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**THE NATIONAL ARCHIVES
NATIONAL ARCHIVES AND RECORDS SERVICE
GENERAL SERVICES ADMINISTRATION**

WASHINGTON: 1973

April 30, 1931

The Speaker of the House
Alaska Territorial Legislature
Juneau, Alaska

Dear Sir:

I wish to advise that I have approved and transmitted to the Secretary of Alaska for permanent filing the following Bills House Resolutions and Memorials:

HOUSE JOINT RESOLUTION NO. 6

HOUSE JOINT RESOLUTION NO. 7

HOUSE JOINT MEMORIAL NO. 12

HOUSE JOINT MEMORIAL NO. 18

HOUSE JOINT MEMORIAL NO. 20

HOUSE BILL NO. 75 - An Act to restore adequate water transportation to the town of Iditarod, making an appropriation therefor, and declaring an emergency.

HOUSE BILL NO. 88 - An Act making an appropriation for the Alaska Agricultural College and School of Mines, and declaring an emergency.

HOUSE BILL NO. 109 - An Act to amend Section 4, Chapter 56, Session Laws of Alaska of 1919, relating to abatement of gambling places.

SUBSTITUTE BILL NO. 101 - An Act to provide for stocking of lakes and streams in Alaska with game fish, providing for protecting of such fish, making an appropriation to carry out the provisions hereof, and declaring an emergency.

HOUSE BILL NO. 115 - An Act authorizing the Territorial Board of Road Commissioners to make a reconnaissance survey of a highway across Prince of Wales Island and making an appropriation therefor.

HOUSE BILL NO. 118 - An Act to provide for the construction of school houses and provide funds therefor and declaring an emergency.

HOUSE BILL NO. 121 - An Act appropriating \$25,000.00 to be expended in cleaning streams and for the destruction of predatory enemies of the salmon, and declaring an emergency.

HOUSE JOINT MEMORIAL NO. 13

HOUSE BILL NO. 7 - An Act to amend Section 22 of Article V of Chapter 65, Session Laws of 1929, relative to the care and support of the destitute and needy.

HOUSE BILL NO. 45 - An Act to provide incorporated cities and incorporated school districts with financial assistance to maintain public schools and repealing Chapter 37, Session Laws of 1921, and Chapter 95 of the Laws of 1929.

HOUSE BILL NO. 55 - An Act authorizing the Territorial Board of Road Commissioners for the Territory of Alaska to build a road which will connect the City of Seward, Alaska, with the flats of Spruce Creek on the west side of Resurrection Bay in the Third Judicial Division, Territory of Alaska, providing for the payment for said work, providing for cooperation in the performance of said work between said Territorial Road Commissioners and the Alaska Road Commission and declaring an emergency to give this Act immediate effect.

HOUSE BILL NO. 103 - A Bill providing for the disposition of Fish Hatchery Buildings and property, belonging to the Territory of Alaska, and declaring an emergency.

HOUSE BILL NO. 106 - An Act to provide for cooperation between the Territory and Federal Government in the investigations of mineral resources and the dissemination of information concerning the same, making an appropriation therefor, suspending Chapter 44 of the Laws of 1921, and

April 29, 1931

The President of the Senate
Alaska Territorial Legislature
Juneau, Alaska

Dear Sir:

I wish to advise that I have today approved and transmitted to the Secretary for permanent filing the following Senate Bills and Resolutions:

SENATE JOINT RESOLUTION No. 8

SENATE CONCURRENT RESOLUTION No. 4

SENATE BILL No. 68 - An Act creating a commission to make survey of the facilities and recommend a program for care of dependent children, and making an appropriation.

SENATE BILL NO. 20 - An Act to authorize the Territorial Board of Road Commissioners of Alaska to construct an automobile and wagon road which will connect the City of Anchorage with the settlement of Eklutna in the Third Judicial Division, and to employ for that purpose Twenty-five Thousand Dollars (\$25,000.00) of the road funds apportioned to said Third Judicial Division under the provisions of Section 5 of Chapter 11 of the Laws of 1919, and to provide for cooperation between the Territorial Board of Road Commissioners and the Alaska Road Commission, and declaring an emergency.

