

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-

stroyed, it will cause extreme hardship to the government agencies supplied by it and to the businesses and families situated adjacent to the road;

BE IT RESOLVED by the Legislature of the State of Alaska in Second Legislature, Second Session assembled, that the Secretary of the Army, through the Corps of Engineers, is respectfully urged to survey for and construct the following facilities: (1) a steel piling breakwater to protect the new docking facilities at Bethel from damage due to the ice runout during the spring breakup; and (2) a breakwater made of steel pilings, concrete slabs, or

gasoline barrels filled with river silt to begin at Brown's Slough and extend below the Standard Oil Co. loading barge dock downriver from the Standard Oil Co. tank farm, the breakwater designed to protect the main road from erosion; and be it

FURTHER RESOLVED that copies of this resolution be mailed to the Honorable Elvis J. Stahr, Secretary of the Army; Colonel Christian Hanburger, District Engineer, Corps of Engineers, U. S. Army; and the members of the Alaska delegation in Congress.

Passed by the Senate March 10, 1962.

Passed by the House March 31, 1962.

### SENATE JOINT RESOLUTION NO. 70

**Relating to the inclusion of the proposed addition to the Wrangell Highway in the five-year program of highway construction of the Department of Public Works.**

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

WHEREAS the Report on Alaska Highways dated March 15, 1961, recommends the addition of two miles to the Wrangell Highway, Route S-943, a federal-aid secondary "A" highway route; and

WHEREAS a timely completion of this addition to the Wrangell Highway is necessary to the proper development of the Wrangell area; and

WHEREAS the Division of Highways, Department of Public Works, is charged by law with preparing a long-range program of the road construction most necessary in the state, covering construction for at least the next five years;

BE IT RESOLVED by the Legislature of the State of Alaska in Second Legislature, Second Session assembled, that the Commissioner of Public Works is urged to include this small but important addition to Alaska's roads in the five-year highway development program, and to schedule it for construction at the earliest possible date.

Passed by the Senate March 10, 1962.

Passed by the House March 21, 1962.

### SENATE JOINT RESOLUTION NO. 72

**Relating to the establishment of an agricultural-vocational school on the Kenai Peninsula.**

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

WHEREAS the recent discovery and development of oil and gas fields on the Kenai Peninsula has caused an unprecedented rise in population growth on the west side of the Kenai Peninsula; and

WHEREAS both the soil and climate on the west side of the Kenai Peninsula are highly favorable for the production of livestock and agricultural products; and

WHEREAS the Bradley Hydroelectric Project located near the southern end of the Kenai Peninsula could, when completed, furnish cheap power for the industrial development of the Kenai Peninsula; and

WHEREAS many homesteaders, during recent years, have taken up homesteads on the Kenai Peninsula; and

WHEREAS both the shellfish industry and the salmon fisheries on the Kenai Peninsula have contributed substantially to the economy of Alaska; and

WHEREAS all of the aforementioned factors considered together contribute to-