

3. The needed development is being largely retarded by reservation withdrawals, numerous and overlapping bureaucratic controls and doubt and uncertainty caused private investors by threats of more extensive reservations emanating from such ill-advised reports as that of the Alaska Resources Committee.

4. The world political and military situation impels strengthening Alaska as the buffer state of the Pacific. This can best be accomplished by active industrial development and an increased citizenry.

NOW, THEREFORE, We, Your Memorialists, earnestly request that the study for a "comprehensive plan for the development of the resources of Alaska" be reopened and continued and that a program of development and orderly utilization of Alaska's resources be planned and that the recommendations for restrictory conservation and reservation proposed by the Alaska Resources Committee do not be adopted and that in all future planning for Alaska economy that Alaska be equally represented on any body organized for that purpose.

AND YOUR MEMORIALISTS WILL EVER PRAY.

Passed by the Senate, February 8, 1939.

Passed by the House, February 18, 1939.

SENATE JOINT MEMORIAL NO. 4.

TO THE HONORABLE CONGRESS OF THE UNITED STATES:

Your Memorialist, the Legislature of the Territory of Alaska in the Fourteenth Regular Session assembled respectfully submits that:

WHEREAS, there are three road building agencies in the Territory of Alaska, namely, the Alaska Road Commission under the Department of the Interior, the Bureau of Public Roads under the Department of Agriculture and the Territorial Board of Road Commissioners a Territorial agency; and,

WHEREAS, it is believed that a single road planning agency would function more efficiently and more economically, and that the existing Territorial road building agency understands the road needs and road problems in Alaska; and,

WHEREAS, the Territory of Alaska has contributed liberally in the past toward the construction of roads and will continue to support road development in the Territory to the limit of its financial ability; and,

WHEREAS, it is believed that the extension of the Federal Highway Act to the Territory of Alaska would not involve a greater expenditure of Federal funds than is now being expended under the existing arrangement; and,

WHEREAS, it is the sense of the Legislature of the Territory of Alaska that the people of Alaska should rightfully have a voice in the planning and building of all roads within the Territory and that the Territory is ready and willing to contribute on any equitable and fair basis toward highway construction within the Territory.

WHEREFORE, Your Memorialist respectfully petitions and prays that H. R. 1955 now before the Congress for the extension of the Federal Highway Act to the Territory of Alaska be enacted.

AND YOUR MEMORIALIST WILL EVER PRAY.

Passed by the Senate, February 23, 1939.

Passed by the House, March 8, 1939.

SENATE JOINT MEMORIAL NO. 5.

TO THE HONORABLE, THE PRESIDENT OF THE UNITED STATES, THE CONGRESS OF THE UNITED STATES, THE SECRETARY OF THE INTERIOR, THE DELEGATE IN CONGRESS FROM ALASKA, AND THE COMMITTEES ON TERRITORIAL AND INSULAR POSSESSIONS IN THE SENATE AND HOUSE OF REPRESENTATIVES OF CONGRESS:

Your Memorialist, the Legislature of the Territory of Alaska in fourteenth regular session assembled, respectfully submits that:

WHEREAS, the interior of Alaska is a rich area capable of supporting a large population based upon mining and allied industries. This area embraces the Yukon and Tanana river basins and the Alaska rail belt; and,

WHEREAS, the excessive freight tariffs imposed by the Alaska Railroad, if viewed in the light of an indirect tax, make the popula-