

WHEREAS, the present circuitous mail route Seattle-Seward by steamer, on the railroad to Fairbanks and by air to Nome takes from eight to ten days to make delivery and has proved inadequate as the volume is more than the service can take care of and, at intervals, surplus has to be moved by emergency contracts; and,

WHEREAS, during the past year there has been successfully demonstrated the feasibility and practicability of the new direct route Anchorage-McGrath, Unalakleet-Nome, cutting the time of delivery from three to four days. In addition to this, it has made it possible to serve a vast region of the Second Division of Alaska now entirely without connections and spasmodically served with mails; and,

WHEREAS, during the open season of navigation in the year 1940, between the end of the winter mail contract and up to September tenth there were only two deliveries by boat of newspapers, periodicals and parcels post to Nome; and,

WHEREAS, the summer river route Nenana-St. Michael-Nome, used to dispatch all classes of mail during the summer months, including air mail not being strictly letter mail, regardless that large envelopes and packages accepted and airmail postage paid on same, dispatched in said mails were delivered at Nome from thirty to forty days from the date of leaving the Seattle post office, and resulted in immeasurable loss and costly delays to the business and mining interest of the Second Division of Alaska.

NOW, THEREFORE, your Memorialist respectfully and earnestly requests: (1) that the Postal Department establish the Anchorage-Nome route for all classes of mail for winter and summer; and (2) that it continue the service of air mail on the route Seattle-Juneau-Fairbanks-Nome.

AND YOUR MEMORIALIST WILL EVER PRAY.

Passed by the House, March 14, 1941.

Passed by the Senate, March 19, 1941.

HOUSE JOINT MEMORIAL NO. 20

TO THE CIVIL AERONAUTICS BOARD, WASHINGTON, D. C.:

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

WHEREAS, the Civil Aeronautics Board has received the recommendations of its Examiner, Mr. Raymond Stough, for the regulation of air transportation in Alaska, wherein it has been recommended that such transportation in Alaska generally, be found to be that of common carriers and that those engaged in such transportation in the greater part of Alaska be required to operate under Certificates of Public Convenience and Necessity within certain prescribed areas designated by the Examiner; and,

WHEREAS, said Examiner has recommended that some operators of commercial aircraft be denied the privilege of hereafter engaging in air transportation as generally carried on in Alaska and has further recommended that many operators in air transportation be limited to air transportation within prescribed and limited areas having no center of population or center of distribution forwarded by other means of transportation, as a result of which they are only permitted to carry such freight and passengers as are brought into the areas where they are allowed to operate or taken out of the same by other operators who are permitted to fly from centers of population into and through these isolated areas, as a result of which an unfair competitive basis is recommended; and,

WHEREAS, that portion of Alaska west of Yukon Territory, Canada, has only four centers of population served by rail, water or highway transportation and which serve as distribution points for all of this vast area, and no operator in air transportation can possibly stay in business without access to at least one of these centers of population; and,

WHEREAS, at the centers of population the number of planes is never sufficient to handle the traffic during the times that great quantities of freight and passengers are being moved in the spring and fall to isolated places without the use of all of the available commercial airplanes regardless of where they are ordinarily based; and,

WHEREAS, the working season is so short in the only two important industries of the whole region that time becomes extremely valuable at the beginning and end of such season; and,

WHEREAS, it is practically impossible to operate scheduled airlines in Alaska because of the nature of the business, which in turn makes it impractical to travel from one area to another using different airlines within the prescribed areas, except where it is possible to change planes at centers of population; and,

WHEREAS, said Examiner and the counsel for the Board who accompanied the Examiner to Alaska have been most conscientious

and fair in trying to apply the Civil Aeronautics Act to Alaska, but have been unable to allocate the business in air transportation without creating many injustices to those now in the business and fit, willing and able to serve the public as necessity and convenience requires;

NOW, THEREFORE, your Memorialist prays that non-scheduled operations and air transportation in that part of Alaska west of the Yukon Territory, Canada, be exempt from the provisions of Section 401 (a) of the Civil Aeronautics Act of 1938 by retaining in force Section 292.1 of the economic regulations of the Board exempting such non-scheduled air transportation from certain provisions of Sub-chapter 4 of said Act, and that if such exemption cannot, in the opinion of the Board, be made permanent, that it be maintained in force until such time as recommendations can be presented to the Board, which will more adequately reflect what is required from the public convenience and necessity in the western portion of Alaska and for the welfare of what has heretofore been a thriving industry which the Territory cannot afford to have jeopardized because it is the chief means of communication in said portion of Alaska.

AND YOUR MEMORIALIST WILL EVER PRAY.

Passed by the House, March 14, 1941.

Passed by the Senate, March 20, 1941.

HOUSE JOINT MEMORIAL NO. 21

TO THE HONORABLE FRANKLIN D. ROOSEVELT, PRESIDENT OF THE UNITED STATES, THE HONORABLE HENRY L. STIMSON, SECRETARY OF WAR, THE HONORABLE HAROLD L. ICKES, SECRETARY OF THE INTERIOR, AND THE HONORABLE ANTHONY J. DIMOND, DELEGATE TO CONGRESS FROM ALASKA:

Your Memorialist, the Legislature of the Territory of Alaska, in Fifteenth Regular Session assembled, respectfully represents:

WHEREAS, for a period of nearly thirty years, the Copper River and Northwestern Railroad operated a railroad in connection with the Kennecott Copper Corporation from Cordova to Kennecott and gave service to people living in the Copper River and Chitina