SENATE BILL No. 53 - An Act to amend Chapter 62 of the Alaska Session Laws of 1917, entitled 'An Act for the establishment of the Alaska Agricultural College and

April 23, 1931

The Speaker of the House
Alaska Territorial Legislature
Juneau, Alaska

Dear Sir:

I wish to advise that I have approved and transmitted to the Secretary of Alaska for permanent filing the House Bills, Memorials and Resolutions as shown below:

April 21, 1931

HOUSE BILL No. 25 - An Act to amend Section 3, of Chapter 87 of the Session Laws of Alaska, 1923, relating to the Territorial Historical Library and Museum, and declaring an emergency.

HOUSE BILL No. 33 - An Act to provide lien for making, altering or repairing chattel, and declaring an emergency.

HOUSE BILL No. 35 - An Act to amend Sections 879 and 880 as amended, of Compiled Laws of Alaska relative to publications of summons and orders therefor.

HOUSE BILL No. 49 - An Act authorizing the Territorial Board of Road Commissioners to rehabilitate and maintain the old abandoned U.S. Signal Corps telegraph line between Eureka Creek and Rampart to be used as a public telephone line and authorizing the Board to make such expenditures under and from the general road appropriations for the Fourth Division, providing that during the biennium the total expenditures for such work shall not exceed six hundred (\$600.00) dollars, and declaring an emergency.

HOUSE JOINT MEMORIAL No. 5

NOME, ALASKA.
March 2, 1931.

Legislative Committee,
Chamber of Commerce,
Nome, Alaska.

Gentlemen:

We herewith submit a Road program which has been asked for by the various miners and owners of low grade placer scattered throughout the Second Division.

That a road be extended to parallel the Third Beach Line, starting from approximately Discovery on Anvil Creek and running to Penny River, thence over the Stone House Divide from Penny River into the head of Arctic Creek, thence over the head of Arctic Creek to Hungry and Oregon Creeks. Capital is already awaiting this road for the development of those two last named creeks, thanks to the efforts of Thomas A. Gaffney, who was instrumental in obtaining \$5,000.00 last summer through the Territorial Road Engineer to start this much needed road. This road at the present time has been started and we urgently request that at least it be continued as far as Sunset this coming summer, and further if possible. Last summer at Sunset Creek considerable preliminary work was done commensurate to getting the property in shape to mine it intelligently, and there is no doubt that considerable work will be done on this property this coming season. Consequently you see the urgent and immediate need of this part of the road.

That an additional wagon road of at least 20 miles be added to the Nome-Glacier road to extend it further up into Snake River and Stewart River regions, as there are thousands of acres of dredging ground awaiting transportation. A number of these creeks were worked by hand methods in the early days and paid dividends, but it

throughout the Second Division.

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That an additional wagon road of at least 20 miles be added to the Nome-Glacier road to extend it further up into Snake River and Stewart River regions, as there are thousands of acres of dredging ground awaiting transportation. A number of these creeks were worked by hand methods in the early days and paid dividends, but it cannot now be worked profitably except by the small dredging process. The price of freight to this section at the present time is prohibitive, consequently there are no chances of dredges being transported unless a road is built to minimize the freight rate. This road will also serve transportation for four different quartz prospects of which good assays have been obtained on all of them. We feel sure that if this road is constructed that the owners of these quartz properties will have little trouble in obtaining interested capital to continue their prospecting.

Starting from a point about a mile and a half or two miles below Fort Davis on the Nome-Solomon road, somewhere near the Old Chicken Ranch, we advise that a road be run directly north to connect with a road on Osborn Creek. This passes over a number of creeks, i.e., Irene, Sweepstake, Moss Gulch, Stevens, Laredo and Washington Creeks, all of which in the earlier days produced considerable money with the crude hand methods then in use. Last summer one mining outfit operated on one of those creeks and produced considerable money, but was very much handicapped by the lack of transportation. This winter there has been more prospecting going on in and around these named creeks and in our opinion has been carried on in all other of our adjacent creeks. This would be the first leg of a road which eventually will be extended further into the interior to open up Flambeau, Eldorado, Beaver and Bonanza river sections which are still unprospected, and in time this road will connect with the Solomon River-Casa de Paga road and thence to Council by Niukluk River. This last named section contains thousands of acres of low grade dredgeable ground.

