

Senate Joint Memorials

SENATE JOINT MEMORIAL NO. 1

TO THE SECRETARY OF THE INTERIOR, DIRECTOR OF THE FISH AND WILDLIFE SERVICE, AND THE DELEGATE FROM ALASKA:

Your Memorialist, the Legislature of the Territory of Alaska, in Nineteenth regular session assembled, respectfully represents that:

WHEREAS, commercial salmon fishing of any volume has never existed in Alaska north of Bristol Bay; and,

WHEREAS, recent studies indicate the feasibility of commercial salmon fishing in the waters of Bering Sea and Norton Sound north of areas heretofore so fished; and,

WHEREAS, the Alaska commercial fishery regulations issued by the Fish and Wildlife Service of the Department of the Interior prohibit commercial fishing for salmon within the so-called Yukon-Kuskokwim area, with but three relatively small districts excepted; and,

WHEREAS, this prohibition, which is not required as a conservation measure, prevents the establishment of the desired commercial salmon fishery in Bering Sea and Norton Sound;

NOW THEREFORE, your Memorialist, the Legislature of the Territory of Alaska, in Nineteenth regular session assembled, respectfully urges that the Alaska commercial fishery regulations for 1949 and for all subsequent years be so drawn as to open to commercial fishing for salmon the areas heretofore closed north of Bristol Bay, to-wit: (a) that area from Cape Newenham to Goodnews Bay; (b) that area from Cape Avinoff to 62 degrees north latitude; (c) that area from 63 degrees 15 minutes north

latitude to Cape Douglas, and (d) that area from Cape York to 66 degrees north latitude.

AND YOUR MEMORIALIST WILL EVER PRAY.

Passed by the Senate January 27, 1949.

Passed by the House February 3, 1949.

Approved by the Governor February 10, 1949.

SENATE JOINT MEMORIAL NO. 2

TO THE PRESIDENT OF THE UNITED STATES OF AMERICA,
THE CONGRESS OF THE UNITED STATES, AND THE
MEMBERS OF THE CIVIL AERONAUTICS BOARD:

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

WHEREAS, all forms of transportation are of vital interest to the people of the Territory of Alaska, a country of great area and small population, and the development of transportation by air is of paramount interest to the residents of the Territory; and

WHEREAS, the air transportation industry within Alaska had developed to a point where the Territory had more aircraft per capita, and more miles were flown per capita, than any other country in the world, all of which had occurred before the year 1938, and without benefit of the Civil Aeronautics Board; and,

WHEREAS, the Civil Aeronautics Board moved into Alaska in 1939, forcing some air transportation companies out of business, giving others monopolies, raising the cost of operating said companies by requiring them to add to their clerical force for the purpose of filling out numerous statistical forms and reports, by restricting the number of flights made and thereby reducing their incomes, and by holding hearings on applications for Certificates of Public Convenience and Necessity at which it is necessary to be represented by expensive attorneys, and which hearings have