

biennial sessions of the Alaska Legislature of not more than ninety days rather than only sixty days as at present.

AND YOUR MEMORIALIST WILL EVER PRAY.

Passed by the House March 18, 1949.

Approved by the Governor March 21, 1949.

HOUSE MEMORIAL NO. 21

TO THE PRESIDENT OF THE UNITED STATES: THE CONGRESS OF THE UNITED STATES: THE DEPARTMENT OF THE INTERIOR AND E. L. BARTLETT, DELEGATE FROM ALASKA:

WHEREAS, the U. S. Bureau of Reclamation has made a preliminary survey of the hydroelectric sites in the Territory of Alaska, and

WHEREAS, many of these power sites have tremendous possibilities for development, and

WHEREAS, metallurgical companies in the States are interested in expansion in the Territory, such expansion depending upon the development of low cost hydroelectric power, and

WHEREAS, these metallurgical products are vital to the welfare of the nation and the people and to the defense of our national government, and

WHEREAS, many municipalities in the Territory of Alaska have insufficient power supply,

NOW, THEREFORE, your Memorialist, the Legislature of the Territory of Alaska, in Nineteenth Session assembled, respectfully prays that consideration be given to a Fiscal Year 1949-1950 Appropriation of \$1,250,000.00 to the U. S. Bureau of Reclamation for continuance of detailed investigation of the hydroelectric power sites in the Territory of Alaska.

AND YOUR MEMORIALIST WILL EVER PRAY.

Passed by the House March 22, 1949.

Approved by the Governor March 24, 1949.

HOUSE MEMORIAL NO. 22

TO THE SECRETARY OF THE INTERIOR; THE DIRECTOR OF THE DIVISION OF TERRITORIES AND ISLAND POSSESSIONS; THE GENERAL MANAGER OF THE ALASKA RAILROAD AND THE DELEGATE IN CONGRESS FROM ALASKA:

Your Memorialist, the House of Representatives of the Territory of Alaska, in Nineteenth Regular Session assembled, respectfully represents that:

WHEREAS, the people of Alaska have been informed it is the policy of the Interior Department to suspend operations on the Seward to Portage portion of the Alaska Railroad and to cease maintenance of the right-of-way on that portion of the line as soon as the Turnagain Arm Highway is connected through to the Kenai Peninsula road system, such connection expected to be accomplished in the fall of 1950; and,

WHEREAS, the interests of national defense and of the economic welfare of the Territory of Alaska require that alternatives of rail access to the communities of interior Alaska should be maintained in good condition; and,

WHEREAS, the act of Congress authorizing construction of the Alaska Railroad proclaimed such construction as being undertaken primarily in aid of economic development in the rail belt area; and,

WHEREAS, the growing needs of the Territory of Alaska demand that there should be not fewer, but more transportation facilities available in Alaska; and,

WHEREAS, the economic development of the Territory will be tremendously aided by the application of Stateside freight rates to