That the road from Cape Nome to Bonanza Ferry be abandoned and that a substitute road be built north of the lagoon to Bonanza Ferry. The ground in this section is of such a nature that a road could be constructed very cheaply on the north side of the lagoon. This will eliminate the expense of maintaining two ferries, as bridges will be built across Bonanza and Solomon Rivers. Our opinion is that this road will pay for itself in a very few years, eliminating the expense of maintaining the ferries above mentioned, as at various times travel cannot be accommodated on account of the elements of weather and water conditions at those ferries. Besides it will be a safe condition for travel at all times of the year. Also eliminating the cost of main-

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That the work of rehabilitating the old Solomon River railroad into a wagon road be continued until over the Ruby Divide and then the road be continued down along the Casa de Paga River. Last summer a dredge was installed on Ruby Creek, coming into the Casa just where the wagon road comes down the Ruby hill and strikes Casa River and there is considerable mention of other dredges to be installed farther down the main Casa. The Ruby Divide on the south side is in bad condition and needs attention.

That a road be constructed from Taylor Creek by the way of Kougarok River to the nearest and best point of the contemplated Nome-Shelton tramway, a distance of approximately 30 miles.

That a road be constructed from Suelton to Danl Creek, a distance of 11 miles, and also another one from Henry Creek to Taylor Creek, approximately three miles.

That the construction of a road of some type, preferably tram, from Keewalik to Candle has become imperative, as the river has so filled with silt that it is almost impossible to navigate, and considerable difficulty has to be overcome trying to get freight by the way of the river. Last year approximately 250 tons of supplies were left at Keewalik which should have been in Candle before the freeze-up.

Completion of the repair of the present Candle road is necessary. A Bridge across Patterson Creek is vital to operations above the point. The road should also be constructed from its present starting point back to Keewalik River and tie on to the proposed road to Keewalik.

The construction of a bridge across Bonanza and Eldorado Creek would enable teams to go out to Quartz Creek where promising development work has begun. This is also on the regular mail trail and will be of considerable aid to travel in general.

Completion of the above program of road work would cut our cost of transportation to a reasonable figure, increasing thereby the activities of this section and encourage the development of large bodies of low grade mineral deposits. This is the second largest community on Seward Peninsula and if transportation facilities are sufficiently improved will be developed into one of the leading producers for many years to come.

That the road leading from Deering to Utica be rehabilitated and gravelled so that cars will be able to pass over it. Also that

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That the road leading from Deering to Utica be rehabilitated and gravelled so that cars will be able to pass over it. Also that improvements from Utica to the head of the Inmachuck River be made in order to facilitate some kind of transportation.

That a road be constructed from Pilgrim Hot Springs to connect with the Nome-Shelton tram, as this would not only furnish tonnage for the tram line but would also make it possible for Nome to be supplied with vegetables during the summer time from the Hot Springs.

That the road leading from Council to and along Opnir Creek as far as Crooked Creek be rehabilitated and be put in good condition for wagon transportation. Also that the courduroy road leading from Council to Fox River be given some attention.

That foot bridges across rivers between Nome and Tin City for travelers and for dog teams be provided.

That the Nome-Snelton Tramroad be extended to the Idaho Bar and a bridge to cross at that point be built.

That a suitable amount be allotted for the repair of Kougarok road to permit tractors to relieve the transportation problem until the extention of the tramroad.

We might add that for several years past we have been only getting approximately about 5% for the benefit of this Territory from the total appropriation of the Alaska Road Commission. Now that the Richardson Highway, the Steese Highway and other major road projects of the other divisions have been completed we feel that we have at all times been entitled to more consideration in our district, but particularly at the present time, and we urge that the allotment for this Division be increased.

Respectfully submitted,

R O A D C O M M I T T E E.