slide could be of serious consequence in

the event of an evacuation of the Anchorage area by the military; and

WHEREAS, the saving in annual costs of clearing the slide area would pay for the costs of erecting a suitable snow shed;

BE IT RESOLVED by the House of Representatives in Second Legislature, First Session assembled, that the Governor is respectfully urged to direct the Commissioner of the Department of Public Works to construct a snow shed at Mile 39 on the Glenn Highway in order to prevent the inevitable loss of life and property that is bound to occur if such steps are not taken.

Passed by the House February 28, 1961.

### HOUSE RESOLUTION NO. 20

**Relating to the construction of a highway between North Kenai and Hope and its connection with the proposed Turnagain Arm Causeway.**

**Be It Resolved by the House in Second Legislature, First Session Assembled:**

WHEREAS, the highway now being constructed between North Kenai and Hope on the Kenai Peninsula is both a logical necessity and a rational project; and

WHEREAS, the highway will be a boon to industrial development, especially in oil and gas, will serve as an evacuation route from the congested Anchorage area, and assist and facilitate the distribution

of oil and gas from the Kenai Peninsula; and

WHEREAS, the highway and the proposed Turnagain Arm Causeway will open new lands to homesteaders and purchasers, provide access to fishing sites and stimulate the fishing industry;

BE IT RESOLVED by the House of Representatives in Second Legislature, First Session assembled, that the Department of Public Works complete the construction of the highway between North Kenai and Hope as soon as possible, and plan for its juncture with the proposed Turnagain Arm Causeway.

Passed by the House April 3, 1961.

### HOUSE RESOLUTION NO. 22

**Relating to the length of salmon seine vessels in the Southeastern Alaska and Prince William Sound areas.**

**BE It Resolved by the House in Second Legislature, First Session Assembled:**

WHEREAS, commercial fishing for salmon represents a basic segment of the economy of Southeastern Alaska and the Prince William Sound areas; and

WHEREAS, the salmon resources in recent years have suffered a severe decline resulting in economic deprivations in both Southeastern Alaska and the Prince William Sound areas; and

WHEREAS, one of the reasons for the decline in the salmon resource has been the use of a greater amount of more efficient fishing gear; and

WHEREAS, during the past 30 years seine boats fishing in these areas have been restricted by regulation to 50-foot keel length measurements; and

WHEREAS, by technical manipulations some salmon seine vessels are now attempting to circumvent the intent of the present regulations relative to boat length;

BE IT RESOLVED by the House of Representatives in Second Legislature,