

## HOUSE JOINT RESOLUTION NO. 36

**Relating to the planning and construction of roads in Alaska, and urging the U. S. Congress to approve Senate Joint Resolution 137.**

**Be It Resolved by the Legislature of the State of Alaska in Second Legislature, Second Session Assembled:**

WHEREAS the adequacy of Alaska's military defenses which guard the northern approaches to the Nation, the development of its vast resources, and its progress as a great state are contingent on the construction of roads and highways to serve local needs, to connect the distant corners of the state, and to increase Alaska's accessibility to Canada and the United States; and

WHEREAS, although Alaska has a hard-working citizenry and an unlimited potential of becoming one of the most productive and wealthy states in the Union, it is not presently endowed with the means to independently plan and construct urgently needed roads and highways; and

WHEREAS the federal government has long neglected Alaska's highway needs as evidenced by the fact that Alaska has been deprived of federal aid highway funds during the first 40 years of these funds—from 1916 to 1956—although paying all federal taxes; and

WHEREAS, if Alaska had been allowed to share the federal highway aid on an equal basis with the other states, \$575 million would have been received since 1916; and

WHEREAS, when Alaska became a state, only two of its major cities were connected by roads, a situation unthinkable in the other states; and

WHEREAS it is believed that this situation places on the federal government a responsibility to assist Alaska to achieve the same high degree of road development

that has already been obtained by Alaska's sister states; and

WHEREAS Alaska is in the unique situation of being required to coordinate numerous highway programs with the Canadian government; and

WHEREAS U. S. Senate Joint Resolution 137, which would ameliorate this situation, has been endorsed by the U. S. Department of Commerce and approved by the Bureau of the Budget;

BE IT RESOLVED by the Legislature of the State of Alaska in Second Legislature, Second Session assembled, that the U. S. Congress is urged to approve Senate Joint Resolution 137, which would authorize the Secretary of Commerce, in cooperation with the State of Alaska, to undertake engineering studies and planning surveys pertaining to highway construction in Alaska and between Alaska and Canada; 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 Luther H. Hodges, Secretary of Commerce; the Honorable Lyndon B. Johnson, Vice President of the United States and President of the Senate; the Honorable John W. McCormack, Speaker of the House of Representatives; the Honorable Dennis Chavez, Chairman, Senate Public Works Committee; the Honorable Harry F. Byrd, Chairman, Senate Finance Committee; the Honorable Warren G. Magnuson, Chairman, Senate Interstate and Foreign Commerce Committee; the Honorable Charles A. Buckley, Chairman, House Public Works Committee; the Honorable Wilbur D. Mills, Chairman, House Ways and Means Committee; the Honorable Oren Harris, Chairman, Interstate and Foreign Commerce Committee; and the members of the Alaska delegation in Congress.

Passed by the House February 1, 1962.  
Passed by the Senate February 16, 1962.

## HOUSE JOINT RESOLUTION NO. 37

**Relating to the Federal Aviation Agency station at Iliamna.**

**Be It Resolved by the Legislature of the**

**State of Alaska in Second Legislature, Second Session Assembled:**

WHEREAS it has come to the attention

of the legislature that the Federal Aviation Agency is planning to close the FAA station in Iliamna; and

WHEREAS the area around the Iliamna station is a fast-growing area, as is indicated by the increase in mail volume from 10,000 pounds in 1951 to 100,000 pounds in 1961; and

WHEREAS, if the station is closed, there will be no weather reporting station between Anchorage and King Salmon, a distance of 365 miles in an area that has dangerous and unpredictable weather for flying, making necessary air flights even more dangerous; and

WHEREAS this increased hazard will decrease the volume of air freight and air passenger traffic in and around Iliamna, depriving the inhabitants of the area around Iliamna of a necessary source of supply and transportation and increasing even more an already unusually high cost-of-living rate; and

WHEREAS, while the Iliamna field

ranks in the top one-third in the state in total volume of air traffic, yet the Federal Aviation Agency is not planning to close stations serving air fields with a much smaller volume of air traffic;

BE IT RESOLVED by the Legislature of the State of Alaska in Second Legislature, Second Session assembled, that the Honorable N. E. Halaby, Administrator of the Federal Aviation Agency, be respectfully urged to direct that the Federal Aviation Agency station at Iliamna not be closed; and be it

FURTHER RESOLVED that copies of this resolution be sent to the Alaska delegation to Congress, and that they be respectfully requested to communicate with the Administrator of the Federal Aviation Agency and to offer him whatever assistance is possible toward maintaining the Federal Aviation Agency station at Iliamna.

Pased by the House February 2, 1962.  
Passed by the Senate February 15, 1962.

### HOUSE JOINT RESOLUTION NO. 38

**Relating to transportation to and across the Alaska Peninsula.**

**Be It Resolved by the Legislature of the State of Alaska in Second Legislature, Second Session Assembled:**

WHEREAS the National Park Service has proposed constructing a road within the Mt. Katmai National Monument from Brooks Lake to the Valley of Ten Thousand Smokes, increasing the public's accessibility to the natural wonders in the Monument; and

WHEREAS the village of King Salmon is the village nearest Brooks Lake in Mt. Katmai National Monument, and is a natural terminal for tourist activity in the Monument; and

WHEREAS King Salmon enjoys regular twice-daily air service and is accessible by road from Bristol Bay, providing an easy access for persons visiting Mt. Katmai National Monument; and

WHEREAS, although there is now a road from King Salmon to the outlet of Naknek Lake, the road does not extend into the Monument, so that there is no vehicular

connection between King Salmon and Brooks Lake, nor is there any vehicular connection to the road proposed to be constructed from Brooks Lake to the Valley of Ten Thousand Smokes; and

WHEREAS the construction of a road from the outlet of Naknek Lake to the site of the proposed road beginning at Brooks Lake would immeasurably increase the accessibility of all parts of Mt. Katmai National Monument, to the mutual benefit of the people living in the Bristol Bay area and the people enjoying the Monument;

BE IT RESOLVED by the Legislature of the State of Alaska in Second Legislature, Second Session assembled, that the Honorable Conrad L. Wirth, Director of the National Park Service, be respectfully requested to direct the extension of the proposed road from Brooks Lake to the outlet of Naknek Lake; and be it

FURTHER RESOLVED that copies of this resolution be sent to the Alaska delegation in Congress, and that they be respectfully requested to communicate with the Director of the National Park Service, and to offer him any possible assistance in constructing the road; and be it