

Alaska in every possible way in making these improvements; and be it

FURTHER RESOLVED that copies of this resolution be sent to the Honorable Najeeb E. Halaby, Administrator, Federal Aviation Agency; the Honorable Allen D.

Hulen, Regional Manager, Alaska Region, Federal Aviation Agency; and to the members of the Alaska delegation in Congress.

Passed by the Senate March 10, 1962.

Passed by the House April 9, 1962.

### SENATE JOINT RESOLUTION NO. 68

**Relating to the Stikine-Iskut Highway.**

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

WHEREAS the Stikine-Iskut road into the Wrangell-Petersburg area of Southeast Alaska has been chosen by the Southeastern Conference on Roads and Harbors, an organization representing communities in Southeast Alaska, as the number one priority road to be built in Southeast Alaska with secondary highway funds; and

WHEREAS the Alaska International Rail

and Highway Commission recommended this route in its report; and

WHEREAS the State Highway Program has scheduled portions of this route for construction;

BE IT RESOLVED by the Legislature of the State of Alaska in Second Legislature, Second Session assembled, that the Highway Division, the International Development Commission, and other concerned agencies continue their program of construction and negotiation to continue work on this important project.

Passed by the Senate March 10, 1962.

Passed by the House March 17, 1962.

### SENATE JOINT RESOLUTION NO. 69

**Relating to the construction of breakwaters at Bethel.**

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

WHEREAS the port of Bethel supplies the people living in the vast area drained by the Kuskokwim and Yukon Rivers with necessities; and

WHEREAS the port serves as a source of supply for the series of defense installations vital to the "White Alice" early warning system; and

WHEREAS a station of the Alaska Communications System, a station of the Federal Aviation Agency, the area headquarters for the Bureau of Indian Affairs school operation in the Kuskokwim-Yukon River areas, the Native Service Hospital for that entire area, and the Alaska National Guard Scout Battalion are all located in Bethel; and

WHEREAS the port of Kuskokwim situated across the river about two miles from Bethel has been abandoned and the facilities moved to Bethel so that Bethel

is now the only inland seaport for ocean-going vessels between the Seward Peninsula and Bristol Bay, and is, therefore, the only major source of supply for the federal agencies and defense installations listed above; and

WHEREAS the advantage of maintaining the port in Bethel rather than in Kuskokwim is that in Bethel there is no light-erage cost and handling time is reduced, which will eventually result in a reduction of the shipping costs to the community and to federal agencies in the area; and

WHEREAS the docks at Bethel, built out in the Kuskokwim River, are in grave danger of being swept away when the spring breakup brings pans of ice downriver; and

WHEREAS the main road connecting the Alaska National Guard Hanger-Lake road and the Airport-military site road, which is the supply route to the "White Alice" system and which runs along the Kuskokwim River, is in danger of being completely destroyed by erosion caused by the action of the river; and

WHEREAS, if the main road is de-