

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

FURTHER RESOLVED that the Honorable William A. Egan, Governor of Alaska, be respectfully requested to direct the Division of Highways, Department of Public Works, to cooperate with the National Park Service in building a road from the outlet

of Naknek Lake to Brooks Lake, and, if the National Park Service cannot do so, to construct a road on that part of the distance that is on state land.

Passed by the House February 2, 1962.

Passed by the Senate February 16, 1962.

### HOUSE JOINT RESOLUTION NO. 39

**Relating to striking a coin commemorating the one-hundredth anniversary of the purchase of the Territory of Alaska.**

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

WHEREAS commemorative coins have been popular since the days of the Greeks and the Romans, serving to record and honor events of historical significance in the progress of nations; and

WHEREAS, in the United States, commemorative coins have been struck since 1892 commemorating centennials, tercentennaries, diamond jubilees, sesquicentennials, bicentennials, expositions, granting of charters, and commemoration purchases, bridges, battles, individuals, and canals; and

WHEREAS commemorative coins, when struck in a sufficient number, are widely collected at home and abroad so that the significance of important historical events is made known to many people; and

WHEREAS, in 1867, the United States, following its peaceful tradition, acquired the Territory of Alaska from Russia by purchase and not by conquest; and

WHEREAS, following the United States' traditional policy of granting equality and self-government to its territories, Alaska has been admitted to the Union of States; and

WHEREAS 1967 will be the one-hundredth anniversary of the purchase of the Territory of Alaska;

BE IT RESOLVED by the Legislature of the State of Alaska in Second Legislature, Second Session assembled, that the Congress of the United States be urged to authorize a silver dollar or other coin commemorating the one-hundredth anniversary of the acquisition in 1867 of the Territory of Alaska, to be struck in 1967 in a sufficient number to allow wide distribution to emphasize that the Territory was acquired by purchase and not by conquest, the design of either the obverse or the reverse to be approved by the Legislature of the State of Alaska; and be it

FURTHER RESOLVED that copies of this resolution be sent to the Chairman, Senate Committee on Banking and Currency; the Chairman, House Committee on Coinage, Weights, and Measures; and the Alaska delegation to Congress.

Passed by the House February 5, 1962.

Passed by the Senate February 19, 1962.

### HOUSE JOINT RESOLUTION NO. 42

**Relating to the extension of stopover rights in Alaska to the through passengers of foreign air carriers landing in Alaska.**

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

WHEREAS the development of the travel industry is essential to the economic well-being of Alaska and its citizens; and

WHEREAS the full and expedient devel-

opment of that industry is retarded by restrictions of the Civil Aeronautics Board which deny the through passengers of foreign air carriers traversing Alaska the privilege of stopping over in Alaska; and

WHEREAS these restrictions are contrary to the national policy of encouraging travel by foreign nationals in the United States as demonstrated by the creation of the U. S. Travel Service and in other ways; and

WHEREAS the effect of these restric-