

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

Valleys and also provided a means for the development of vast mineral lands in the neighborhood; and,

WHEREAS, the said Railroad Company, with the discontinuance of the operations at the Kennecott Mine, abandoned the said railroad and removed its rolling stock, with the result that the said Copper River and Chitina Valleys have been without any source of direct service except over the Richardson Highway; and,

WHEREAS, the said Copper River and Northwestern Railroad offered to donate its roadbed and other facilities along the lines to the United States and it was then believed and is now believed that this roadbed could easily be converted into a Highway which would give direct connection between the Town of Cordova, Alaska, and the Valleys mentioned and also would permit a direct connection from the coast with the Richardson Highway at Chitina; and,

WHEREAS, the Legislature of the Territory of Alaska, at its Fourteenth Regular Session, memorialized the Federal Government to take action looking to the conversion of the said roadbed into a highway; and,

WHEREAS, it appears to the members of the Legislature of the Territory of Alaska, that the project referred to herein is especially worthy of consideration at this time.

NOW, THEREFORE, your Memorialist, the Legislature of the Territory of Alaska, respectfully requests that the various Governmental authorities herein addressed, do seriously consider and investigate the suggested practicability and necessity of converting the roadbed of the discontinued Copper River and Northwestern Railroad into a highway connecting with the Richardson Highway at Chitina, Alaska, and extending southward to a coastal terminus at Cordova, Alaska.

AND YOUR MEMORIALIST WILL EVER PRAY.

Passed by the House, March 15, 1941.

Passed by the Senate, March 20, 1941.